

Railtalk Magazine

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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 112 and your monthly roundup from across the UK.

Welcome to 2016 and a Happy New Year to everyone - we start the year with a new Model Railways section, please give us feedback or suggestions on this.

So what's on the cards for 2016 (in the railway world) that we know thus far. Well in the north we have a new operator, as from April, Arriva are back in control of the Northern Franchise, and will we see a return of the Class 37s on the S&C(?) maybe not, but who can say what we are to expect. In the south, there are plenty of new units arriving with the introduction of new trains on both Thameslink and Gatwick Express in the early part of 2016.

I suppose the biggest question for all rail enthusiasts is, what's going on in the Railtour Sector. We have seen in the past few months issues with various charters being cancelled at the last minute for very strange reasons, along with a fairly empty calendar for the beginning of this year, let's hope it picks up soon. There is an interesting but also potentially worrying time ahead of us.

All the best and once again, should you have any photos or articles you wish to see in the mag please get in contact.

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, John Balaam, Geoff Barton, Brian Battersby, Sam Bilner, Pete Cheshire, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Derek Elston, Mark Enderby, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, Colin Irwin, Jon Jebb, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Neil Pugh, Neil Scarlett, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: The extra VGA vans heading from Warrington Dallam Royal Mail depot to Glasgow's Sheildmuir, pass Winwick on the bi-directionally signalled Down Slow line behind Scotrail liveried Class 90 024 at the start of its return journey on December 15th.
[Jeff Nicholls](#)

This Page: Abellio Greater Anglia's Class 321 319 leads a three four car formation back to Clacton after the morning rush hour.
[Tim Ward](#)



Charter Scene: Pathfinder Tours - The York & Durham Noel Explorer

On December 5th, Class 67 006 stands at Derby heading the tour from Taunton to Newcastle, stopping off at York on the way north. [Class47](#)



Pathfinder Tours - The York & Durham Noel Explorer

Following problems with Class 67 006 at Newcastle, the only available loco was Class 66 515. With the Class 67 dumped at Newcastle, the Class 66 worked the tour back to Taunton unaided, seen here at Derby running 75 mins late. [Class47](#)



Railway Touring Company - The Christmas White Rose

On December 17th, LMS Stanier Class 8P Coronation Class 4-6-2 Pacific No. 46233 'Duchess of Sutherland' storms through Doncaster working the Cambridge - York charter. *"A heavily delayed departure meant a couple of hours extra transfixed on the platform end, but the wait was worth it, I haven't seen so much smoke since Dubbies use to haul coal trains up Gunhouse Bank. Poor old Class 47 832 on the rear was just about obliterated!"* - [Steve Thompson](#)



Belmond British Pullman - V.S.O.E.

Class 67 018 passes Appleby on December 4th, working the 5Z27 Lincoln - Belmont, conveying the ever-impressive Pullmans for replenishment after bringing the well heeled folk from the capital to plunder the Christmas Market at Lincoln.

[Steve Thompson](#)



Statesman Rail - The Edinburgh Christmas Statesman

In atrocious light and weather conditions, Class 47 851 top'n'tailed with 47 804 on 'The Statesman' from Holyhead to Carlisle heads through a waterlogged Winwick Junction on December 5th. The charter only reached as far as Oxenhope, thanks to the efforts of Storm Desmond, before it was terminated. [Jeff Nicholls](#)



Belmond British Pullman - The Northern Belle

Class 57 301 'Goliath' has just rounded Lowton Curve and is passing Golborne Junction with a Manchester Victoria - Carlisle 'Northern Belle' on December 5th. Unfortunately for the passengers, the train was terminated at Preston due to Storm Desmond. Class 57 305, in Northern Belle livery, was on the rear of the train.

[Jeff Nicholls](#)



Steam Dreams - The Cathedrals Express

Apart from the headlight on the front, and the 'Les Ross' nameplates, this could almost be a scene from the 1960s as Class 86 259 passes Red Bank at the head of the all maroon London Euston - Appleby 'Cathedrals Express'. The Class 86 was due to be replaced by steam power at Carnforth but, thanks to Storm Desmond, this was as far as the train reached on December 5th. [Jeff Nicholls](#)



Vintage Trains - The Christmas White Rose

In treacherous weather conditions, GWR No. 5043 'Earl of Mount Edgcumbe' storms towards Willington station with the 1Z43 Tyseley Steam Trust to York on December 12th. [Steve Donald](#)



Belmond British Pullman - Northern Belle

Right and Main: On December 16th, there was another charity 'Northern Belle' tour in North Lincolnshire, this time from Cleethorpes - Newark, via Gainsborough and Lincoln (nearly) and back via Peterborough and the Joint Line. Here is the outward working calling at Scunthorpe with Class 57 305 and 57 312. [Steve Thompson](#)



Statesman Rail - The Edinburgh Christmas Statesman

Right and Main: On December 19th, Class 57 313 top'n'tailed with 47 760 call at Doncaster whilst working the 1Z51 Cambridge - Edinburgh 'Statesman' railtour. Class47



UK Railtours - Beverley at Christmas

Right and Main: Class 66 097 and 66 067 top'n'tail the 1Z64 London King's Cross to Beverley railtour into Doncaster on a dull grey December 19th. [Brian Battersby](#)



Spirit of the Lakes - Edinburgh Christmas Special

The driver of Class 47 786 waits for the 'right away' at Doncaster on December 19th whilst working the 1Z60 Edinburgh - Stevenage return charter. Class 57 601 was on the rear. [Class47](#)



Railway Touring Company - The Lindum Fayre

On December 5th, LMS Stanier Class 8P Coronation Class 4-6-2 Pacific No. 46233 'Duchess of Sutherland' approaches Lincoln working the 1Z46 London King's Cross - Lincoln charter. Class 47 854 (pictured right) was on the rear of the tour and is seen hauling the ECS into Lincoln Terrace Sidings. [Class47](#)



Vintage Trains - Lindum Christmas Fayre

GWR 'Castle' 4073 Class No. 5043 'Earl of Mount Edgcumbe' is seen departing Lincoln on December 5th with the ECS from 1Z50 Tyseley Warwick Road - Lincoln and heading into Lincoln Terrace Sidings for servicing. [Richard Hargreaves](#)



Vintage Trains - Lindum Christmas Fayre

GWR 'Castle' 4073 Class No. 5043 'Earl of Mount Edgcumbe' approaches the gate box at Fiskerton with the Tyseley - Lincoln 'Lindum Fayre' on December 5th.
Chris Morrison



Railway Touring Co. - THE YORK YULETIDE EXPRESS

On December 19th, LMS Stanier Class 8P Coronation Class 4-6-2 Pacific No. 46233 'Duchess of Sutherland' calls at Kettering whilst working this London Victoria to York charter. Geoff Barton



Railway Touring Co. - THE YORK YULETIDE EXPRESS

LMS Stanier Pacific No. 46233 'Duchess Of Sutherland' sprints along the East Coast mainline towards York in feeble winter sunshine on December 10th, with the 'York Yuletide Express' from Norwich. [Gerald Nicholl](#)



Footex

Scotrail liveried Class 90 024 (with 90 029 on rear) speeds through Lichfield Trent Valley working a London Euston - Manchester Piccadilly 'Footex' on December 28th.
Stuart Hillis



ECS and Light Engine Moves

West Coast's Class 47 760 and 57 313 reverse in Derby station with a Burton on Trent Wetmore Sidings to Carnforth Steamtown empty coaching stock move (carriage Nos. 3362 and 3360) on December 20th. [Steve Donald](#)



ECS and Light Engine Moves

West Coast's Class 47 832 and 47 746 arrive into Crewe on December 22nd working 5M43 Southall - Carnforth ECS. [Michael Lynam](#)



West Coast's Class 47 580 passes through a misty Church Brampton heading light engine to Southall from Carnforth. [Geoff Barton](#)



Class 66 181 arrives into Burton on December 29th working the ECS from the previous days 'Footex' as 5Z92 Wembley Ops Centre - Nemesis Rail. [Stuart Hillis](#)

ECS and Light Engine Moves

Under threatening skies, LMS 7P Class 4-6-0 No. 46100 'Royal Scot' is seen approaching Clapham Station looking and sounding in fine fettle during it's loaded test run around the Carnforth circle on December 22nd. [Shep Woolley](#)



ECS and Light Engine Moves

Three photos of West Coast's Class 57 314 and 47 760 shunting old parcel vans at Hellifield in the pouring rain, ready for a trip to Carnforth where eventually the bogies will be salvaged for reuse. [Michael Lynam](#)



Pictures: Caledonian Sleeper

Caledonian Sleeper liveried Class 73 968 passes Trowell Junction on December 29th running as 0Z74 Doncaster Down Decoy GBRf to Derby. [Steve Donald](#)



Chiltern Railways

Class 68 009 calls at a very wet Dorridge on December 12th working a Stourbridge Jct. - London Marylebone service. The train started at Stourbridge Jct. due to a train fault. [Class47](#)



Class 68 012 runs into Crewe on December 12th whilst working from Wembley to Gresty Bridge. [Class47](#)



On December 29th, Class 68 009 'Titan' stands at Birmingham Moor Street, ready to work an afternoon service to London Marylebone. [Richard Hargreaves](#)



Chiltern liveried Class 68 011 works the 6U77 Mountsorrel - Crewe loaded ballast through a misty Burton on December 8th. [Stuart Hillis](#)

Colas Rail

Class 60 026 is seen here working the Rectory Jct. - Lindsey Oil Refinery tank train through the Barnetby sunset on December 23rd. Neil Scarlett



Class 66 848 is seen stabled at Doncaster in the company of East Coast thunderbird Class 67 012 on December 9th. [Michael Lynam](#)



On December 5th, Class 60 095 passes through Lincoln at the head of an Immingham bound rake of tanks. [Richard Hargreaves](#)



On December 12th, Class 70 808 is seen stabled at Crewe, prior to heading south later in the day with an engineers working from Basford Hall. [Richard Hargreaves](#)



Class 60 087 'Clic Sargent' passes a wet Preston Boats with the 6C37 10:30 Chirk
Kronospan - Carlisle Yard on November 29th. [Keith Davies](#)



Class 70 806 heads past a sunny Kemp's Eye, Shrewsbury on December 29th working the 0M75 09:42 Cardiff Canton Sidings - Chester route learner. Keith Davies

