





Welcome

Welcome to Issue 137 and your monthly roundup from across the UK.

Starting this month with an announcement regarding the sad death of our good friend Martin Hill. Here are a few words from David Mead. *“It is with regret that we announce the passing of railway/transport photographer – Martin Hill, 72yrs., Martin was a regular contributor to ‘Railtalk Magazine’ and covered many areas of UK lines and transport scenes. His speciality was Dorset, where he lived and was a former volunteer guard, TTI and Booking Clerk on the preserved Swanage Railway. The ‘Railtalk’ team made frequent visits to the area and had enjoyed his escort whilst visiting the Swanage Railway. He had made holidays and photography a huge chunk in his life and paid work had included “courier” on coach holidays and production of holiday brochures, guides and tour catalogues.”* Your editor personally met Martin on a number of occasions over the past few years and his font of local knowledge on the railways was something I can’t only aspire to.

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

On January 16th, Class 37 608 emerged from Ent C with 6M70 empty JNAs to Willesden in beautiful sunny conditions. *Steve Thompson*

This Page

In beautiful frosty conditions, LNER A3 Class 4-6-2 No. 60103 ‘Flying Scotsman’ works over the River Aire and the Leeds - Liverpool canal near Gargrave during its LE move from York to Castleton. *Shep Woolley*

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Class 50 008 hauls off-lease HST coaching stock from Leicester to Craigentenny through Winwick on January 15th. *Alan Rigby*



the Midlands, see them every week, and yet live 100s of miles apart. Their confusion is only then compounded by the answer “Well we met on the end of a platform”. Something usually confined to an Emily Brontë novel.

Yet week after week we meet so many people through our outings but never formally introduce ourselves to each other, but we always exchange pleasantries. These are the ones that make the hobby enjoyable. Take for example this month, we had two photos submitted by two contributors, who had never met before, however for this one photo were stood meters apart. I've included both examples in this issue and I expect going forward these two will now at least know the other from this one event alone. So, the long and the short of it is, the railway enthusiast community isn't a bad community to be part of.

January saw the start of the preserved railways getting back into the operating season with many having winter galas and a few even having true winter weather, but where were all the charters?.

Finally, with January complete. February is here and I can't help but feel we are on for a cracking year. Yes older stock is being replaced with what can only be described as “modern plastic”, however times do have to change and I personally think an improvement of rolling stock should mean an improvement of punctuality. However that's a conversation for the next issue.

All the best for the month ahead.

Andy Patten
Editor

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 **Railtalk Magazine**



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Railtalk Magazine

Charter Scene

Pathfinder Tours
The Severn Aggregator

Class 66 230 pauses at Stourbridge Junction with the return Severn Aggregator railtour from Gloucester to Banbury on January 13th.
Chris Morrison



Charter Scene

Pathfinder Tours The Trans-Pennine Deltic Lament

◀ Deltic No. D9009 'Alycidon' accelerates through Cherry Tree with 'The Trans Pennine Deltic Lament' from Willington and York to Liverpool Lime Street on December 30th.
Colin Kennington









Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

LNER A3 Pacific No. 60103 'Flying Scotsman' obliges with the mandatory whistle approaching Hellifield tender-first on a move from York to Bury on January 8th. *Gerald Nicholl*





Caledonian Sleeper

First of new Caledonian Sleeper trains arrive in UK

The first carriages from the new £100m fleet of Caledonian Sleeper trains have arrived in the UK ahead of their introduction to service later this year. Starting in October 2018, the overnight rail service will begin to be transformed as 75 new carriages are introduced in a phased transition. A total of five carriages have now arrived in the outskirts of Glasgow, where they will start extensive testing over the coming months. These initial five carriages are still to be fitted out internally following testing. Fully fitted out carriages will arrive in the UK at a later date.

The carriages have travelled through the Channel Tunnel to Scotland from the Velim Test Centre in the Czech Republic where they have been undergoing mandatory trials.

The introduction of new trains will be the culmination of a wide range of improvements and investment in Caledonian Sleeper since Serco took over the franchise on behalf of the Scottish Government in April 2015. These have had a dramatic impact on the service and after years of decline in patronage, the number of customer journeys has increased by 21%.

With the countdown on to the introduction of the new trains – which will initially debut on the ‘Lowlander’ route between London and Glasgow/Edinburgh – Caledonian Sleeper has announced that tickets will be made available from next month on Sleeper.scot.

Humza Yousaf MSP, Minister for Transport and Islands, said: “The Caledonian Sleeper is an iconic rail service, recognised in Scotland and across the world. The introduction of new rolling stock, with features new to UK railways,

can only enhance its reputation. The arrival of the first trains to Scotland for testing is a major milestone and one that brings us closer to their introduction from October of this year.”

The new trains are currently being constructed by CAF in Spain, at a cost of over £100m, part funded by a capital grant from Scottish Ministers of £60m. They will be the first sleeper trains to be introduced to the UK for over 35 years.

As agreed with Transport Scotland and following consultation with guests and other stakeholders, anyone who books a room on the new trains will be guaranteed solo occupancy unless they choose to share with a partner. Tickets for the new Caledonian Sleeper are extremely competitively priced, with Comfort Seats starting from £45; Classic Rooms starting from £85 per person; Club Rooms from £125 per person; and Suites from £200 per person.

Pricing and accommodation options for the current trains will remain in place until new trains are introduced in October, with transitional pricing then coming into effect on the ‘Highlander’ route.

Peter Strachan, Chairman, Serco Caledonian Sleeper, said: “We believe the new Caledonian Sleeper trains will truly set a new standard in overnight travel and we have worked closely with Transport Scotland on their

development since taking over the franchise in 2015.

“The Sleeper is known throughout the UK as a great way to travel and it is our intention to improve on every aspect of that journey, while offering great value of money for our guests. It is particularly exciting to welcome the first carriages to Scotland, as it highlights just how close we are to the debut of the new trains on our Lowlander route this October.”

▶ Caledonian liveried Class 73 969 hauls a plain blue (former Colas liveried) Class 47 727 as 0Z32 Washwood Heath - Barrow Hill, heading through Burton, on January 22nd running 2 1/2 hours late. *Stuart Hillis*











Colas Rail



▶ A somewhat rare working now on a weekend, but on February 4th Class 60 096 hauls the 6C37 Chirk - Carlisle empties through Gobowen. This last operated, we believe, on June 5th 2016.