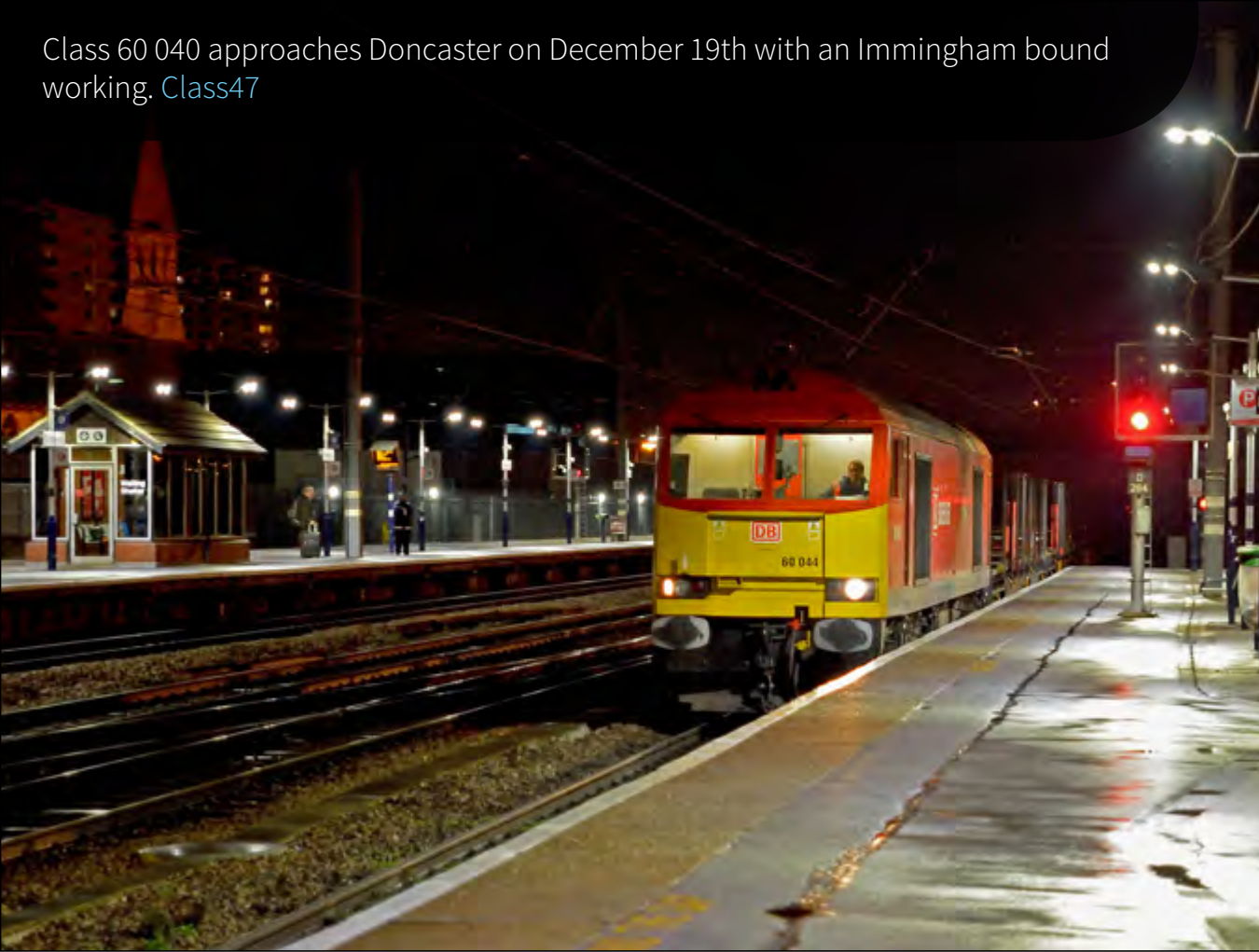


DB Schenker

As a consequence of 'Storm Desmond' Class 66 077 headed a rake of VGA vans on the Sheildmuir - Dallam additional Christmas mail on Decmeber 7th. The route taken was to be via Edinburgh, Newcastle, York, Leeds and Manchester. However, it was recessed at Tyne Yard until the following day and is here photographed on the Chat Moss route passing Leigh Golf Club on the northern outskirts of Warrington. It is to be hoped that all the post in the vans was Second Class! [Jeff Nicholls](#)



Class 60 040 approaches Doncaster on December 19th with an Immingham bound working. [Class47](#)



On a very wet December 2nd, Class 66 014 arrives in the goods loop at Hellifield for a driver change whilst working the 4M00 Carlisle - Clitheroe empty cement tanks. [Michael Lynam](#)



Class 66 090 hauling the 4E69 Southamptn - Wakefield passes Burton on Trent, December 8th. [Stuart Hillis](#)



Class 90 036 and 90 035 pass through Wigan North Western on December 11th working the 4M25 Mossend Euroterminal - Daventry. [Andy Parkinson](#)

Class 90 036 and 90 035 pass Winwick on December 11th working the 4M25 Mossend - Daventry. [Mark Enderby](#)





Light engine Class 67 020, looking a little worse for wear, approaches Trowell Jct. running as 13:09 Belmont Down Yard to Toton TMD on December 8th. The loco is thought to have been involved in a collision with a tree between Carlisle and Newcastle on December 5th. [Steve Donald](#)

On December 17th, DB Schenker liveried Class 60 024 approaches Doncaster hauling an almost complete rake of recently painted DB Schenker liveried low height bogie ballast wagons from Doncaster Up Decoy - Tyne Yard. [Michael Lynam](#)



On December 10th, Class 66 221 hauls 67 002, 90 040 and a RHTT set through Burton on Trent, running as 6D44 Bescot - Toton. [Stuart Hillis](#)



Scotrail liveried Class 90 024 heads the 6S02 Dallam - Shieldmuir additional mail train through Winwick on December 11th. [Mark Enderby](#)

Class 60 017 passes Bayston Hill working the 6V75 09:30 Dee Marsh - Margam steel on December 11th. Keith Davies



On December 15th, Class 66 089 heads a Runcorn Folly Lane ICI sidings to Warrington Arpley chemical tanks working through Acton Bridge, routed via Northwich to reduce the number of run rounds. [Michael Lynam](#)



On December 17th, a rarity, with the first Class 60 to work the Brentford bin train. Class 66 125 was in trouble between Peterborough and Stoke, so 60 011 was called on to assist from Doncaster. Here it is passing through Scunthorpe Station, about four and a half hours down. [Steve Thompson](#)



Class 60 054 heads through Lincoln on January 2nd with a rake of empty oil tanks, heading for Immingham. [Class47](#)



Class 66 011 passes Preston Boats with a late running 6F26 09:15 Bescot Down Sidings - Donnington RFT on December 22nd. [Keith Davies](#)

On a murky December 12th, Class 60 074 pilots 60 099 past Appleby with one IHA (it was loaded!) on 6E20 Llanwern Exchange Sidings - Immingham Sorting Sidings. The red 60 had been added at Rotherham Steel Terminal and this was all that was left of the train after detaching empties at North Lincoln. [Steve Thompson](#)



On December 13th, Class 66 054 trundles through Stalybridge working a Milner Royd Jct. to Doncaster Decoy engines. [Brian Hewertson](#)



Class 90 024 is seen here passing Red Bank with the 6M03 Royal Mail from Shieldmuir to Warrington Royal Mail Terminal on December 18th. [Dave Harris](#)



Class 60 066 and 66 154 pass Ilkeston on January 2nd working a light engine movement from Peak Forest Up Sidings to Toton TMD. [Steve Donald](#)

On January 2nd, Class 56 312 is seen stabled at Derby. [Class47](#)



Direct Rail Services

On December 22nd, recent arrival in the UK Class 68 016 'Fearless', is seen stabled at Crewe Gresty Bridge depot. [Michael Lynam](#)



On December 2nd, Class 66 431 passes through a rain soaked Hellfield, operating the daily 6K05 engineers from Carlisle - Crewe. [Michael Lynam](#)



On December 3rd, Class 68 017 'Hornet' works the 6U77 Mountsorrel - Crewe loaded ballast through Burton on Trent. [Stuart Hillis](#)



Class 66 421 pass through Church Brampton on December 31st running light engine from Wembley to Gresty Bridge. [Geoff Barton](#)

On December 4th, Class 20 305 and 20 308 did the honours of the last RHTT working for 2015, seen here passing Frodingham Jct. on the way to Grimsby.
Steve Thompson



On December 11th, Class 57 307 'Lady Penelope' speeds through Wigan North Western working 0Z58 Chester - Preston light engine. [Andy Parkinson](#)



East Coast

Right: DVT No. 82205, in 'Flying Scotsman' livery, is seen departing Doncaster on December 17th. [Steve Thompson](#)

Main: Class 91 114 'Durham Cathedral' calls at Doncaster on December 19th working a London Kings Cross to Edinburgh service. [Class47](#)

Below: 'Claus91', Class 91 128 in its Christmas Train livery, is pictured at London Kings Cross on December 9th. [Derek Elston](#)



On December 17th, East Midlands Trains power car No. 43047 is seen on the rear of a London Kings Cross - Leeds East Coast service at Doncaster. [Michael Lynam](#)



On December 17th, Class 91 111 speeds through Doncaster working a London Kings Cross to Edinburgh service. [Steve Thompson](#)



Celebrity HST power car No. 43238, in National Railway Museum livery, calls at Doncaster on December 9th working a London Kings Cross service. [Michael Lynam](#)

First Great Western

Power car No. 43172 'Harry Patch' is seen at Banbury on December 28th leading a diverted Great Western service. [Richard Hargreaves](#)



Freightliner

Class 70 004 passes Uffington working the 6M55 07:31
Avonmouth BBHT Coal Silos - Rugeley 'B' Power Station on
December 4th. [Keith Davies](#)



Class 66 614 passes Walcot on December 27th working the 6Y59 Stafford - Crewe via Shrewsbury engineers train. [Phil Martin](#)



Class 70 019 heads through Doncaster on December 17th working a Felixtowe to Leeds liner. [Steve Thompson](#)



Class 66 554 powers towards Trowell Jct. with the diverted Barrow Hill Up Sidings No. 1 to Daventry Int Rft Recep. working on December 8th. [Steve Donald](#)



Class 66 614 working from Crewe to Derby with empty hopper wagons being used as barriers for a new unit delivery, passes Nemesis Rail at Burton on Trent, December 22nd. [Stuart Hillis](#)

Right: Class 90 045, recently employed on Caledonian Sleeper duties, stands in Crewe on December 12th heading to the nearby electric depot. [Class47](#)

Main: Class 66 522 working the 6F15 Liverpool - Crewe scrap passes Winwick on December 11th. [Mark Enderby](#)



Class 66 505 passes through Leamington Spa on December 29th working a Lawley Street to Southampton liner. [Richard Hargreaves](#)



Class 70 018 runs through Manchester Oxford Road on December 18th working light engine from Trafford Park to Crewe. [John Balaam](#)



Class 90 016 and 86 501 are seen stabled in Crewe Basford Hall yard on December 22nd. [Michael Lynam](#)

Right: Class 66 513 pilots 66 528 southbound past Church Brampton on December 9th with a DIRFT to Southampton MCT working. [Geoff Barton](#)

Main: Class 66 956 leads the returning 6Y56 Stafford - Crewe engineers train through Walcot on December 27th. [Phil Martin](#)

Below: Class 66 503 and 66 567 pass through Doncaster on December 9th working a Felixstowe - Leeds FLT liner. [Michael Lynam](#)



Class 66 420 passes Church Brampton on December 31st, working a Felixstowe to Ditton liner, which was caped at Crewe Basford Hall. Geoff Barton



Class 66 418 trundles through Doncaster on December 19th, heading for Belmont Yard. Brian Battersby

On December 13th, Class 66 530, 66 516, 66 520 and a Class 66 without numbers being prepared for export, are seen at Leeds Midland Road depot. [Michael Lynam](#)



Right: Class 66 550 heads a Runcorn - Brindle Heath empty Bin train through Acton Bridge on December 15th. [Michael Lynam](#)

Main: Class 66 596 passes Charlton on December 27th, with the late running 6Y60 10:10 Stafford Doxey Jct. - Crewe Basford Hall SSM. [Keith Davies](#)



Following Christmas engineering work, Class 66 520 leads the 6Y58 Stafford - Crewe through Walcot on December 27th. [Phil Martin](#)



At Leeds Midland Road on December 13th, Class 47 830 waits its next duty whilst 66 557 receives some attention. [Michael Lynam](#)



Class 70 020 passes through Manchester Oxford Road on a light engine move from Trafford Park - Crewe, December 9th. [Michael Lynam](#)



Powerhaul liveried Class 66 416 approaches Trowell Jct. with the diverted Leeds FLT to Southampton MCT containers on December 29th. [Steve Donald](#)

On December 31st, Freightliner's first working on the Donnington branch as Class 66 555 hauls the Donnington to Crewe empty flats. The first working by the green team was only empty flats but quite a spectacle with 24 IKA's at 2590ft (899 metres) in length and 990 tonnes. [Richard Hargreaves](#)



GBRf

Class 66 703 passes northbound at Church Brampton working a Felixstowe to Hams Hall liner on December 9th. [Geoff Barton](#)



Class 66 716 leads the 4Z61 Ironbridge - Hexthorpe through Upton on November 20th. Carl Grocott



Class 66 765 passes through Warrington Bank Quay on December 7th working an Ironbridge to Liverpool Bulk Terminal Biomass. Brian Battersby



Grey GBRf Class 66 749 in charge of a Hunterston - West Burton power station loaded coal working passes through Doncaster on December 9th. Michael Lynam



Class 66 756 takes a couple of wagons through Doncaster on December 19th, working from Selby to Roberts Road. Brian Battersby

On December 11th, Class 66 713 passes Winwick working the 6E10 Liverpool Bulk Terminal - Drax Biomass. [Mark Enderby](#)



Class 66 712 passes Haxey on December 4th working the 4Z79 Selby - Felixstowe. [Steve Thompson](#)

Class 66 753 hauling a Liverpool Bulk Terminal - Drax loaded Biomass, heads through Acton Bridge on December 15th. [Michael Lynam](#)



Having been involved in route learning in the midlands, Class 47 812 is seen stabled at Derby on January 2nd. [Class47](#)



Class 66 748 passes near Walcott with the 6Z35 03:32 Crawley New Yard - Coton Hill TC on December 8th. [Keith Davies](#)

Network Rail

Class 97 302 (with 97 303 on the rear) pause at Shrewsbury on November 20th whilst working the 3S71 Crewe - Crewe RHTT. Carl Grocott



Class 37 175 and 37 219 managed to catch the sun while working a Derby RTC -
Doncaster West Yard test train through Healey Mills yard on December 7th.
Neil Scarlett





Left: On December 16th, Class 37 219 hauls 73 951 through Kettering on a Derby to Eastleigh Arlington move. [Geoff Barton](#)

Main: Class 37 175 and 37 219 top'n'tail the 1Q05 Neville Hill TMD - Heaton TMD through an overcast Stockton on Tees on December 9th. [Michael J Alderdice](#)



Class 37 057 is seen stabled at Derby on December 13th, having arrived with a test train the previous day. Steve Donald



Rail Operations Group

UK Rail's Class 56 301 and 56 098 head through Shrewsbury whilst working the 5S56 10:45 Laira T&RSMD - Kilmarnock (Barclay Sidings) on December 13th.
Keith Davies



UK Rail's Class 56 301 and 56 098 head through Wigan North Western on December 11th working the 5Z56 East Leake British Gypsum - Kilmarnock (Barclay Sidings) hauling the 125 group's three MkIII coaches to Kilmarnock for attention.
Andy Parkinson



On December 11th, Class 56 301 and 56 098 pass through Winwick whilst working the 5Z56 Ruddington - Kilmarnock. Mark Enderby



Europhoenix's Class 37 884 is pictured stabled in Derby on December 20th.
Steve Donald

On December 15th, UK Rail's Class 56 301 and 56 098 were used to convey Class 58 016 from Barrow Hill to Leicester LIP, seen here at Derby. [Steve Donald](#)



Units: DMUs and EMUs

Chiltern Railway's Class 168 219 and 168 322 stand at Leamington Spa on December 29th working a Birmingham Snow Hill to London Marylebone service.
Richard Hargreaves



Right: Northern Rail's Class 150 149 approaches Bolton station with the 2N93 11:23 Manchester Victoria to Blackpool North on December 23rd. [Dave Felton](#)

Main: Virgin Trains' 'Penguinino' is seen at Stoke on Trent working a Manchester Piccadilly to London Euston service on December 12th. [Class47](#)

Below: East Midlands Trains' Class 158 806 and 156 415 arrive into Stockport on December 14th working a Liverpool Lime St. to Norwich service. [Brian Hewertson](#)



East Midlands Train's 7 Car Meridian No. 222 006 arrives at Lowdham with the 13:54 Nottingham - Lincoln Christmas Market special on December 5th. [Chris Morrison](#)



Northern's Class 156 423 departs Bolton station working a Clitheroe to Manchester Victoria service on December 23rd. [Dave Felton](#)





Great Northern liveried Class 365 529 is seen arriving into London Kings Cross on December 5th with the 07.30 from Cambridge. [Derek Elston](#)

First Great Western's Class 150 221 stands at Keynsham on December 2nd working a service to Westbury. Sam Bilner



Northern Rail's Class 142 007 is photographed between Croston and Midge Hall working 2N03 14:43 Ormskirk - Preston on December 29th. [John Balaam](#)



Northern Electric's Class 319 382 arrives in platform 12 at Manchester Piccadilly on December 22nd with a service from Manchester Airport. [Michael Lynam](#)



CrossCountry's Class 221 137 arrives into Leamington Spa on December 29th with a service to Bournemouth. [Richard Hargreaves](#)

Northern Rail's Class 142 045 arrives into Hale on December 12th working a Manchester Piccadilly - Chester service via Stockport. [Michael Lynam](#)



First Great Western's Class 150 234 calls at Keynsham on December 8th heading westbound with a service to Worcester Shrub Hill. [Sam Bilner](#)



On December 23rd, Northern Rail's Class 156 491 is pictured after departing from Bolton station with the 2J56 10:46 Clitheroe to Manchester Victoria. [Dave Felton](#)



First Hull Trains' Class 180 111 stands on the blocks at London Kings Cross on December 5th. [Derek Elston](#)



Arriva Trains Wales Class 150 240 arrives into Crewe on December 22nd with a service from Chester. [Michael Lynam](#)



London Midland's Class 172 214 working a Birmingham New Street to Hereford service crosses Malvern Common on December 11th. [Neil Pugh](#)

Former London Midland' Class 321 414 now in TFL London colours, is seen at Upminster working the Romford shuttle service on December 5th. [Derek Elston](#)



Merseyrail's Class 507 017 is seen passing Manor Road, working 5X02 12:15 Birkenhead North EMU Depot - West Kirby on December 18th. [John Balaam](#)



Arriva Trains Wales Class 155 323 sits in the works exchange sidings at Doncaster on December 17th having received attention at Wabtec. [Michael Lynam](#)



Northern Rail's refurbished Pacer, Class 144 012, 'evolution', departs Doncaster on December 20th working a service to Sheffield. [Richard Hargreaves](#)



First Great Western's Class 166 215 working a Hereford to London Paddington service crosses Malvern Common on December 15th. [Neil Pugh](#)

Abellio Greater Anglia's Class 321 320 working the 08:56 Colchester to Walton on Naze service is seen after departing Great Bentley. [Tim Ward](#)



On December 12th, Northern Rail's Class 156 487 and 142 047 depart Hale working a service to Manchester Piccadilly. [Michael Lynam](#)



Northern Rail's Class 156 487 and 142 047 are seen at Mobberley on December 12th with a service to Chester. [Michael Lynam](#)



Seen from the River Waveney, an unidentified 3 car Abellio Greater Anglia Class 170 departs Somerleyton station, passes the Swing Bridge 'box and heads towards the distant Cantley sugar beet factory, across typical Broadland scenery. [Tim Ward](#)



Porterbrook's Class 144 'evolution' DMU Class 144 012 stands at Doncaster on December 9th operating a Northern Rail service to Lincoln. [Michael Lynam](#)

News and Features: Scotrail - life north of the border

On December 27th, Class 334 014 calls at platform 2, Springburn Railway Station, whilst working the 2V44 14:01 Partick - Cumbernauld via Glasgow Queen Street low level service. [Jonathan McGurk](#)



On December 27th, Class 320 321 arrives into platform 2 at Partick railway station, whilst working the 2L39 13:08 Larkhall - Balloch via Yoker service whilst 318 260 is seen departing from platform 1 working the 2R66 13:09 Balloch - Motherwell via Whifflet service. [Jonathan McGurk](#)



Class 318 250, one of the few of the fleet still to be retained for now in the S.P.T. carmine and cream livery, calls at Cumbernauld working the 2V33 12:04 Cumbernauld - Partick service, December 27th. [Jonathan McGurk](#)



Class 314 216 working the 2P14 15:20 Glasgow Central high level - Newton stands at its destination of Newton on December 24th. [Jonathan McGurk](#)



Class 67 009 heads the 5Z16 1214 Polmadie Car. M.D. - Inverness Serco Caledonian Sleeper move through Gartcosh on December 27th. [Jonathan McGurk](#)

Nottingham Trams - NET

On January 2nd, Bombardier Incentro AT6/5 tram No. 206 'Angela Alcock' sporting an all over e-on livery, is seen at the Clifton South terminus. [Richard Hargreaves](#)



Midland Metro

On December 12th, CAF Urbos 3 tram No. 22 is seen at the recently opened Bull Street tram stop. [Paul Godding](#)



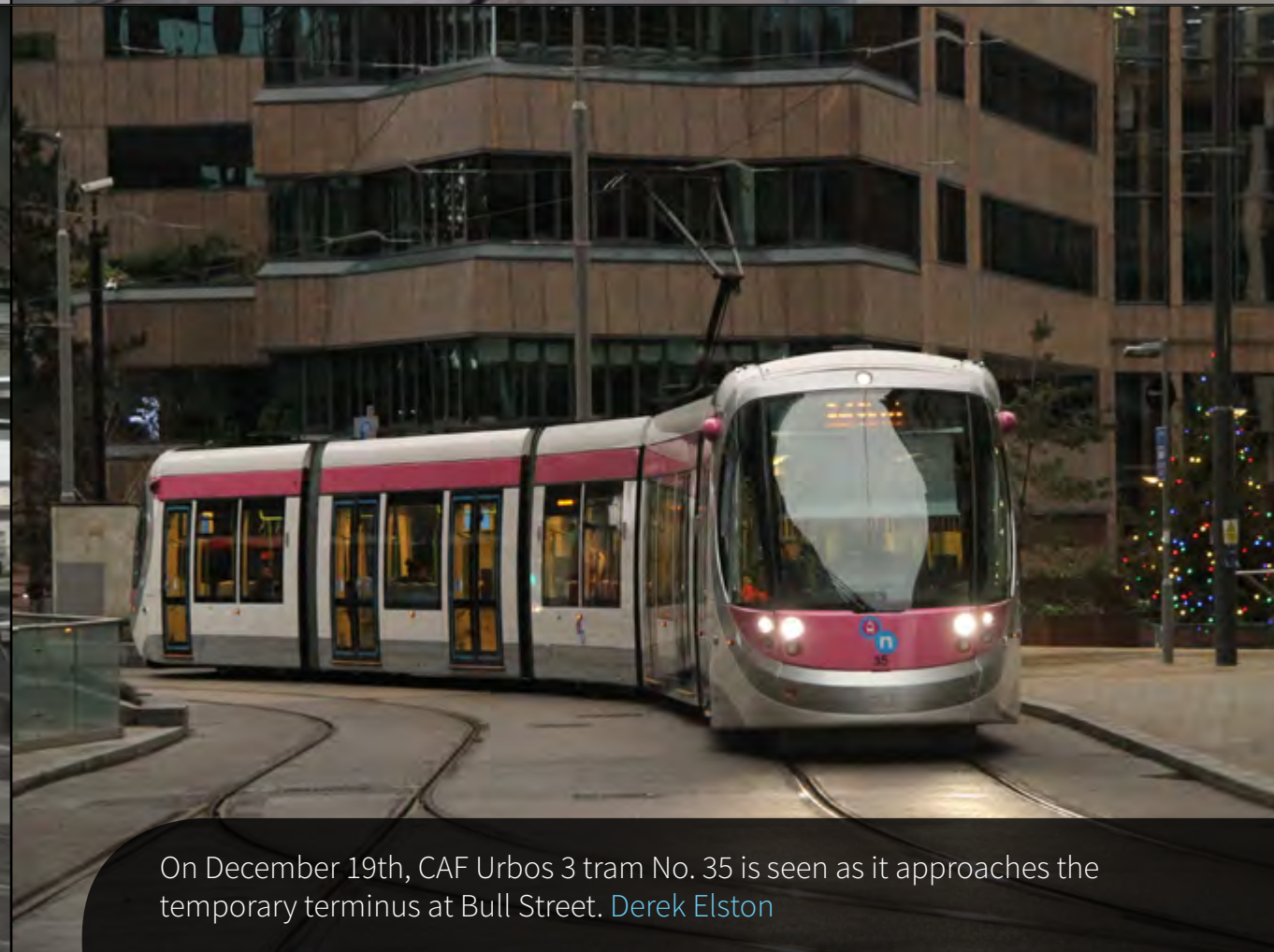
On December 6th, Midlands Metro's CAF Urbos tram No. 21 ascends Colmore Circus. [Chris Morrison](#)