Phil Martin

▶ Class 56 096 and 56 113 are seen stabled with a short engineers train at the south end of Basford Hall Yard on January 22nd. *John Sloane*



Colas Rail



▶ Class 56 096 and 56 113 stand in for the normal Class 60 on the Preston Dock - Lindsey discharged bitumen tanks train near Bamber Bridge on January 9th. *John Sloane*

▶ Brightening up a very dismal January 9th, Class 56 096 and 56 113 work through Scunthorpe on 6E32 Preston - Lindsey discharged bitumen tanks. *Steve Thompson*

▶ Class 70 805 runs light engine from Hinksey Yard - Barnetby through Burton on January 9th. *Stuart Hillis*





Colas Rail



▶ Class 60 096 working a Toton - Carlisle light engine move, passes Winwick on January 24th.
Alan Rigby



▶ Class 56 087 and 60 056 working the 6Z60 Carlisle - Washwood Heath, pass Winwick Jct. with their mammoth load on January 25th.
Mark Enderby





DB Cargo



▶ On January 19th, Class 60 020 passes through Barnetby with a Humber Oil Refinery - Kingsbury oil train. *Michael Lynam*



▶ Class 60 007 working 6E68 Kingsbury - Humber discharged oil tanks, heads through Burton on January 7th. *Stuart Hillis*

▶ On January 14th, Class 60 044 passes through Scunthorpe working the 6E68 Kingsbury - HOR discharged tanks. *Steve Thompson*



DB Cargo



Class 90 039 and 90 040 pass Bradley on January 5th with the 4M25 Mossend - Daventry.

John Sloane

On January 24th, Class 66 065 working Knowsley Freight Terminal - Wilton EFW Bins passes Winwick. *Alan Rigby*

Class 66 090 runs light engine from Saltley LIP to Toton on route learning duty through Burton on January 9th. *Stuart Hillis*







DB Cargo



▶ Class 60 007 working the 6M57 Lindsey - Kingsbury loaded oil tanks, heads through Burton on January 29th. *Stuart Hillis*



▶ Class 66 135 nears Orrell on January 12th with a Knowsley - Wilton binliner. *John Sloane*



▶ Class 90 018 and 90 024 lead the 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd intermodal through Tamworth on January 16th. *Derek Elston*





DB Cargo



▶ Class 66 113 passes Shipton by Beningbrough near York on January 23rd with a Wilton 'Energy from Waste' Terminal to Knowsley Freight Terminal working. *Dave Mather*

▶ Class 66 152 working a Saltley LIP - Masborough route learner, runs through Burton on January 10th. *Stuart Hillis*

▶ Class 90 018 and 90 024, working a late running Mossend - Daventry intermodal, pass through Winwick on January 15th. *Alan Rigby*

DB Cargo



On January 16th, running some 100 minutes late, 6D75 Trent Yard - Up Decoy loaded RDT passes through Scunthorpe behind Class 66 076 and 60 040. *Steve Thompson*



Class 90 018 and 90 024 pass Winwick with the 4M25 Mossend - Daventry intermodal on January 18th. *Michael Lynam*



Class 66 135 passes through Upholland with a Knowsley - Wilton binliner on January 15th. *John Sloane*

DB Cargo



Class 90 024 and 90 018 head past Charnock Richard with the 4M25 Mossend - Daventry on January 15th. *John Sloane*

DB Cargo UK and Malcolm Logistics Announce £21 million Contract Extension

DB Cargo UK, Britain's leading rail freight operator has extended its contract with Malcolm Logistics until 2020.

DB Cargo UK signed an initial three year deal with the logistics giant, in 2014 and now it has been agreed the partnership will continue for a further three years.

The contract which will now run until August 2020 is worth £21million.

Each year DB Cargo UK transports around 30,000 containers for Malcolm Logistics from Daventry International Rail Freight Terminal (DIRFT) to Scotland. Services to Mossend operate five days a week and to Grangemouth seven days a week.

The containers include cargo for a large number of high profile retailers and manufacturers and transport toys, food, beverages and electronics to name a few.

It is estimated moving this cargo via rail freight is saving over 13,000,000 road miles per year and it further develops a commitment to the environment through the use of rail.

Adam Baines, Intermodal Account Manager at DB Cargo UK, said: "Malcolm Logistics is one of our largest intermodal customers and we are proud our long term partnership will continue. This contract extension is testament to the hard work, dedication and commitment of everyone involved in delivering these services.

"At DB Cargo UK we strive to deliver reliable and sustainable services and put the customer at the centre of our focus making us first choice for rail freight in the UK."

Andrew Malcolm, Chief Executive Officer at Malcolm Logistics said: "We are delighted to have extended our contract with DB Cargo UK continuing our good relationship delivering practical solutions and successful partnerships.

"Carrying freight by rail plays an important part in protecting the environment and reducing carbon emissions for us all, and providing a fast, efficient supply chain for raw materials and consumer goods while reducing pressure on the road network."

DB Cargo



▶ On January 18th, Class 66 135 heads a bin train from Knowsley Freight Terminal - Wilton Efw Terminal past Winwick. *Michael Lynam*



▶ Class 90 035 is held at Rugby on January 16th whilst working OA06 the 13:35 Crewe T.M.D. (E) to Wembley Euro Freight Ops Centre. *Derek Elston*



▶ On January 14th, Class 66 063 passes Scunthorpe with the 6Z68 Tees Dock - Ent C slab empties. *Steve Thompson*

DB Cargo



With a smart rake of wagons used in local sand traffic brightening up the foreground, Class 66 133 eases cautiously down the bank from the High Level Mersey Bridge towards its crew change at Warrington Bank Quay station with the Avonmouth - Clitheroe cement empties on January 11th. *Jeff Nicholls*

In low winter sunlight, Class 66 030 working Seaforth to Tinsley steel empties, passes Leech Lane. *David Wood*

Class 66 007 with the Wilton 'Energy from Waste' Terminal to Knowsley F.T. heads through Colton Junction on January 30th. *Dave Mather*



DB Cargo



On January 30th, Class 66 113 hauls a Scunthorpe B.S.C. to Lackenby B.S.C. loaded steel slabs through Colton Junction. *Dave Mather*

Class leader 66 001 hurries through Tamworth on January 16th with more cars for export on the 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks. *Derek Elston*

Class 66 050 approaches Upholland with a Wilton - Knowsley empty binliner on January 18th. *John Sloane*



Direct Rail Services



▶ On January 17th, Class 66 434 working 6X56 Trent Yard - York Works, conveying empty FIA point-carriers heads through Scunthorpe.
Steve Thompson



▶ On January 10th, Class 66 422 passes through Hellfield with the daily 6K05 engineers train from Carlisle - Crewe Basford Hall.
Michael Lynam



▶ Class 57308 heads north past Charnock Richard on January 17th running as 1Z99 to rescue a failed TPX Class 350 EMU at Brock.
John Sloane

Direct Rail Services



▶ On January 22nd, like the proverbial bad penny... Class 66 434 was back again through Scunthorpe this time working the 6Z56 Ent C - York Works, 5 YEAs, plus manipulator and power wagons from an RDT. Well at least the train was a bit interesting! *Steve Thompson*

▶ Class 66 434 (*yes it does seem to be getting about a bit!*) working 6U77 Mountsorrel - Crewe loaded stone IOA's, passes through Burton on January 10th. *Steve Thompson*

▶ Class 37 424 departs Lancaster on January 11th with the daily Northern service to Barrow in Furness from Preston. *Michael Lynam*





Direct Rail Services

As most people know, a couple of passenger diagrams on the Cumbrian Coast line have been Class 37 hauled for some time. They have been a bit unreliable, while the locos seem to have received most of the blame, there are many other factors too; the diagrams have very tight turnaround times, so any late running cannot be regained at the end of a journey, the single line sections can result in delays, there have been some signalling problems and the Northern crews are said to dislike working the loco hauled services, so they tend to fail them. The outcome is that the 37s are supposed to be replaced by Class 68s, and here 68 003 and 68 029 top and tail two DRS coaches on a 12:40 Carnforth to Carlisle training run on January 19th, seen at Nethertown.

Colin Kennington



Direct Rail Services



Class 66 423 approaches Doncaster on January 6th working a Newcastle to Doncaster engineers. *Paul Godding*



On January 16th, Class 68 016 and 68 002 top'n'tail a flask train through Arnside from Sellafield B.N.F - Heysham P.S. *Michael Lynam*



On January 16th, Class 68 029 and 68 003 top'n'tail a driver training run, arriving at Carnforth from Carlisle via Barrow in Furness ahead of the planned switch from Class 37s to Class 68s on the Cumbrian Coast line (which has still yet to materialise). *Michael Lynam*



Direct Rail Services



▶ Class 68 003 and 68 029 cross the Arnside viaduct and causeway, returning to Carlisle from Carnforth on driver training duties, January 16th. *Michael Lynam*



▶ Class 88 001 is seen at Charnock Richard with the Daventry - Mossend 'Tesco' train on January 17th. *John Sloane*

▶ Class 37 424 also carries the number 37 558 to commemorate the Avro Vulcan. It is seen here on the steep descent to Park South on January 9th hauling the 11:40 Barrow to Carlisle service. The section of line between Barrow-in-Furness and Park South (where the Barrow avoiding line is joined) is one of the single track sections which can lead to services being delayed. *Colin Kennington*





Freightliner



▶ Empties from Fiddlers Ferry to East Usk Yard pass Arpley Yard behind Class 66 595 on a sunny January 11th. *Jeff Nicholls*



▶ On January 19th, Class 66 614 passes Barnetby hauling empty ore wagons from Scunthorpe Ore Plant - Immingham Docks Ore Terminal. *Michael Lynam*

▶ Class 66 549, 66 525 and 66 512 head north at Bradley on January 6th with a Crewe - Carlisle move. *John Sloane*

Freightliner



▶ On January 14th, running late following an unfortunate incident at Habrough, Class 66 532 passes through Scunthorpe with 6Y30 Wrawby Jct. - Up Decoy. *Steve Thompson*

▶ Class 66 621 passes Charnock Richard with a Hardendale - Tunstead stone working on January 12th. *John Sloane*

▶ Class 66 623 waits for a path at Preston on January 11th working Hardendale Quarry - Tunstead Sidings empty box wagons. *Michael Lynam*





Freightliner



▶ On January 21st, Class 66 519 stands on temporary bogies at Leeds Midland Road depot. *Michael Lynam*

▶ Class 66 623 passes Coppull Moor on January 9th with a Hardendale-Tunstead stoneworking. *John Sloane*

▶ Having arrived well over an hour early, Class 66 595 whiles away time in Latchford Sidings with empty wagons from Fiddlers Ferry for East Usk Junction on January 11th. The track upon which the train is standing was once part of a siding which served, amongst other places, Warrington power station. *Jeff Nicholls*





Freightliner



▶ Class 90043 and 90046 lead the 05:25 Coatbridge F.L.T. to Daventry International Railfreight Reception Fl through Rugby on January 16th. *Derek Elston*

▶ Class 66 956, 66 560 and 66 525, returning from Carlisle to Crewe Basford Hall after weekend engineering work, head south through Winwick on January 15th. *Alan Rigby*

▶ At Charnock Richard on January 15th, Class 66 567 and 66 588 top'n'tail a Crewe - Preston Fylde Junction engineer's train for the Blackpool line electrification works. *John Sloane*





Freightliner

▶ Class 90 045 and 90 047 head through Bradley cutting on January 17th with the 4S44 Daventry - Coatbridge. *John Sloane*

▶ Class 66 569 passes Whitchurch with a Southampton Maritime to Daventry liner on January 13th, diverted via Andover. *David Lindsell*

▶ Class 86 614 and 86 612 wait their booked path from Rugby working the 4L90 Crewe to Felixstowe on January 16th. *Derek Elston*



Freightliner

Working together to improve Britain's Railways

On November 11th, Network Rail started work on a major infrastructure project to upgrade the railway between Preston and Blackpool as part of the multi-billion pound Great North Rail Project to deliver greener, quieter and more reliable journeys for passengers in 2018. The 17 mile route between Preston and Blackpool North will be fully electrified, connecting the area to the West Coast Main Line, the key rail artery linking the North West with London and Scotland, stimulating economic growth by paving the way for modern and more spacious trains. The project also includes improvements to the track layout and signalling equipment aimed at reducing delays and improving performance.

Based on previous positive performance, Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), was selected to undertake all the rail haulage work associated with the upgrade which has involved detailed planning in collaboration with Network Rail and their contractors, VolkerRail, a leading UK multi-disciplinary railway infrastructure contractor. For several months, this involved monthly train haulage reviews to provide clear visibility of the programme of works throughout 2017/18 and ensure key resources were booked and allocated in line with timescales. The project intensified during

the major junction re-modelling at Kirkham and Blackpool during the first three weeks of the blockade, when a large number of engineering trains were used. Throughout this period, it was even more critical that all parties worked closely together to overcome challenges, ensuring that all works were implemented safely and on time.

James Ramsden, VolkerRail Senior Project Manager, said: "In order for us to achieve our works, it was imperative we set up a good working relationship with Freightliner. Through reviews and stringent planning, following last minute work changes, we were able to book and utilise over 80 engineering trains. This type of collaborative effort shows what can be achieved when everyone works together. Thank you to all involved."

Since June this year, Freightliner drivers from numerous depots have undertaken extensive work to prepare the site for commencement of the major works in November.

"Once again Freightliner staff have provided a comprehensive haulage delivery solution for this high profile project," said Freightliner's General Manager Train Crew, Adrian Sawdon. "They wholeheartedly committed to delivering on every aspect

of this key programme of improvement works, demonstrating great teamwork and determination to get the job done within the challenging timescales." During the 19 week blockade, Freightliner, supported by a dedicated engineering team, will run over 80 trains delivering and removing materials and moving spoil around the site, culminating in an estimated 10,000 staff hours worked.

Freightliner Infrastructure Director Mike Leadbetter said: "We have worked closely with Network Rail, VolkerRail, and customers to provide effective support to the significant improvement work being undertaken on the Preston to Blackpool route. I am proud to see how the Freightliner team has worked together to deliver for our customer."