Midland Metro CAF Urbos 3 tram No. 24 stands at the temporary terminus in Bull Street, December 19th. [Derek Elston](#)



CAF Urbos 3 tram No. 33 is seen as it passes Snow Hill station [Derek Elston](#)



On December 19th, CAF Urbos 3 tram No. 35 is seen as it approaches the temporary terminus at Bull Street. [Derek Elston](#)

Manchester Metrolink

Tram No. 3106 leaves Victoria and negotiates the new track arrangement for Exchange Square. [Michael Lynam](#)



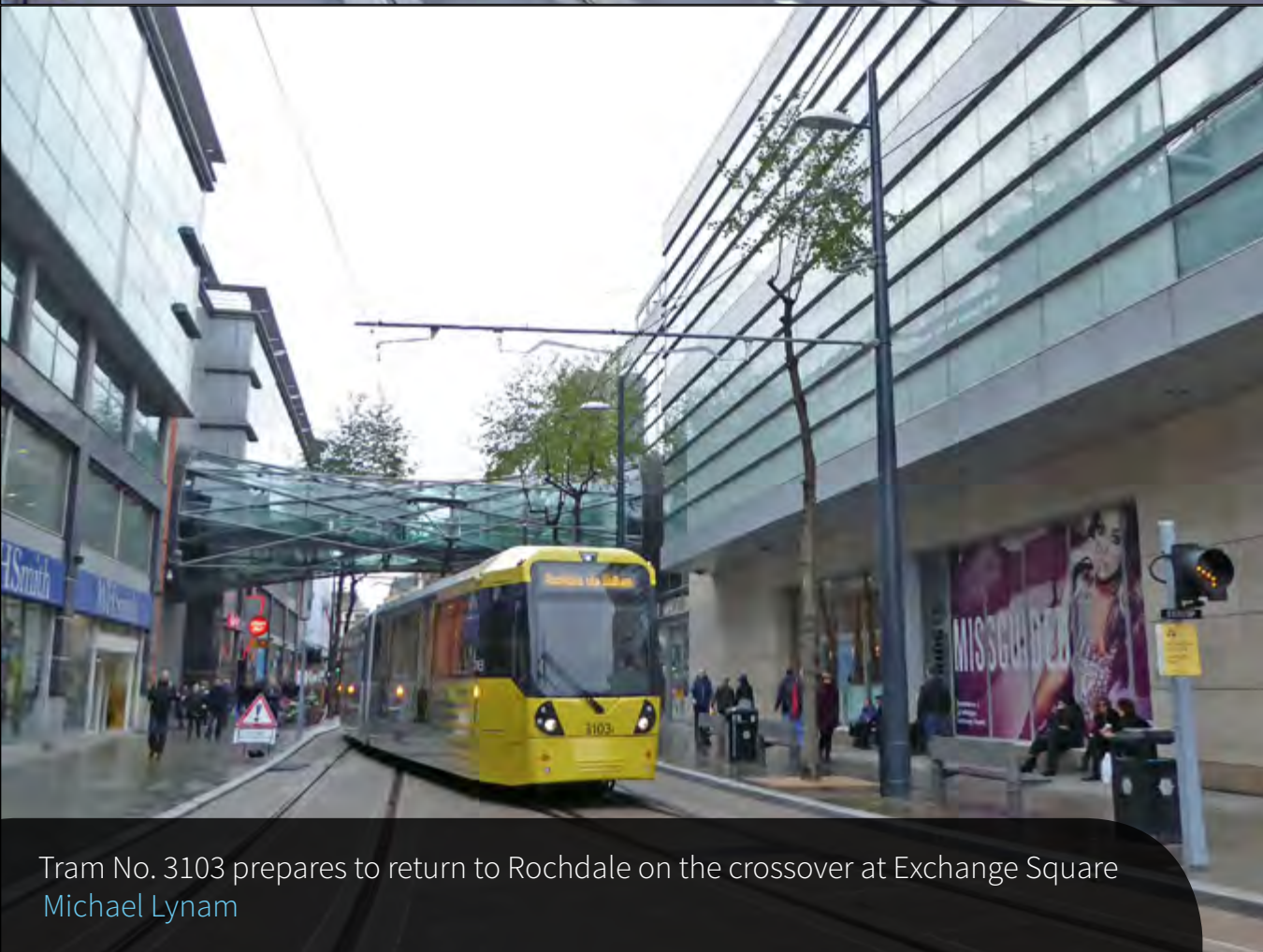
Tram No. 3103 enters Corporation Street from Victoria Station working a Rochdale service to Exchange Square. [Michael Lynam](#)



Tram No. 3088 departs Exchange Square and heads along Corporation Street towards Victoria Station. [Michael Lynam](#)



Tram No. 3103 prepares to return to Rochdale on the crossover at Exchange Square [Michael Lynam](#)



One tram that never saw the rails is prototype No. 1000. The seat moquette is different to the production trams and there are some minor differences in the body design, but the basic layout was retained in the production trams. It is on display at The Museum of Transport, Boyle Street, Cheetham Manchester. [Michael Lynam](#)



Fares Advice *with RailUK*

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

Off Peak Returns

Q: Heard recently on the 06:25 Hull Trains Hull to London service "off peak return tickets not valid on this service" Also heard recently on the 17:19 VTEC service from London to Hull "Outward portion of off peak return not valid" My reading of the fares for these services tells me these comments are wrong. Am I correct?

A: Being charitable, I'd suggest an oversimplification on the part of the person making the announcement in each case.

Looking at the Hull Trains site, their Tickets & Fares Explained page manages to fail spectacularly at using the correct ticket names... and doesn't give restriction details. (Graphics elsewhere on the site are mildly amusing too... On the "Travel Information" page, there are shots of the departure boards at Liverpool Lime Street and London Liverpool Street!)

Getting back on topic, "Hull Trains only" Off-Peak tickets between Hull and London carry restriction code HV, and Super Off-Peak tickets carry code HD, with the Any Permitted tickets carrying code 1D (Off-Peak) and 1L (Super Off-Peak).

These translate as follows:

HV: Not valid on Hull Trains southbound services timed to arrive London King's Cross before 10:00 Mondays to Fridays (except public holidays).

HD: Not valid on Hull Trains southbound services timed to arrive London Kings Cross before 11:30 or northbound services timed to depart London Kings Cross after 14:59 or before 17:31 Mondays to Fridays (except public holidays).

1D: Not valid on trains timed to arrive London Terminals after 04:29 and before 10:08 Mondays to Fridays (except public holidays).

1L: Not valid on trains timed to arrive London Terminals after 04:29 and before 11:17 Mondays to Fridays (except public holidays).

So for journeys to London with such a ticket, it's correct to say that they're not valid on that train, as it's scheduled to arrive at Kings Cross at 09:13.

It's not correct for a journey to Doncaster, however, as the Off-Peak Return (routed Hull Trains only) carries restriction code 8A, making it valid on any train.

Similarly, on the 17:19 from Kings Cross, the Any Permitted ticket is what used to be called the "Business Saver", which has no restrictions to/from Kings Cross on the Return leg, but the actual restrictions depend on the ticket itself, rather than the train.

The comments will be correct for some tickets, but wrong for others.

If the suggestion by the person making the comment that there is a blanket ban regardless of the actual ticket held, then they are obviously very wrong indeed

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!

Great Western Railway 5700 Class 0-6-0 pannier tank No. 4612 is seen getting watered at the Bodmin and Wenford Railway on December 5th. [Ken Mumford](#)



On December 11th, UK Rail's Class 56 301 and 56 098 working the 5Z56 Hotchley Hill - Kilmarnock ECS move with three MKIII coaches, passes Red Bank. [Dave Harris](#)

Class 90 024 and 90 029 top'n'tail a Chelsea FC Footex through Levenshulme on December 28th, heading for Manchester. [Colin Irwin](#)



Class 47 848 brings up the rear of 0M15, GBRf's convoy from Doncaster Roberts Road to Longport F.D. as it passes Leigh Golf Club on the Chat Moss route on December 9th. Class 47 843 and 66 715 were the other two locos. [Jeff Nicholls](#)



The 504s Bury Electric Units.

The recently formed Class 504 Preservation Society has taken custody of the last remaining BR Class 504 EMU currently stored at the ELR in Bury, with the aim to raise the profile of the unit and the aims of the Society which at present has been given an interim agreement from the ELR's General Manager that the unit can remain on their site under a six month review after which the progress of restoration of the unit will be assessed before a decision on whether the unit will remain at the ELR.

At present the Society has applied temporary tarpaulins to protect the unit from the winter weather, while more robust covers are manufactured.

The Society is hopeful by May 2016 the Trailer Car (DTS) M77172 can be brought up to a suitable standard for displaying, then work can be concentrated on the Power Car

(DMBS) M65451 which requires more substantial works to bring it up to a suitable standard.

The Society has a facebook page 'The 504s Bury Electric Units'

The Society also has a membership scheme details of which can be found on Facebook



Photo: The trailer car is seen at Bury after being covered by the temporary tarpaulins.

Freight lines reopen as phase one of Greater Lincolnshire railway upgrade plan is completed

Freight lines serving the busy port of Immingham have reopened on time



following five days of engineering work in Greater Lincolnshire. The first train, a single engine, left Immingham at 05.16 on December 30th and travelled through the newly resigalled section of track en-route to pick up steelwork wagons.

This phase of the engineering work, which began on Christmas Eve, focussed primarily on replacing the 100-year-old signalling on the freight lines to and from the port, from which around 25 per cent of the UK's rail

freight enters the country.

Work on passenger lines in north Lincolnshire, north east Lincolnshire and others parts of the Lincolnshire region will now continue until January 11, with bus replacement services in operation on some routes until then.

Mark Tarry, route managing director for Network Rail, said: "This major upgrade of the railway has been two years in the

planning with the support of the port, industry and local authorities. With the majority of the work being carried out over Christmas – a relatively quiet time on the railway – ultimately we will reduce the amount of disruption caused.

Photo: The first loco passes through Barnetby following the first phase of resigalling. © Network Rail

Stone Blower No. DR80205 heads north through Church Brampton on December 9th heading from Woking to Walsall Tamper Sidings. Geoff Barton



On December 5th, GWR No. 5043 'Earl of Mount Edgcumbe' is seen departing Lincoln, with the returning charter to Tyseley. Steve Thompson

On December 22nd, Royal Mail EMU Class 325 014 passes through Crewe on a test run from Crewe IEMD - Stafford and back following maintenance. [Michael Lynam](#)



Virgin Trains to restore Waverley waiting room to Victorian splendour

Virgin Trains is to restore one of Waverley Station's hidden gems, years after an intricate mosaic floor was uncovered by accident during upgrade works to its waiting room. The original flooring, dating back to the Victorian era, had been hidden for decades following work by British Rail to modernise the area.