Chris Montgomery, Network Rail's Major Programme Director, said: "Our freight partners are playing a key role and doing a great job in helping us deliver the upgrade of the Preston to Blackpool line as part of the Great North Rail Project through the transportation and delivery of construction materials. Together, our one team approach is modernising this railway to improve journeys for passengers travelling between Preston and Blackpool."

Class 66 546 waits time with its train in Wembley yard on January 19th. *John Sloane*



Freightliner



▶ Class 66 610 hauling the 6H51 Hardendale to Tunstead empty stone, passes Walton New Jct. on February 2nd. *Mark Enderby*

▶ Class 66 601 'The Hope Valley' leads sister loco 66 607 and a very short train, from Leeds Balm Road to York Yard South, passing Colton Junction on January 30th. *Dave Mather*

▶ Class 90 043 and 90 048 hauling the 4M27 Coatbridge - Daventry, pass Heamies Farm on January 10th. *Carl Grocott*

Freightliner



▶ Class 66 604 passes Barnetby on January 19th with a loaded ore train from Immingham - Scunthorpe. *Michael Lynam*



▶ Class 70 020 working a Garston to Southampton Maritime liner passes through Whitchurch on January 13th, services being diverted via Andover. *David Lindsell*



▶ Class 66 524 and 66 510 head through Acocks Green on January 13th with a Southampton bound liner. *Paul Godding*





Freightliner



On January 10th, Class 66 595 passes some sun at Hardwicke whilst working the 4V22 09:30 Fiddlers Ferry power station - East Usk Jct. New Yard. *Keith Davies*



Beneath a threatening sky, Class 90 016 and 90 041 catch a patch of sunshine at Winwick with 4M27 from Coatbridge to Daventry on January 31st. *Jeff Nicholls*



Class 66 414 passes Bayston Hill on January 4th hauling the 4V20 06:35 Fiddlers Ferry power station - East Usk Jct. New Yard. *Keith Davies*



GBRf



▶ On January 17th, Class 66 703 passes through Scunthorpe station working 6H09 to Drax, running a couple of hours late. *Steve Thompson*



▶ Class 92 028 and 66 721 'Harry Beck' head away from Charnock Richard cutting with the Wembley - Irvine china clay train on January 17th. *John Sloane*

▶ Class 66 757 runs light engine through Peterborough on January 20th. *Richard Hargreaves*



GBRf

▶ Class 66 709 working Drax - Liverpool Bulk Terminal, heads through Earlestown on January 18th. *Alan Rigby*



▶ Class 66 751 'Inspiration Delivered, Hitachi Rail Europe' with the 4N05 Eggborough power station GBRf to Redcar Bulk Terminal GBRf passes Shipton by Beningbrough near York on January 23rd. *Dave Mather*



▶ Class 66 746 working the 6E09 Liverpool to Drax Biomass, eases through Whiston station on January 26th. *David Wood*



▶ Class 66 779 'Evening Star' passes through Rugby working the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf on January 16th.
Derek Elston

▶ On January 17th, dappled by the shafts of sunlight through the gaps in the trees, Class 66 733 heads through the cutting at the top of Gunhouse Bank on 4R79 coal empties from Down Decoy to HIT. *Steve Thompson*

▶ Class 66 746 working Liverpool Bulk Terminal - Drax Biomass, heads along the West Coast main line at Winwick on January 24th.
Alan Rigby





GBRf



▶ Class 66 751 'Inspiration Delivered, Hitachi Rail Europe' hauling the 4N05 Eggborough P.S. to Redcar Bulk Terminal GBRf approaches Colton Junction on January 30th. *Dave Mather*

▶ Class 66 707 'Sir Sam Fay, Great Central Railway' leads the 4N89 Drax P.S. to Tyne Coal Terminal empties, approaching Colton Junction on January 30th. *Dave Mather*

▶ Class 66 779 'Evening Star' is seen at Walcote on January 4th with the 6V09 10:51 Tinsley Yard - Coton Hill Yard. *Keith Davies*



GBRf

- ▶ Class 66 764 with the 6M83 Tinsley - Bardon Hill quarry empty stone hoppers, passes Moira on January 12th. *Stuart Hillis*
- ▶ Wearing its 'Royal Scotsman' colours, Class 66 746 crosses Chat Moss with the 09:54 Biomass empties from Drax to Liverpool on January 30th. *Jeff Nicholls*
- ▶ Class 66 738 working the 4Z44 Longtown - Bescot MOD fresh air train passes Walton New Jct. on February 2nd. *Mark Enderby*

Great Western Railway



▶ Power cars Nos. 43190 and 43128 stand side by side at Reading on January 13th, showing the height difference between up and down platforms. *Derek Elston*



▶ Power car No. 43150 leads 1C08, the 09:30 London Paddington to Bristol Temple Meads into Reading on January 13th. *Derek Elston*



▶ IEPs Class 800 016 and 800 006 wait time at Swindon with 1C09, the 10:00 London Paddington to Bristol Temple Meads on January 13th. *Derek Elston*





Great Western Railway

On January 6th, power car No. 43179 stands silent at Doncaster, with 43135 on the rear. Next stop Scotland? *Richard Hargreaves*

On January 27th, power car No. 43004 is seen on the blocks at London Paddington.

Paul Godding

Power car No. 43187 leads the 1L34 07:29 Swansea to London Paddington into Reading on January 13th. *Derek Elston*





Great Western Railway



▶ Power car No. 43177 brings up the rear of the 17:35 to London Paddington, as it departs Great Malvern on January 20th. *Chris Morrison*

▶ GWR Azuma sets led by No. 800 003 'Queen Victoria' with 800 004 'Isambard Kingdom Brunel' at the rear of the 5X32 Darlington to Doncaster test train, pass through Colton Junction on the ECML south of York on January 30th. *Dave Mather*



Network Rail



▶ On January 16th, the 'Yellow Peril', Class 950001, basks in the sunshine at Frodingham Junction, waiting patiently to return to Doncaster, having sampled the delights of the Grimsby/Immingham Light Railway and the Barton Branch. *Steve Thompson*

▶ Class 37 057 and 37 116 working the 1Q55 Tyseley - Derby stand at Shrewsbury on January 26th. *Carl Grocott*

▶ Class 37 116 stands at Doncaster on January 6th working a Peterborough to Derby via Lincoln test train. *Paul Godding*













Rail Operations Group

▶ On January 16th, Class 37 608 passes through Scunthorpe station on 0E37 Leicester - Ent C. *Steve Thompson*

▶ Class 37800 'Cassiopeia' stands at Northampton on January 27th working the 5Q94 08:55 Northampton EMD to Long Marston unit move conveying 350 240. *Derek Elston*

▶ Class 37601 'Perseus' runs light engine through Burton on January 7th. *Stuart Hillis*





Units: DMUs and EMUs



▶ 5N99, the 11:16 Bletchley C.S. to Northampton EMD ECS move formed of Class 319 433 and 319 429 pause for the road at Northampton station on January 16th. *Derek Elston*

▶ Northern's Class 142 022 arrives at Doncaster on January 6th with an Adwick to Sheffield service. *Paul Godding*

▶ With overnight snow covering the ground, Northern's Class 142 050 is photographed from beneath the roof of Darlington station as it arrives with the 09:58 service from Saltburn to Bishop Auckland on January 18th. *Jeff Nicholls*



Units: DMUs and EMUs

▶ Northern's Class 158 853 heads away from Bamber Bridge crossing working a Preston - York service on January 9th. *John Sloane*

▶ On January 6th, Northern's Class 142 043 stands at Sheffield, having arrived on a service from Manchester Piccadilly. *Paul Godding*

▶ Class 319 370 in the new Northern livery, heads through Winwick on January 15th working a Warrington Bank Quay - Liverpool Lime Street service. *Alan Rigby*



Units: DMUs and EMUs

East Midlands Trains' Class 222 015 crosses 14 arches on January 18th working the 1B26 09:05 Nottingham to London St. Pancras International. *Derek Elston*

Greater Anglia's Class 379 023 departs Seven Sisters with a Cheshunt bound service. *Paul Godding*

On January 27th, South Western Railway's Class 707 008 arrives at Clapham Junction. *Paul Godding*



Units: DMUs and EMUs



▶ Northern's Class 142 060 departs a sunny Doncaster on January 6th working a local stopping service to Sheffield. *Paul Godding*



▶ On January 18th, Northern's Class 319 370 working a Liverpool Lime Street - Warrington Bank Quay service approaches Earlestown. *Alan Rigby*



▶ Merseyrail's Class 507 001 stands at Southport on January 4th. *John Sloane*

Units: DMUs and EMUs



▶ A sunny and snowy scene at Shildon on January 18th finds Northern 'Pacer' Class 142 050 passing the signal box with the 11:25 from Bishop Auckland to Saltburn. *Jeff Nicholls*

▶ Northern's Class 319 376 passes Charnock Richard on January 15th with a Liverpool - Preston working. *John Sloane*

▶ Northern's Class 144 021 stands at Sheffield on January 6th awaiting departure time with a service to Huddersfield. *Paul Godding*





Units: DMUs and EMUs

- ▶ Northern's Class 142 007 calls at Upholland on January 15th with a Kirkby service. *John Sloane*
- ▶ Chiltern Railway's Class 165 027 approaches Acocks Green on January 13th with a Birmingham bound service. *Paul Godding*
- ▶ South West Railway's Class 707 013 arrives at Clapham Junction on January 19th working 2S32 11:33 Weybridge - London Waterloo. *Keith Hookham*



Units: DMUs and EMUs

Northern's Class 142 050 passes 'Locomotion' at Shildon with the 11:25 service from Bishop Auckland to Saltburn on a sunny and snow-covered January 18th. *Jeff Nicholls*



Units: DMUs and EMUs



▶ London Overground's Class 378 225 calls at Shepherd's Bush working 2Y27 09:31 Willesden Junction - Clapham Junction on January 20th. *Keith Hookham*

▶ Chiltern's Class 168 003 heads through Acocks Green on January 13th working a London Marylebone bound service. *Paul Godding*

▶ A poor donkey, Northern's Class 142 095, battles through a snow shower to arrive into Scunthorpe on 2R67 from Sheffield, January 16th. *Steve Thompson*



Units: DMUs and EMUs



▶ South Eastern's Class 465 153 (with 465 188 on the rear) stands at London Victoria before working 2M38 10:10 London Victoria-Orpington service on January 19th. *Keith Hookham*

▶ CrossCountry's Class 221 132 stands at Sheffield on January 6th working a service to Exeter St. Davids. *Paul Godding*

▶ East Midlands Trains' Class 222 007 stands at Nottingham on January 20th, awaiting departure time with a service to London St. Pancras International. *Richard Hargreaves*



Units: DMUs and EMUs

▶ South West Railway's Class 159 007 running from Salisbury - Loughborough Brush Works, passes through Burton on January 10th. *Stuart Hillis*

▶ South Western Railway's Class 707 008 enters Waterloo on January 20th. *John Sloane*

▶ Hull Trains' Class 180 109 arrives into Doncaster on January 6th working a Hull to London Kings Cross service. *Paul Godding*





Units: DMUs and EMUs



Formerly with First Great Western, but now part of the Grand Central fleet, Class 180 103 stands at Doncaster on January 6th working a Bradford bound service. *Richard Hargreaves*

Northern's Class 319 379 working a Liverpool Lime Street - Warrington Bank Quay service passes Winwick on January 24th. *Alan Rigby*

South Western Railway's Class 456 024 approaches London Waterloo with a Kingston line service on January 20th. *John Sloane*





Units: DMUs and EMUs



East Midlands Trains' Class 158 889 stands at Grantham on January 20th working a Skegness to Nottingham service (*This is a bit posh for Skegness isn't it? - Ed*) *Richard Hargreaves*



Southern's Class 313 212 approaches the level crossing at Lancing station working the 2K83 13:23 Brighton to West Worthing service on January 6th. *Derek Elston*

South Western Railway's Class 707 023 departs London Waterloo on January 20th. *John Sloane*

Units: DMUs and EMUs



▶ South Western Railway's Class 444 035 approaches London Waterloo on January 20th.
John Sloane



▶ TfL's Class 315 815 arrives at Seven Sisters with a London Liverpool St. service on January 27th.
Paul Godding



▶ Class 456 024 stands in the yard at Clapham Junction on January 6th, sporting its new South Western Railway branding. *Derek Elston*



Units: DMUs and EMUs



South Western Railway's Class 707 006 and 458 505 stand 'on the blocks' at London Waterloo on January 20th. *John Sloane*



Just hours after delivery South Western Railway's Class 707 017 and 707 018 stand in the carriage sheds at Clapham Junction on January 6th with 450 099 parked alongside. *Derek Elston*



Great Northern's Class 313052 calls at Alexandra Palace on January 20th with a Moorgate - Hertford North - Stevenage service. *John Sloane*



Units: DMUs and EMUs

▶ East Midlands Trains' Class 222 020 approaches 14 arches on January 18th working 1C27, the 08:49 Sheffield to London St. Pancras International service. *Derek Elston*

▶ Southern's Class 377 443 stands at Lancing with the 2N20 12:29 Portsmouth Harbour to Brighton service on January 6th. *Derek Elston*

▶ Great Northern's Class 365 502 speeds through Alexandra Palace on January 20th with a London Kings Cross - Cambridge service. *John Sloane*





Units: DMUs and EMUs

On January 20th, South Western Railway's Class 458 511 arrives at London Waterloo with a service from Reading. *John Sloane*