It is due to be restored to its former glory as part of a programme by Virgin Trains to refurbish and renew first class lounges and waiting rooms on the east coast route connecting Edinburgh to London. The original flooring first re-emerged in 2014 when builders chipped away a section of concrete to reveal the ornate, colourful design that was a key feature of the original Victorian dining room.

A partial restoration was undertaken last year as part of a programme that also stripped away panelling to reveal the original walls and wooden ceiling.

Virgin Trains, which took over the east coast passenger franchise in March, has worked with Network Rail and the

Rail Heritage Trust to complete the restoration of the waiting room and restore the mosaic floor to its former glory. Sections of the mosaic design have been damaged or destroyed in the intervening years and the work due to start this winter will involve replacing them with new, specially-designed tiles that compliment the original design.

Andy Savage, Executive Director of the Railway Heritage Trust, said: "Sadly, society went through a period when the glories of Victorian architecture were treated with scorn, or neglect, and BR's alterations to the former dining room came into this category. The features were all left in situ, but modern flooring and ceilings hid them and damaged them. East Coast Trains approached us last year when they found what they had, and we were able to fund a partial restoration of the room, at a cost of £150,000.

Despite this much of the historic ambience of the room is still hidden, but East Coast made sure that it was not further damaged in the alterations. Although we were able to expose the ceiling and mosaic in the new public area, the available finances were not enough to do any repairs to the mosaic, and some areas had to be left with mortar in place of the missing mosaic tiles.

"I am delighted that Virgin Trains East Coast have been able to work with us so that we are jointly funding a further £25,000 worth of work to be able to restore the mosaic in the public areas, and this work should be done this winter." Jennifer Mearns, Scotland Station Manager for Virgin Trains, said: "We were amazed when we first saw the mosaic design hidden under the concrete flooring. It's been exciting to work with Network Rail and Rail Heritage Trust to provide a reception area for our customers and people worthy of the Victorian architects who first designed the room."

Ann Glen, author of a history on Waverley Station, said that the design may have been made by Edinburgh-based Italians who specialised in mosaics. "According to a North British Railway Company ground floor plan, made at the time of the reconstruction of Waverley station in the latter 1890s, the premises were designed as a 'Dining Hall,'" she said. The plan for the concourse 'offices' was devised by Blyth & Blyth, the consulting engineers responsible for the station project. There is no indication on the plan as to the class of passengers who would use the premises."

Photo: © Virgin Trains

Investment in iconic bridges and viaducts to breathe new life into Cheshire's railway

Cheshire's most iconic railway bridges and viaducts are being revitalised thanks to a £17m investment by Network Rail. The purpose of the work is to make the railway safer and more reliable for passengers, motorists, pedestrians and canal users across the county. During an 11-day (13-24 February 2016) closure of the Crewe to Manchester and Sandbach to Northwich railway lines, - Network Rail will carry out vital refurbishment works to four bridges and two viaducts as part of its Railway Upgrade Plan. Completing these works at

the same time has helped save £500,000 of taxpayers' money and minimised the level of disruption as much as possible for passengers and freight services along these routes. As part of this programme, the Grade-II listed viaducts at Holmes Chapel and Peover – two of Cheshire's most well-known architectural landmarks – will be given a full makeover. Water stains on the walls of both viaducts will be removed, damaged brickwork will be repaired and both structures will be waterproofed.

At the same time, Network Rail engineers will undertake strengthening work to the Hungerford Road bridge in Crewe, Shipbrook Road bridge in Rudheath, and to the Whatcroft underbridge and the Trent and Mersey Canal bridge in Davenham. This essential work will help ensure these bridges continue to be reliable for passengers, motorists, pedestrians and canal users for decades to come.



LNER A1 No. 60163 'Tornado' passes Shalford on December 8th with a Belmond British Pullman working. [Ken Livermore](#)

Terry Strickland, area director for Network Rail said: "As part of our Railway Upgrade Plan, we are committed to delivering this major investment programme to improve the long-term reliability of a number of iconic and integral railway structures in Cheshire. To ensure the safety of our staff and passengers while we undertake this vital work from 13 to 24 February, the Crewe to Manchester

and Sandbach to Northwich railway lines will be closed to both passenger and freight services. I would like to apologise to passengers in advance for any disruption this may cause. We care about passengers and by delivering these improvements as a package, we have minimised the level of disruption and reduced the need for future maintenance

work. We have also saved half a million pounds which we can spend on further improvements elsewhere on the railway."

A spokesperson on behalf of Virgin Trains, Northern Rail, CrossCountry trains and Arriva Trains said: "We understand that improvement works impact on passengers. This investment is vital and will deliver real benefits in helping to provide customers with a more reliable railway. All affected train operating companies are working closely with Network Rail to ensure alternative travel arrangements are in place wherever possible and to keep disruption to a minimum whilst this important work is carried out. Our advice to all customers travelling between Manchester and Crewe is to check their journey before they travel."

The 11-day closure of these routes will mean that services to Manchester from London and South Wales (and vice-versa) will temporarily by-pass Crewe and be diverted via Macclesfield and Stockport. Local rail services will also be affected between Wilmslow, Stockport and Crewe. Replacement bus services will be provided and alternative routes will be signposted for all passengers who are affected.



GTR announces Siemens as preferred bidder for new Great Northern train fleet

A new fleet of modern air-conditioned trains is a step closer for Great Northern suburban services to and from Moorgate in the City of London with the news that Govia Thameslink Railway (GTR) has nominated train manufacturer Siemens as its preferred bidder. The order will be for 25 six-car units (150 vehicles), of a variant of the Class 700 Desiro City, which is being built for the new Thameslink service. They will replace Class 313 trains built in 1976/7, and enter service by the end of 2018 on routes to and from Welwyn and Hertford, Stevenage and Letchworth.

Passenger groups and stakeholders were consulted and train features include: Fixed length with full width inter-vehicle gangways, creating more space for passengers on board (there are no intermediate cabs); Air-conditioning; The latest in passenger information systems with real-time information; Fully accessible and compliant with disability legislation; Power points throughout

This is an investment worth over £200 million, and GTR will run a financial competition to provide the capital funding for the order.

GTR Fleet Director Gerry McFadden said: “Coupled with the seven-day-a-week service to Moorgate that we started this month, these new trains will give our passengers a superior, modern comfortable journey with more capacity, improved reliability, air conditioning and passenger information systems that can be remotely updated to provide real-time information. This is just one of four new train fleets we’re bringing in, introducing almost 1,400 new train carriages to the network, and we’re delighted to be appointing Siemens as our preferred bidder.”



Dr Jochen Eickholt, CEO of Mobility Division, Siemens, said: Siemens is delighted to be appointed preferred bidder to replace the Class 313 Moorgate trains. We are looking forward to finalising the contract in the New Year.”

New viaduct comes into use as trains return after Thameslink Programme’s Christmas and New Year work

After 10 days of engineering work, a new viaduct has been brought into use at London Bridge, carrying trains to Charing Cross and Waterloo East. It’s all part of the Thameslink Programme’s rebuilding of the railway and station at London Bridge. The 10-day project this Christmas, which saw no Southeastern trains calling at London Bridge, Waterloo East, Charing Cross and Cannon Street, also included the introduction of new track and signalling and the transfer of control from London Bridge to Three Bridges operating centre.

Thameslink Programme director Simon Blanchflower said: “I would like to thank passengers for their patience this Christmas and New Year while we brought our new viaduct and signalling system into use. With fewer passengers travelling than at other times of year, Christmas gives us the best opportunity to do this kind of major work.

“By opening Borough Viaduct, we have been able to take two existing tracks out of use for rebuilding, which is a crucial step in the ongoing

reconstruction of London Bridge station. Platforms alongside those new tracks are rapidly taking shape and we are looking forward to opening new station concourse in August this year.”

Southeastern’s Managing Director David Statham said: “The Thameslink programme is a major series of improvement works to rebuild London Bridge station and to improve the railway for passengers for years to come. The work that took place over the Christmas period to bring a new viaduct into use meant we were unable to serve some of our main central London stations for ten days. I would like to say that I am extremely grateful to our passengers for their patience while this important work was carried out.”

The Christmas work at London Bridge was part of a £150m investment nationally by Network Rail, as part of its Railway Upgrade Plan. More than 20,000 men and women worked through Christmas and New Year at more than 500 worksites. Charing Cross trains are now running across the new Borough Viaduct, which was put in place in 2011. Those trains have been running through London Bridge without stopping since January 2015, but when the first half of the new London Bridge concourse opens after August this year, those services will begin calling again, using brand new fully-accessible platforms.

At the same time, Cannon Street trains will begin running through London Bridge without stopping, as their platforms will be taken out of use for rebuilding.

'Bryn Eglwys', a Simplex 4wDM, is seen working at the North Gloucestershire Railway at Toddington. Jon Jebb



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Lamington Viaduct damaged by Storm Frank

moving during the works.

Customers travelling on trains to and from Scotland have been urged to check before they travel after it was confirmed that Lamington Viaduct, just outside Lockerbie, on the West Coast Mainline is to remain closed throughout January while engineers

Phil Verster, Managing Director of the ScotRail Alliance and Managing Director of Network Rail Scotland said: "Our engineers have been working round the clock, in extremely difficult conditions, to try and gain access to the Viaduct so that we can understand the scale of the damage that has been caused by Storm Frank. While that assessment work is not yet fully complete, it is clear now that the damage is significant. We are



carry out repairs to the damage caused by Storm Frank. One pier of the structure has been weakened and investigations into the full extent of the damage are ongoing. At this stage it is anticipated the first trains will cross the viaduct Monday 1st February 2016. Consequently journeys in the area will be altered, may be replaced by bus and will take longer than normal. Full details of the impact will be on each train operating company's websites.

already working on solutions as to how we get the Viaduct fixed and allow us to safely run trains over it again. However, it is likely that it will take us to the end of January until we can reopen it. If we can get it opened earlier, then of course we will. However, customers should plan for the work to continue until the end of the month. "The train companies are working together to keep people moving. Ticket acceptance is in place on affected routes and our teams are geared up to answer questions about how people can best get to where they are going. The best advice is to check before you travel. We are all ready to answer your questions."

Working together, the train companies who operate routes affected by the damage to the Viaduct, have put in place plans in order to keep people

Photo: © Network Rail

Southeastern's Class 375 615 stands in Derby on December 18th in readiness for transfer to Ramsgate, hauled by Class 37 884. [Steve Donald](#)



Invitation to tender issued for £112m Queen Street station transformation

The transformation of one of Scotland's most important railway stations, Glasgow Queen Street, has moved a step closer after a £112m tender was issued for its rebuild. Scotland's third busiest station, with 20m passengers a year, Glasgow Queen Street needs to expand to meet predicted growth to 28m passengers by 2030. The station's platforms and concourse also need to be extended to accommodate the faster, longer, greener electric trains being introduced to Scotland's railway as part of the £742m Edinburgh-Glasgow Improvement Programme (EGIP). Due for completion in 2019, the redevelopment will create a landmark, modern station which reflects Queen Street's role as a gateway to the city and as an important departure point for visitors heading north and east.

The scope of the project will include: Demolition of the Millennium Hotel's 1970s extension above the station; Demolition of Consort House; Removal of the canopy over the footway in Dundas Street; Redevelopment of the station concourse, south and west façades, including reconstruction and extension of station buildings; Improved station entrances at Dundas Street and George Square; New lighting and public address systems; New ticket office and staff accommodation block; Construction of extended platforms to accommodate eight-car trains.

Phil Verster, managing director of the ScotRail Alliance, said: "This is another tremendously exciting step forward in our plans to transform Scotland's railway. We recently announced our largest ever Train Improvement Plan, which will deliver new trains, thousands of extra seats and great facilities such as at-seat power points and enhanced Wi-Fi across our fleet. Today's we are confirming that one of our busiest and most important stations will also be transformed, making it larger and with much better facilities for our growing number of customers. Scotland's railway is about more than running metal boxes up and down the tracks. We are all about using trains to connect people with jobs, businesses with customers and communities with more opportunities to grow and prosper. The changes we are making in the coming years will make sure that we have a modern fleet, running on improved infrastructure to and from world-class stations. That is a rail network we can all be proud of."

Rodger Querns, programme director for the Edinburgh Glasgow Improvement Programme, added: "This is further good progress in the delivery of EGIP. We have already successfully completed a number of key elements of EGIP including the electrification of the Cumbernauld line and Haymarket station and are on the ground across the Edinburgh-Glasgow railway preparing the line for electrification and building Edinburgh Gateway Interchange at Gogar, where we are also making good progress.

NORTHERN FRANCHISE AWARDED TO ARRIVA

Arriva, one of Europe's leading transport operators, has welcomed the Department for Transport's decision to award it the Northern rail franchise.

Arriva's winning bid is based on ambitious plans to drive improvements and transform rail travel in the North of England through a £1bn investment programme. These plans include:

- **Substantial investment in new and refurbished trains:** The introduction of 281 new carriages, the full refurbishment of the remaining fleet and the removal of all Pacer trains within three years.
- **More services and faster journeys:** Over 2,000 more trains each week – an increase of 12 per cent across the Northern network by 2019 - with more frequent, earlier and later trains offering passengers greater choice. Beginning in December 2017, new timetables will provide 100 new through journey opportunities across Leeds, Manchester, Newcastle, Sheffield and other regional hubs.
- **More capacity:** With more and longer trains there will be a 37 per cent increase in peak time capacity.
- **Significant station improvements:** Investing in station facilities to make rail travel simpler and more comfortable by giving customers easier access to information and providing new seating and waiting areas.
- **Value for money and choice:** Creating easier ticketing options which include new advanced and off-peak fares – alongside improved retailing at stations.
- **Connecting customers:** Launching in 2019 with new trains, enhanced inter-urban Northern Connect services will provide faster city connections with free WiFi.
- **Northern employees:** 45 currently unstaffed stations will be staffed while there will be extended opening hours at 54 locations.

The Northern franchise is one of the largest in the UK, currently providing more than 16,000 train services each week to a

population of 15 million people.

Arriva's successful bid demonstrated its ability to provide innovative service improvements and value for money for customers. Arriva has drawn on its experience in the UK rail market where it already operates the award-winning CrossCountry, Chiltern Railways, Arriva Trains Wales, Grand Central and London Overground networks. Each is known for their innovation while Chiltern and Grand Central are rated as leaders in customer satisfaction.

Arriva will operate the franchise under a refreshed Northern brand and working closely with transport partners Rail North, will deliver the services to help support the Government's plans to revitalise the North's economy. On 1 April 2016 over 5,500 Northern employees will join Arriva. They will share in Arriva's experience in providing train services in seven countries, coupled with a track record of innovation that will deliver a transformation in the travelling experience for customers.

Chris Burchell, Managing Director of Arriva's UK Trains division, said: "We are proud to be given the opportunity to transform rail travel for passengers in the North of England and to work closely with our partners to connect towns, cities and communities like never before. "We will be investing more than £1billion to deliver a step-change in quality for customers and dramatically improving services, stations, information and ticketing. Our aim is to be the communities' local railway and to leave a positive lasting legacy for the North of England."

Transport Secretary Patrick McLoughlin said: "We promised passengers a world class rail service that would make the Northern Powerhouse a reality – and I'm delighted that we have found an operator that will deliver exactly that. As a one nation government we are committed to closing the economic gap between north and south. This deal will bring the Northern Powerhouse to life. In 2004, the last time the contract was awarded, the government did not plan for growth – today we've put that right. Arriva Rail North Ltd went far beyond our requirements with exciting, ambitious plans that will make a real difference to customers, and – coupled with our commitment to push ahead with electrifying the vital Transpennine route – will help the region realise its full economic potential, ensuring it has a modern 21st century transport system. This is fantastic news for the north."

Northern franchise highlights

New and refurbished trains: Through an investment of over £400m, Arriva will introduce 98 new trains (281 carriages) delivering extra capacity and with a top speed of 100mph, refurbish the remaining fleet and remove all Pacer trains by 2019. All trains will have improved connectivity with free WiFi by 2019.

More services and faster journeys: Across the Northern network, services will be faster with some local and long distance routes up to 20 per cent faster. This includes journeys from Nottingham to Leeds, from Carlisle to Newcastle, and from Sheffield to Lincoln.

Significant station improvements: Arriva will invest in station ticketing, including new retail facilities at 243 stations that don't currently offer such services. Customers will see refurbished seating and waiting areas at 355 stations, improved information, enhanced CCTV security, and staff will be provided at 45 currently unstaffed stations. Video help points will be introduced at 447 stations and customer information screens at more than 160 new locations.

Value for money and choice: Arriva will introduce more understandable fares and advance tickets that can be bought just 15 minutes before departure. New off-peak products will be introduced where they do not currently exist. This will encourage leisure journeys and help to reduce peak overcrowding.

Northern Connect: Northern Connect will be a new network of 12 long distance routes. Introduced in 2019 it will provide faster connections across Northern England to Leeds, Liverpool, Manchester, Newcastle and Sheffield, including brand new services from Bradford to Manchester Airport and Lincoln to Leeds. Northern Connect services will offer free WiFi, plug sockets, tables, air conditioning and seat reservations



Programme to install barriers at 'open' level crossings complete

More than 60 open level crossings have been fitted with a new modular barrier system to improve safety and reduce the risk of a road vehicle collision with a train. The barriers at Brewster Lane and Matt Pitts Lane in Skegness, Lincolnshire were brought into use this month, the final two of 66 crossings which have been upgraded as part of a three year national programme.

Following a fatal accident at Halkirk level crossing in Scotland in 2009, a Rail Accident Investigation Branch report identified automatic open level crossings (AOCL) as those with the highest risk of a collision on public roads, and Network Rail began work to find an innovative solution to upgrading those open crossings with the highest risk.

The solution was a modular approach, which enabled barriers to be retro-fitted to the existing signalling system instead of a costly full conversion to a conventional barrier design. The first new barrier was fitted in 2012 at Ardrossan Harbour in North Ayrshire with 65 others installed at the highest risk AOCLs across Britain.

Graham Hopkins, Network Rail director of safety said: "If we can't close a level crossing, we'll look to make it safer. By finding a new, more cost-effective solution to upgrading open crossings with these add-on barriers, we've been able to make 66 level crossings significantly safer than they were before, and reduce the risk of any further tragic accidents like the one at Halkirk.



"We're continuing to invest around £100m to improve safety at level crossings and have closed almost 1,000 since 2010 and upgraded and improved hundreds more as part of our Railway Upgrade Plan. We have the safest railway in Europe and there hasn't been an accidental level crossing fatality on our railway since February 2015, the longest period since this programme began. However we cannot be complacent and will continue to work every day to improve safety at level crossings and keep people safe."

Photo: Dolau (Wales) level crossing. Previously open now fitted with barriers. © Network Rail

Loco Fleet List 2016

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.

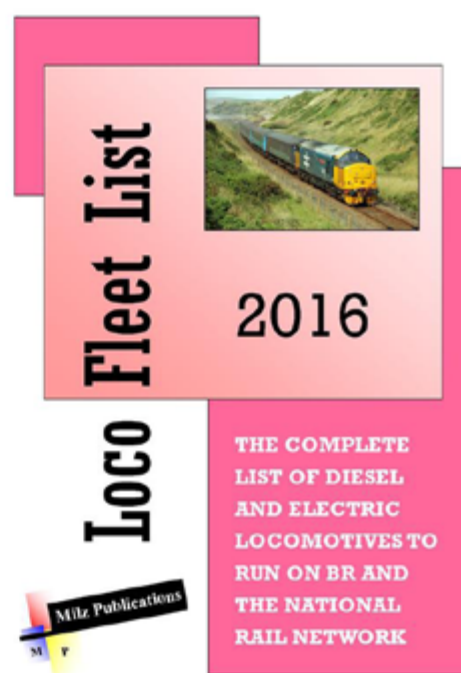
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

Loco Fleet List 2016 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



Manchester trams Nos. 3071 and 3077 depart Piccadilly on December 18th working a service to Eccles. [John Balaam](#)



Wabtec's 0-4-0 shunter 'Pammy' is seen hauling a refurbished JGA wagon out of the works on December 19th. [Brian Battersby](#)



GB Railfreight showcases opportunities for intermodal haulage growth with special Christmas train to the Port of Liverpool

On December 22nd, GB Railfreight ran a special Christmas intermodal train from Maritime Transport's Birmingham Intermodal Freight Terminal, Birch Coppice, to the Port of Liverpool. This is the first time a service has been run between the two sites.

Locomotive 66729 was used to haul eight IFA 'Q80' flat wagons, leaving Birch Coppice at 20:48 and arriving at Seaforth Container Terminal at 01:39 on Wednesday, 23rd December. It made the return journey from the container terminal at 03:30 on 23rd December, arriving at Birch Coppice at 10:53.

This was an important moment for Peel Ports (owner and operator of the Port of Liverpool), GB Railfreight and Maritime Transport, as it demonstrated the potential of running regular container services between Birmingham and Liverpool, providing an alternative to moving containers by road. The development of Liverpool, a new deep water container terminal, will increase the demand for land transport solutions.

Earlier this year, GB Railfreight ran its first intermodal train from the Port of Felixstowe to

Birch Coppice, on behalf of Maritime Transport.

John Smith, Managing Director of GBRf, said: "The running of our special Christmas train to the Port of Liverpool demonstrates that there are huge intermodal rail freight opportunities that could arise from the Liverpool logistics project, and we will be working with our partners to build awareness amongst existing and new customers. The container market is an important source of growth for the industry, and it's vital that we provide the terminal and network infrastructure that allows us to meet present and future consumer demand."

Gary Hodgson, Chief Operating Officer of Peel Ports, said: "Peel Ports Group are delighted to welcome the Christmas Special intermodal train service from Birch Coppice to the Port of Liverpool in partnership with GB Railfreight and Maritime Transport. The ongoing investments and growth at the Port both in quayside and landside infrastructure and in turn onward connectivity further cements Peel Ports commitment to our partners and customers in delivering a new multi-modal solution to the UK".

John Williams, Group Managing Director of Maritime Transport, said: "We look forward to handling a regular GB Railfreight train service between the Port of Liverpool and BIFT, our modern Strategic Railfreight Interchange, at Birch Coppice and the potential opportunities arising from a rail connection with the Port of Liverpool. We operate a first class Railport and an extensive road fleet at BIFT to support customers with intermodal services to and from the Midlands."

Blackpool tram No. 016 is seen at Waterloo Road with the 11:45 Fleetwood Ferry - Starr Gate service on December 4th.

John Balaam



Forth Road Bridge Closure - DRS support Abellio Scotrail to provide 58,000 extra seats.

The Forth Road Bridge was closed to all vehicles on Friday 4th December due to structural defects in need of urgent repair. This effectively left the Kingdom of Fife isolated from Edinburgh and the South.