Northern's Class 142 007 and 142 027 stand at Southport having worked services from Preston and Manchester Victoria on January 11th. *Michael Lynam*

Chiltern Railway's Class 165 020 stands at London Marylebone on January 27th working a service to Gerrards Cross. *Paul Godding*



Units: DMUs and EMUs



Merseyrail's Class 507 002 arrives at Southport on January 11th with a service from Hunts Cross. *Michael Lynam*



On January 25th, and a recent transfer to Northern, former GWR Class 150 122 stands at Manchester Victoria having arrived from Clitheroe. *Michael Lynam*



Great Northern's Class 365 506 speeds through a dull Alexandra Palace on January 27th with a London Kings Cross bound service. *Paul Godding*



Units: DMUs and EMUs

▶ An unidentified First TransPennine Class 185 arrives at Arnside on January 6th operating a Northern service from Barrow - Lancaster.
Michael Lynam



▶ On January 11th, a familiar view these days at Liverpool Lime Street, with TransPennine Class 185s and Northern Class 319s in attendance.
Michael Lynam



Units: DMUs and EMUs

▶ On January 6th, Northern's Class 156 454 departs Arnside working a Lancaster - Barrow in Furness service. *Michael Lynam*

▶ Heathrow Express' Class 332 008 stands at London Paddington on January 27th shortly after arriving with a service from Heathrow Airport. *Richard Hargreaves*

▶ Merseyrail's Class 508 126 and 507 019 enjoy a layover at Southport on January 11th awaiting peak time services. *Michael Lynam*





Units: DMUs and EMUs



▶ The conductor of Great Western's Class 150 101 scans the platform for last minute passengers before departure from Great Malvern with the 18:50 to Bristol Temple Meads on January 20th.
Chris Morrison

▶ A tired looking Great Northern's Class 313 046 calls at Alexander Palace on January 27th with a Welwyn Garden City service.
Paul Godding

▶ On January 13th, West Midlands Trains' Class 350 232 stands at Wolverhampton with a Liverpool to Birmingham New St. service.
Richard Hargreaves

Virgin Trains



Virgin Trains leads the way in customer satisfaction and performance for long-distance operators

Virgin Trains has achieved some of the highest overall scores for long-distance franchised operators in the latest NRPS results, scoring 92% on its east coast route – well above the average long-distance score of 86%. Virgin Trains, which has delivered consistently high scores on the west coast for many years, is now seeing similarly high customer satisfaction scores on its East Coast services following an investment of tens of millions of pounds with the London to Newcastle and East Yorkshire routes scoring 92%. The ongoing £140m investment in the east coast route is reflected in its scores, with Virgin Trains beating the average for the long-distance sector in 38 out of the 39 measures surveyed by Transport Focus.

Recent timetable enhancements on the east coast route, particularly at Leeds, York and Edinburgh, contributed to high scores for frequency (91%), speed (90%) and punctuality (88%). The London - Newcastle/ East Yorkshire route specifically scored 95% for speed. A new timetable introduced in December saw 12,574 more seats for customers; with Leeds, York and Newark benefitting from 24 additional services – the biggest

increase in Saturday services since electrification of route in 1990. The significant investment made in stations and onboard trains continues to drive customer satisfaction. £21m has been invested in refurbishing the interiors of the east coast fleet, with 93% of customers happy with the train they travelled on the Newcastle/East Yorkshire route and 94% happy with the cleanliness. A further £6m has been invested to upgrade stations with customers able to take advantage of new bike and car parking spaces, refreshed First Class lounges and new waiting rooms, places to eat, shop and relax at stations, leading to a score of 93% passenger satisfaction with Virgin Trains operated east coast stations. Similarly, high satisfaction scores on the west coast route reflect Virgin Trains' drive to innovate with the launch of Beam, its onboard entertainment portal, automatic delay repay and the extension of the booking horizon to six months.

Focused on delivering even better value to customers, Virgin Trains recently introduced new advance fares which customers can purchase on the day of travel, saving them up to 50% on last-minute train journeys. On the east coast route, more than

40,000 advance fares have already been bought on the day of travel since they were launched in May of last year, generating savings of £1.8m for customers.

David Horne, Managing Director of Virgin Trains on the east coast said: "These figures are a testament to our continued investment in services on the east coast and demonstrate that we are continuing to deliver for passengers. More frequent, punctual, and comfortable journeys are a reality for the millions of customers who choose to travel with us, but we're not stopping there – the introduction of the new Azuma trains will transform customer journeys long into the future."

Phil Whittingham, Managing Director of Virgin Trains on the west coast said: "We've recently celebrated our twentieth anniversary and I'm proud that our customers still rate us highly when they travel with us. Our ambition is to continue to build on our record of innovation and to revolutionise the way customers travel by rail."

Power car No. 43319 stands at Doncaster on January 6th, on the rear of a service to Leeds.
Paul Godding



Virgin Trains



▶ Hired in power car Nos. 43061 arrives into Doncaster on January 6th leading a Leeds to London Kings Cross service. *Paul Godding*

▶ On January 27th, power cars Nos. 43238 and 43075 line up with Class 91 106 at London Kings Cross. *Richard Hargreaves*

Virgin Trains



▶ DB hire-in Class 90 019 'Multimodal' stands at Peterborough on January 20th working a London Kings Cross to Leeds service.

Richard Hargreaves

▶ New liveried Class 390 006 passes Charnock Richard on January 15th with a Glasgow bound service.

John Sloane

▶ On January 13th, Pendolino Class 390 006 stands at Wolverhampton with a service to London Euston.

Paul Godding





Newcastle Pioneers New 'Life-Splicing' Trend to Get Stuff Done

New research from Virgin Trains has found that over two thirds (66%) of Geordies are leading a new lifestyle trend: life-splicing. The new trend sees them using small pockets of time throughout the day, little and often, to take control of their busy lives and get things ticked off their personal admin list quicker.

With 'always on' modern life meaning people in Newcastle are busier than ever, nearly half (49%) of locals claim they have less time for their personal tasks than they did just two years ago. As a result, over half (51%) of Geordies admit to creating a separate personal 'life-admin' list, in a bid to take control of their lives.

Regularly named as a social and friendly city, Geordies are increasingly looking to streamline the mundane aspects of everyday life so they can invest their precious time in the experiences and people they truly value. In Virgin Trains' poll of 1,000 Geordies, a third claimed they now use their time travelling and on the go to power through personal admin.

Virgin Trains has teamed up with Newcastle-based trend forecasting agency, Trend Bible, to delve into this new lifestyle, which has made 61 per cent of people in Newcastle feel more productive and organised.

Commenting on the trend, Jo Feeley, Founder of Trend Bible, commented: "We're seeing a real shift in how people are interchanging work and leisure activities throughout the day. Whereas we used to do things over longer, set periods of time – busier lives have meant people have had to get used to being more productive on-the-go.

"Technology affords us the opportunity to do things where and when we want to do them, driving this trend for life-splicing and inspiring people to find a balance that suits them. Whether it's booking a doctor's appointment or sending a few quick emails on the way to visit a friend outside of the city, this shift to life admin on the move means that when people arrive at their destination, they can get moving and make the most of their day."

Becky Hendy, a Retail Manager from Stockton on Tees, uses her time on-the-go to run a successful lifestyle blog, Milk Bubble Tea. Speaking of the new trend, she commented: "From brainstorming new blog ideas to filtering

through my latest photography snaps, I'm constantly moving between life admin tasks on the go. I've definitely noticed a rise of life-splicing in Newcastle. As a busy cosmopolitan city, we all want to make the most of our free time and get stuff done quicker."

The top five items that life-splicing Geordies' prioritise on their life admin lists, as identified by Virgin Trains, are:

- 1.Catching up on personal emails (60%)
- 2.Paying Bills (50%)
- 3.Food Shopping (41%)
- 4.Making Phonecalls (37%)
- 5.Booking appointments such as the hairdressers and the dentist (35%)

Suzanne Donnelly, Virgin Trains' Commercial Director for east coast services, commented: "With more going on in Newcastle than ever, from food festivals to new cafes and music venues, it's clear life-splicing is proving the solution for Geordies to make the most of their time.

"We've definitely spotted a rise in our customers using their journeys with us to get stuff done – a trip to London is only three hours and we're seeing people make the most of their time whether it's doing some writing, catching up on emails, making important phone calls, or catching up on their favourite box sets on Beam, our onboard entertainment service."

As a relaxing alternative to travelling by car and plane, Virgin Trains' journeys take just three hours from the centre of London to the heart of Newcastle. Virgin Trains offers the perfect essentials for life-splicing on the go and getting stuff done. Benefits include power sockets, great food, extra legroom, and free Wi-Fi in First Class and, when you book direct, in Standard Class too.

To find out more about journeys between Newcastle and London, as well as other destinations on Virgin Trains' east coast network, visit www.virgintrainseastcoast.com.

Virgin Trains

▶ Power car No. 43305 awaits its next duty at London Kings Cross on January 27th.
Richard Hargreaves

▶ Power car No. 43306 is seen on the rear of the 14:00 London Kings Cross - Dundee service as it speeds through Alexandra Palace on January 20th. *John Sloane*



Virgin Trains



▶ From out of the blue, an unknown empty stock working as Class 390 154 heads west at the western edge of Chat Moss on January 29th. *Jeff Nicholls*



▶ Power car No. 43 318 leads the 1S11 London Kings Cross to Aberdeen service past Colton Junction on the approach to York on January 30th. *Dave Mather*

▶ Virgin Azuma set No. 800 101 races north towards Colton Junction near York with 5X71 Doncaster Carr Depot to Edinburgh test train on January 30th. *Dave Mather*







Blackpool Trams



On January 28th, the first heritage event of 2018, and Brush car No. 623 approaches North Pier. *Michael Lynam*



Millennium car No. 718 approaches the Tower on a service to Little Bispham. *Michael Lynam*



On January 28th, modified Balloon car No. 700 and acting as a temporary shop at North Pier, is passed by Bombardier Flexity 2 No. 003 on a service to Fleetwood. *Michael Lynam*



Blackpool Trams



Balloon car No. 701 in red & white livery passes the Tower running to Starr Gate. *Michael Lynam*



Blackpool Corporation Balloon car No. 723, approaches Central Pier en-route to Little Bispham. *Michael Lynam*



Brush car No. 621, approaches Manchester Square en-route to the Pleasure Beach. *Michael Lynam*





Punctuality on Norwich – London trains is ‘most improved’ in UK

Rail passengers in East Anglia have seen the punctuality of some train services improve more than anywhere else in the UK, new figures show.

Greater Anglia was named ‘most improved’ operator for the punctuality of its Norwich – London services, after figures were announced by Modern Railways’ Fourth Friday Club and the Institution of Railway Operators at the annual ‘Golden Whistles’ awards.

Greater Anglia’s Norwich – London Intercity services showed a 5.8% improvement on the previous year’s figure, making them most improved of all long distance train operators in the UK.

The award comes after the Norwich – London services were also named, in November, the UK’s most reliable in their class for a second year in a row, going 56,312 miles without developing faults.

Greater Anglia’s Head of Performance and Planning, Keith Palmer, said: “Although there is more to do to continually improve our performance, I’m pleased

that the hard work of our engineers, depot and fleet teams is leading to better, more punctual services for rail passengers in the region. We are replacing every single train with brand new trains from 2019, but until then we will continue to focus on performance to provide the consistent and improving levels of service that our customers expect.”

The improvements are due to a successful restructuring and improvements to Greater Anglia’s Engineering Department, and closer working between the engineering, station, train crew teams and Network Rail.



Fares Advice with RailUK

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

Little Progress on Fares Reform

The DfT has published a progress report on its promised fares trials, and the results so far are minimal.

Action 6 - Fares trials Background

The Action Plan announced a small number of pilots to test key strategic principles that could form the basis of fares reform and to understand how passengers might adapt their travel patterns to new fare structures. The fare trials are intended to strengthen the evidence base to improve policy-making in this area. Three trials were proposed by industry, which are described in the table below.

Leg-based pricing

Passengers are often frustrated when a direct fare exceeds the sum of fares for journeys between intermediate stations (an issue referred to as ‘split ticketing’). This trial has been to understand how it might be possible for ticketing systems to issue tickets on the basis of individual component ‘legs’, rather than for an end-to-end journey. This could form the basis of a new approach to selling tickets which would avoid ‘split ticketing’ issues.

Route simplification

Existing regulation requires every operator to offer a ticket that is available on all permitted routes. Operators are free also to issue tickets that are only valid on some routes, and these are often cheaper. On the proposed test London to Sheffield route, tickets for any permitted routes are more expensive than those for faster direct routes which means the choice of tickets is potentially confusing. There is a risk that some consumers might inadvertently buy a more expensive ticket than they need. This trial is to simplify the routing options so that passengers only pay for the flexibility that they need.

Single-leg pricing

On a number of routes, the single fare is priced close to the return fare. This favours passengers wanting to make return trips. This trial is to understand how reform to fares and fares regulation could mitigate this effect and gather evidence on how passengers will react to changes.

What we did

We have made limited progress. The DfT has established a framework that enables operators to discuss the trials within the context of competition law, and planning for the changes needed to fares has taken place with evaluation frameworks developed. However more work is needed before the trials can be implemented and fundamental challenges exist around balancing the financial position of train companies and any cost implications for passengers. We shall renew our efforts into 2018 and review this separately later in the year. Fares reform remains a personal priority of the Rail Minister. All this seems to herald a “no change” situation as the alternatives are unpalatable. The last sentence suggests Paul Maynard is frustrated at not making more progress. Even Mr Nationalisation Corbyn would have a problem in undoing this particular knot, which of course dates back to BR.

A: It’s hard to see how passengers will benefit at all from route “simplification” as it seems merely to restrict what route a passenger can take. A better form of simplification would be to remove unnecessary route restrictions so that any “reasonable” route is allowed, but of course this policy is designed to make life better for train companies, not passengers.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the ‘Fares, Tickets & Routing’ 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!



Railtalk Magazine

National Rail

Class 50 008 ‘Thunderer’ hauls a dead 56 104 and the Loram railgrinder set as 4Z03 from Oakhampton - Derby Chaddesden sidings, through Burton on January 13th. The Class 56 had failed en route and passed Burton running 2 hours late. *Stuart Hillis*



Here's the first look at carriages set to transform East Anglia's railway from 2019

These are the first pictures of new train carriages that will arrive in East Anglia from 2019.



These completed body shells, being painted in Greater Anglia livery, are the first off the production line.

They will eventually form part of one of Greater Anglia's regional trains and will run on many local routes in Norfolk, Suffolk, Cambridgeshire and North Essex from 2019 onwards.

The shells were manufactured by Stadler at their factory in Hungary and have been transported to its Bussnang factory in Switzerland where they will now be fitted with seats, lighting and other electrical equipment, air conditioning systems, wifi, plug and USB sockets and large picture windows.

As other carriages are completed, they will gradually be grouped together to form entire trains together with the bogies.



Regional services. The rest are being built by Bombardier in Derby.

Greater Anglia is spending £1.4 billion on 169 new trains - a total of 1,043 new carriages - which will start to come into service from 2019.

All of the new trains will have air conditioning, USB and plug points and free fast wifi.

Greater Anglia Managing Director Jamie Burles said: "We're very excited about our new trains. When you see photos like this it's possible to imagine what an amazing change to our customers' journeys these brand-new trains will make. There will be more seats. Everyone will be able to plug in their mobile phones or laptops, and with fast free wifi on every train, people will even be able to Facetime their friends and family while they travel, making the most of every minute."

convenient and more reliable journeys, we hope to make train travel even better and our customers' lives a little easier."

Hein van der Schoot, managing director of Stadler, UK and the Netherlands, added: "This is a significant milestone in the process of manufacturing 58 new trains for Greater Anglia, bringing us one step closer to delivering the new fleet, over the next couple of years. Building Stadler trains typically takes place in at least two locations, to take advantage of regional expertise and skill. The bodyshells will now transfer from Hungary to Stadler's headquarters in Bussnang, where internal fittings will be installed. They will then be attached to bogies and moved to the commissioning site in Erlen in Switzerland ahead of final completion."



EMT's Class 08 690 and 08 908 stand out of use at Neville Hill depot on January 18th, photographed from a passing TransPennine Class 185. *Jeff Nicholls*

Work underway to stabilise Streatham railway embankment as part of £300m investment programme

Vital work has started to stabilise a railway embankment in Streatham, south London, to reduce the risk of a future landslide after high-tech monitoring equipment confirmed it is subsiding.

Network Rail engineers have been monitoring the stability of the embankment close to Streatham Common station after regular inspections raised concerns. A piece of technology called an inclinometer, which measures movement, showed the embankment is slowly moving, even during the dry summer months.

The year-long project at Streatham is part of a £300m government-funded programme to boost the reliability of the railway in the south east, cutting delays and providing a better, more reliable rail service for tens of thousands of passengers each day.

Derek Butcher, Network Rail's Route Asset Manager for the South East, said: "The work we're doing is absolutely vital to keeping Southern and Thameslink trains running safely and reliably for passengers. Streatham is a key location on our

railway network and any disruption here has the potential to disrupt services across the whole of south London. We thank people in the area for their patience while we carry out this work."

In order to stabilise the embankment, a mixture of concrete piles and soil nails will be driven into the ground to secure the soil. Once the soil has been stabilised a reinforced concrete beam will be added, then more surface concrete, before being finished with a new soft surface to allow grass to return. Work started in mid-January and is set to be completed in early 2019. It will be done



mainly during the day to minimise disruption to people who live nearby. Network Rail has written to residents who may be affected by the work and recently hosted a drop-in session for local people. For more information, members of the public can call Network Rail's 24-hour helpline on 03457 11 41 41.

Work on new £40 million rail depot for Exeter due to start

Contracts have been signed for work to start on a new train maintenance depot at Exeter, part of a wider programme of improvements to increase rail capacity in the South West, including new and refreshed trains and station improvements.

In partnership with Network Rail and the Department for Transport, train operator GWR is expanding its existing Exeter Olds View Depot train maintenance facility in Exeter to accommodate an increase in its fleet size in the Devon and Cornwall area which will lead to more seats, and more frequent services.

Construction work is due to start this spring and be completed by early summer 2019.

GWR Regional Development Manager West, Matt Barnes explains: "With brand new electric trains in operation on suburban London services and bi-mode Intercity Express Trains coming to the mainline in Devon and Cornwall this summer, this depot will allow us to expand the regional train fleet at Exeter - providing more carriages, and more frequent services to the area."

The new depot is situated alongside existing facilities next to Exeter St. Davids station and will provide enhanced modern servicing, cleaning and maintenance

facilities necessary to support these trains. The plans include office and welfare facilities for staff and the depot is designed to provide improved facilities for train maintenance.

HOCHTIEF (UK) has been appointed to carry out the works. Managing Director, Lawrence Jackson said: "HOCHTIEF (UK) is a major supplier of rail infrastructure in the Western Region and is delighted to be supporting GWR in delivering the new depot at Exeter Olds View. Our business will work in collaboration with the project team to provide an essential part of rail fleet improvements.

The project will provide local employment and training through apprenticeships to provide a legacy from the construction work and the project team will liaise with local schools and colleges to inspire the next generation of construction workers." New electric trains in London and Thames Valley area, and new Intercity Express Trains across the GWR mainline network will enable GWR to provide significant improvements in capacity on mainline, regional and local suburban services.

These changes are part of the wider franchise improvements that GWR is delivering, including the largest fleet upgrade that the Great Western network will see in a generation.



Class 56 301 is seen stabled at Clapham Junction with its barrier vehicles, having just delivered Class 707 017 and 707 018. *Derek Elston*

Class 50 008 'Thunderer' lives up to its name and thunders past Euxton on a Carlisle - Ely ECS move on January 16th. *John Sloane*

Historic turrets restored by Network Rail

A historic Ribble Valley tunnel is being lovingly restored as part of the Great North Rail Project.

The grade II listed Gisburn tunnel in Lancashire was reputedly built in 1876 to prevent horses from being scared by train noise and to preserve the view.

The castle-like structure sits on the iconic Ribble Valley line, an important route for freight trains carrying aggregate for construction.

Jack Ryder, scheme project manager at Network Rail, said: “The purpose of this job is to protect this economically important freight corridor.

“We’re repairing the tunnel’s ornamental ‘turrets’