For many road commuters the best way to get from Fife to Edinburgh and beyond was by rail. To cope with the increased demand at very short notice, from Monday 7th December, DRS were able to support Abellio Scotrail with the provision of 12 additional passenger services per day utilising Class 68's and Mark II coaches. This gave much needed additional capacity for the rail operator and its customers. The Forth Road Bridge has reopened on Wednesday 23rd December where DRS will have run 168 extra services providing 58,000 extra seats.

Did you Know - Ken Mumford

Britannia Class No. 70021 'Morning Star' was the only WR Britannia not have its smoke deflector handrails removed after the Didcot disaster.

After one of its last overhauls at Crewe, Brit' No. 70045 'Lord Rowallan' was fitted with oval front buffers.

On October 23rd 1965, 'Sir Nigel Gresley' was hauling a Manchester (Exchange) to Paddington train. After a 20 minute late departure due to fog delaying the guard, later in that journey the loco's fireman attempted to take water from the troughs near Hatton. It was discovered that Aberdeen Motive power depot had removed the tender's water scoop! This necessitated an emergency stop at Leamington.

Why a 4-6-0 and NOT a 4-6-2 for the G.W.R., Churchward's preference for locomotives without trailing wheels was a direct response to the need to maximise adhesion on the South Devon banks between Newton Abbot and Plymouth of Dainton, Rattery and Hemerdon on the West of England main line - then the GWR's most important route. As a result Swindon only ever produced one Pacific - No. 111 (The Great Bear) - in 1907.

Meldon Viaduct

The Meldon Viaduct was built in 1871 to carry the London and South Western Railway (LSWR) across the West Okement River at Meldon (near Okehampton) on Dartmoor in Devon, South West England, under the direction of the LSWR's chief engineer, WR Galbraith. The viaduct is constructed of wrought iron and cast iron, and 163 metres (535 feet) long and, at its highest point, rises 46 metres (151 feet) above the valley. The viaduct has slight curve which, combined with its exposed position, resulted in speed and weight restrictions being applied to trains crossing it. The speed limit was set at 20 miles per hour (32 km/h) in 1927. The trestles were strengthened in 1938 and 1944 in order to allow heavier traffic to use the viaduct during the Second World War, and further strengthening to the trestles was carried out in 1959 and 1960.

The viaduct is now owned by the Meldon Viaduct Company, a not-for-profit organisation set up to safeguard the viaduct.



Refresh of Class 317/6 trains complete

Abellio Greater Anglia has completed an upgrade of its fleet of 24 Class 317/6 electric trains that operate Cambridge to Liverpool Street and Cheshunt / Hertford East to Liverpool Street services.

The trains received an interior refresh and upgrade to improve passenger comfort, as part of a £1.3m investment by the train operator, and the work has been completed on budget and ahead of schedule.

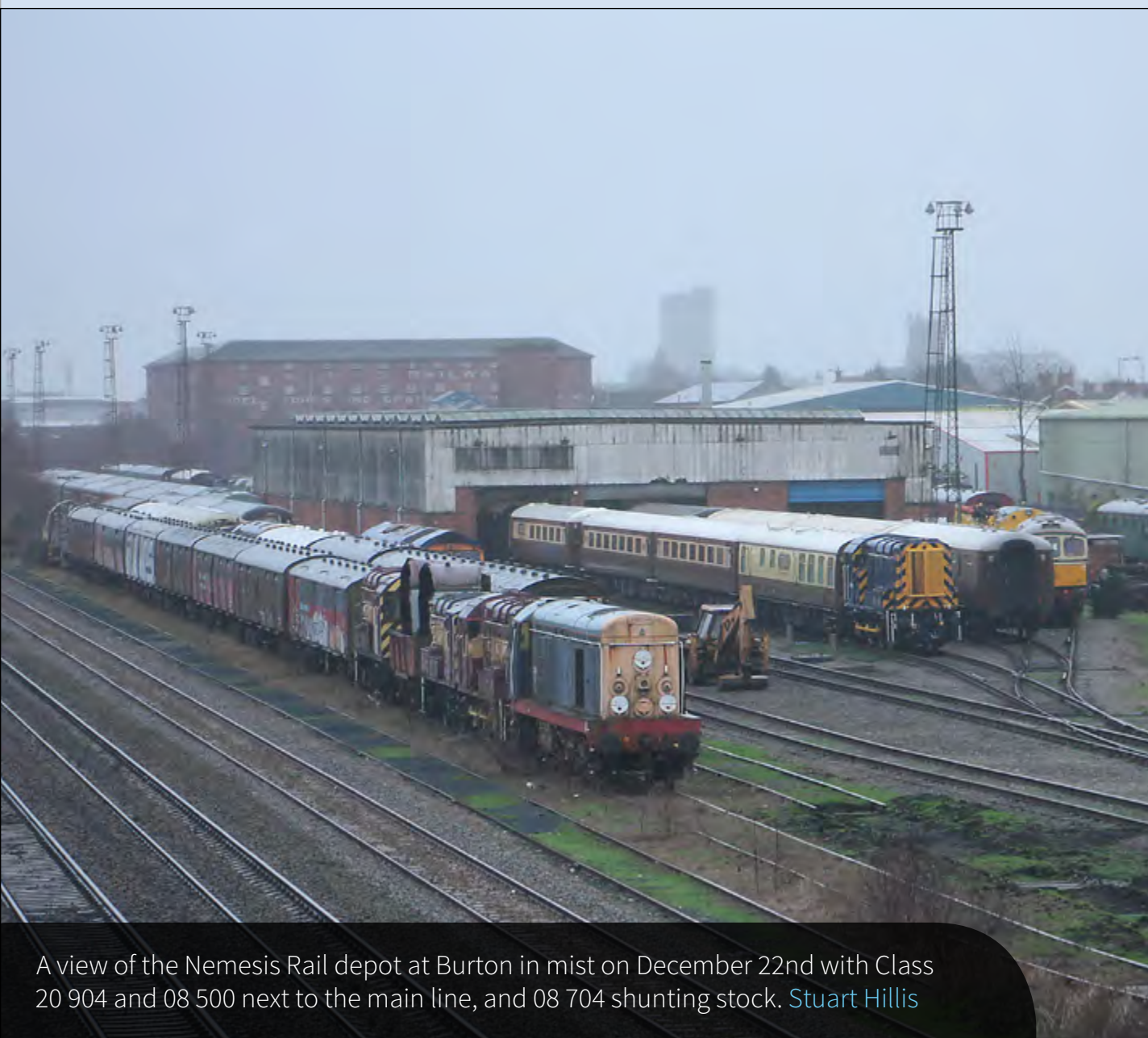
The upgrade programme saw 96 carriages in total improved with new seat covers and vinyl flooring, new First Class seat covers and trim and carpets renewed, interiors re-sprayed (including grab handles and luggage racks) and new signage applied.

The work to improve the Class 317/6 trains was undertaken by Abellio Greater Anglia's fleet maintenance team at the company's Clacton-on-Sea Depot.

The first completed set of four carriages entered passenger service in June.

Andrew Goodrum, Customer Service Director, Abellio Greater Anglia said: "I'm delighted that, thanks to the focus of the team at Clacton Depot, this project has been completed ahead of time, delivering passenger improvements sooner than expected, providing improved comfort and a better travelling environment for our customers. This £1m upgrade is part of over £30m we are investing in improving customer service, upgrading trains and better train performance and cleanliness through our current franchise to October 2016. We will continue to do all we can to provide our customers with improving services."

Class 317/6 trains are used on the West Anglia routes between London and Hertford, Harlow, Bishops Stortford and Cambridge.



A view of the Nemesis Rail depot at Burton in mist on December 22nd with Class 20 904 and 08 500 next to the main line, and 08 704 shunting stock. [Stuart Hillis](#)

DB welcomes Solent Stevedores

DB Schenker Rail UK can't 'contain' its delight as Solent Stevedores begins work at Port of Southampton rail terminal. DB Schenker Rail UK has chosen Solent Stevedores to operate and upgrade container handling services at the Port of Southampton rail terminal in a three year contract. Solent Stevedores, a privately owned cargo handling operator, is working closely with DB Schenker Rail UK and partner organisations to upgrade the rail terminal infrastructure and container handling equipment. This joint investment will ensure continuity to DB Schenker Rail UK customers and support the long-term development and provision of container rail services to customers of DB Schenker Rail UK from the Port of Southampton, which is owned by ABP Ports.

DB Schenker Rail UK offers intermodal services to major cities across the UK delivering goods such as clothes, food produce and household items. Solent Stevedores has operated at the Port of Southampton for almost two decades and also provides container handling services to the ABP Port of Immingham and the Port of Jersey. The container rail operation at Southampton draws on the extensive experience Solent Stevedores has gained at these locations and its operations in bulk cargo handling, cruise vessel support services, container operations and Load On / Load Off and Roll On / Roll Off services.

Stuart Cullen, Chairman and Owner of Solent Stevedores, said: "We are delighted to be working with DB Schenker at the Port of Southampton and welcome the partnership approach demonstrated at all levels by their team. Our own team is ready for the challenge and to make this a success for all concerned."

David Cross, Head of Intermodal at DB Schenker Rail UK, said: "These developments will allow us to offer an even more efficient service to our customers, who are at the heart of everything we do."

Model Railways - Carl Grocott

Welcome to the brand new Model Railways page. Each month we hope to provide our readers with news and information of current events from OO gauge DCC and DC modern image railways. We also hope to include news on sound chips and provide photographs and supply information from my own layout. If you have any news, or want to share your own modelling experiences then please get in touch.

Latest Modelling News

New Dapol Class 73

Dapol have recently launched their new class 73 locomotive, prices start at about £120 for analogue only. With modellers wishing to fit DCC sound, the cost of a 21pin sound chip is around £108. A number of liveries have been produced including Intercity Executive, BR Blue, BR Blue Large Logo and GBRF livery.



Class 73102 "Airtour Suisse" in Intercity Executive Livery.

New Dapol Class 68 has arrived

.....well almost. Dapol's new class 68 which is due for general release in the third quarter of 2016 is now available for pre order from a number of retailers throughout the country. Prices for analogue start at around £120. There will be a DCC sound fitted example and currently only Legomanbiffo (<http://www.dckits-devideos.co.uk/>) produce the sound chip for the class 68 which when released is only available within Dapol's sound fitted models.



Class 68001 "Evolution" in DRS Livery.

Forthcoming Model Railway Exhibitions

Stafford Model Railway Exhibition this year is on Saturday 6th and Sunday 7th February and will be held at the Staffordshire County Showground.

Opening Times:

Saturday 10am to 5pm

Sunday 10am to 4:30pm

Ticket Prices:

Adults £9, Children £1

Also there is a brand new Diesel and Electric Show being held in Telford on Saturday 20th and Sunday 21st February at the Telford International Centre.

Opening Times:

Saturday and Sunday 10am to 4:45pm

Ticket Prices:

Advance adult one day £7.50. To book tickets visit <http://www.classicmagazines.co.uk/product/show/id/24>

On the day adult one day £9.50

Layout Review

Trench Halt

A fully operational DCC layout which has been progressing steadily and after about 3 years of work is now pretty much complete. Hopefully each month I aim to add a photograph of the layout and write a brief description of the working.



This is a Bachmann Class 37 resprayed into Colas Railfreight livery and numbered 37175. It is seen hauling 1 Bachmann Mk2 brake Network Rail coach which has been resprayed and weathered, the 2nd coach is an Airfix Mk2 in Network Rail livery which again has been resprayed and weathered. This coach has been modified into a DBSO.

A Different View

The Class 321 spare bodyshell seems to move around quite a bit at Doncaster, the latest location is alongside the mainline. This must be one of the few vehicles around without an actual allocated number? [Richard Hargreaves](#)



The carriage workshops at Bewdley have carried out a superb restoration on Collett Open Excursion Brake No. 650, as this interior view shows.
Richard Hargreaves



On December 13th, Network Rail engineers are seen working in bitterly cold conditions, refitting the overhead wires at line B, outside Glasgow Central High Level Railway Station. The wires had been brought down earlier that morning, causing major disruption to train services and a lack of platforms for trains. Jonathan McGurk



Preserved and Industrial Railways: Severn Valley Railway

On November 15th, GWR 7800 'Manor' Class 4-6-0 steam locomotive No. 7802 'Bradley Manor' is seen on Bridgnorth MPD. [Richard Hargreaves](#)



Middleton Railway

On December 13th, an 0-4-0 Brush shunter that was built for British Steel carries the identity of a similar loco that was supplied to BR as No. D2999. [Michael Lynam](#)



Barrow Hill

Several of the DRS Class 20s employed on RHTT duties have now been stored at Barrow Hill joining 37 670 and 20 301. The line up is seen here on December 13th.
Steve Donald



LMS 4P Compound 4-4-0 No. 1000 is seen inside the roundhouse on December 13th. Steve Donald



With paintwork fading, the unique Class 89 001 is seen outside at Barrow Hill along with several other electrics on December 13th. [Steve Donald](#)



Strathspey Railway

On January 1st, Ivatt 2-6-0 No. 46512 gets the year off to a snowy start, seen here at Aviemore. Ken Livermore



Ivatt 2-6-0 No. 46512 is seen arriving into Boat of Garten station on a chilly January 1st. Ken Livermore

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Chasewater Railway

On January 1st, Class 08 No. D3429 (08 359) is seen in the yard at Brownhills.
[Andrew Wilson](#)



North British 0-4-0 diesel Hydraulic 0-6-0 shunter No. D2911 is seen in the yard at Brownhills on January 1st. [Andrew Wilson](#)



Recently repainted and as yet unnumbered, Class 08 441 runs round its train at Chasetown on January 1st. [Andrew Wilson](#)



Former Corus Hunslet's Nos. 255 and 267 are seen parked in the yard at Brownhills on January 1st. [Andrew Wilson](#)



VOLUNTEERS STAGE CHRISTMAS CAROL STEAM TRAIN WITH PASSENGERS ATTENDING IN VICTORIAN COSTUME

Dedicated Swanage Railway volunteers have staged a popular evocative Christmas carol steam train – with passengers attending in Victorian costume to make the festive atmosphere complete. Featuring the Harmony Rocks ladies’ choir, there was half-hour carol singing sessions at festively decorated Harman’s Cross and Corfe Castle stations – as well as at Swanage on the train’s return – with carol sheets provided so passengers could sing along. And the two-hour event of festive music and song saw Swanage Town Crier Andrew Fleming being a special guest and welcoming guests on to the train. Mulled wine was on sale when the festively decorated Christmas carol steam train called at Harman’s Cross and Corfe Castle stations while passengers received a complimentary festive drink and mince pie.

Swanage Railway General Manager Matt Green said: “There was a lovely atmosphere both on the train as well as at Harman’s Cross and Corfe Castle stations – you really felt the warm glow of Christmases from the past. It was really quite uplifting.

“I would like to say a big thank you to the dedicated team of volunteers that has organised the Christmas carol trains for their hard work and attention to detail for what will be two very special evenings. I would also like to thank the public for the supporting the special trains by purchasing tickets and enjoying a very special, memorable and evocative evening,” he added.

The Christmas carol train was hauled by a Victorian-designed London and South Western Railway steam locomotive – M7 tank No. 30053 designed in 1897 and built at Nine Elms in London during 1905. No. 30053 worked the Swanage branch during the 1930s before returning to the ten-mile line between Wareham, Corfe Castle and Swanage from late 1963 until being withdrawn by British Railways during May, 1964. The Victorian-themed Christmas carol steam train saw 12 members of the Swanage Town Band play in the brake coach of the train while 30 members of the Harmony Rocks Singers, dressed in Victorian costumes, gave performances that delighted passengers attending the special event.



Featuring ladies from east Purbeck – including the village of Harman’s Cross and the town of Swanage – the popular Harmony Rocks choir meets at the Harman’s Cross village hall on Wednesday afternoons. Choir conductor Clare Perriss studied choir and ensemble musical direction at the University of Melbourne in Australia where she specialised in instrumental music tuition.

Matt Green explained: “An experienced piano accompanist and professional jazz pianist, Clare has extensive experience in directing musical productions, concert bands, small ensembles and choirs.”

The Victorian Christmas carol steam train was staged by a dedicated group of Swanage Railway volunteers that maintains and develops Harman’s Cross station – a facility built from scratch since 1988.

Matt Green said: “Our festive Christmas carol trains have a lovely and very heart-warming atmosphere. They are evocative and unforgettable events that make the perfect start to December’s Christmas preparations for the big day itself,” he added.

The nostalgic event took to the rails on Friday, 4 December, 2015, with 110 passengers entering into the festive spirit and a team of 18 Swanage Railway volunteers making the event happen

Photos: © Andrew PM Wright.



Avon Valley Railway

On December 8th, Class 31 101 is seen on the rear of the 'Santa Special' rake of stock, stabled under the stars in Bitton station. [Sam Bilner](#)



GWR 4575 Class 2-6-2T No. 5521, running as London Transport No. L150, heads along the line with a 'Santa Special' service on December 13th. [Sam Bilner](#)



From the Archives

British Rail Class 42 Warship No. D823 'Hermes' is seen stabled at Severn Tunnel Junction motive power depot on August 3rd 1969. [Dave Felton](#)



Right: Class 55 007 'Pinza' heads out of York with a Newcastle bound working on December 23rd 1981. [Paul Hewertson](#)

Main: Class 37 401, still carrying remnants of its 'Royal Scotsman' livery, works the 6G78 16:38 Burton - Bescot through Rycroft Jct. on July 25th 2006. [Carl Grocott](#)

Below: Class 25 095 and 25 181 are seen on Warrington Arpley stabling point, October 17th 1985. [Jeff Nicholls](#)



Right: At Manchester Victoria on January 21st 1994, Class 37 418, still carrying its freight sector branding, works a Southport 'club' train. [Brian Hewertson](#)

Main: Class 47 413 passes Marsden with the 10:03 Liverpool Lime St. - Scarborough service on May 8th 1987. [Nick Clemson](#)

Below: A Regional Railways Class 142 DMU approaches Bolton on September 6th 1991. [Michael Lynam](#)



Right: Class 55 017 'The Durham Light Infantry' runs round its train at York on August 27th 1981. [Paul Hewertson](#)

Main: Class 60 004 working the 6Z40 09:45 Lackenby - Llanwern passes a light covering of snow at Micklegate on December 31st 2001. [Carl Grocott](#)



With less than three months before being withdrawn from service, LMS Unrebuilt Patriot Class No. 45538 'Giggleswick' is being prepared by the driver and fireman for its next journey at Stafford motive power depot on July 10th 1962. [Dave Felton](#)



Right: Class 25 213 is seen stabled in Manchester Victoria on December 17th 1981.
Brian Hewertson

Main: Class 37 710 passes Haston, near Hadnall, with the 6V07 Seaforth - Coedbach
Washery on March 7th 1987. Keith Davies

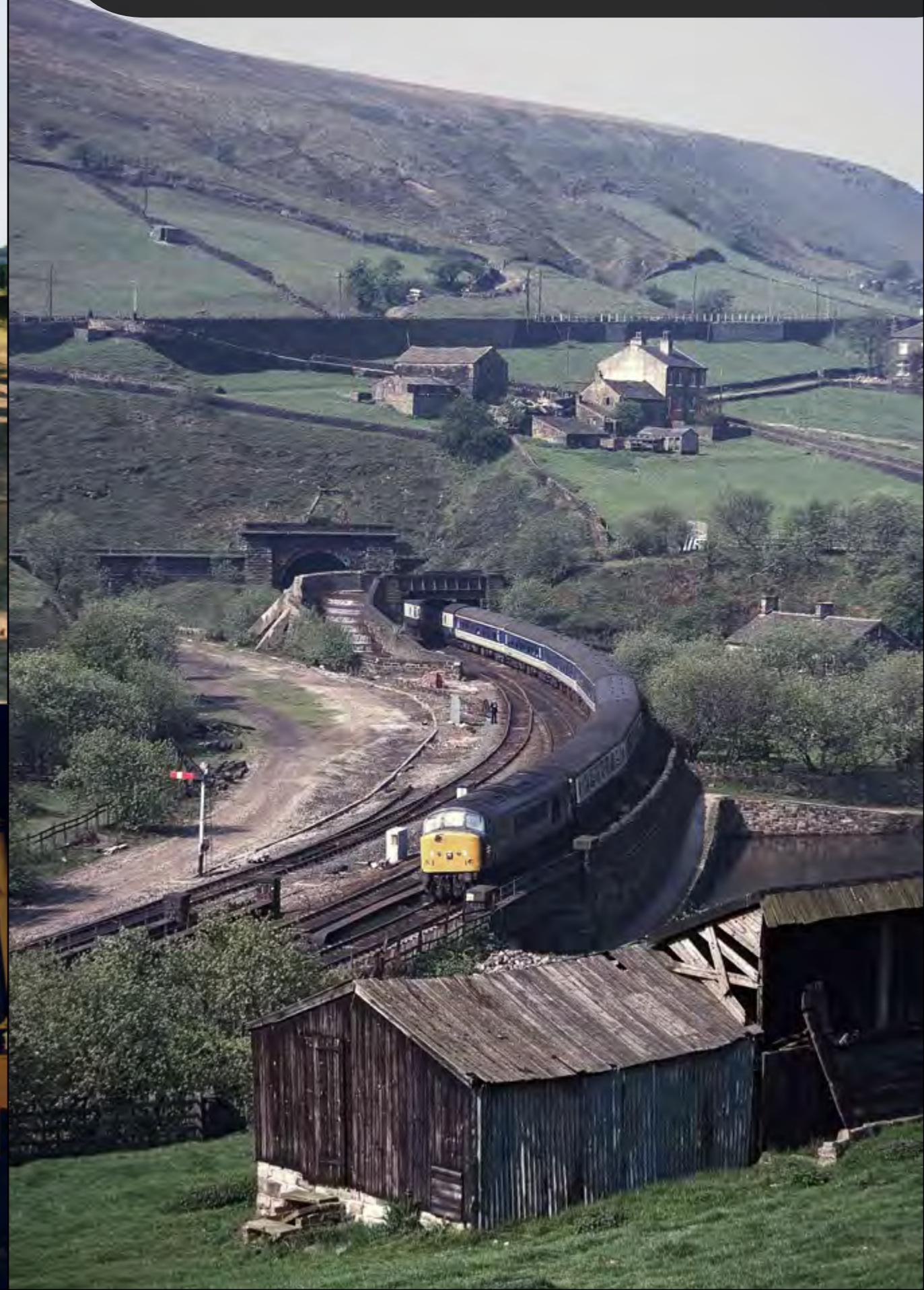
Below: Intercity HSTs Nos. 43053 and 43109 head south passing Wigan Springs
Branch depot on September 20th 1991. Michael Lynam



Class 47 296 heads through Eastleigh on June 15th 1999 with a Freightliner working from Southampton. [Paul Godding](#)



On May 8th 1987, Class 45 113 exits Standedge Tunnel working the 09:03 Liverpool Lime St. - Scarborough service. [Nick Clemson](#)



Class 108 DMU Nos. 53639 and 53256 stand at Exeter St. Davids on March 25th 1989. [Brian Hewertson](#)

The Back Page

Thameslink's brand new Class 700 No. 700 106 stands at Bedford Midland station working the 5X01 Three Bridges to Bedford test run on December 11th.
[John Coleman](#)

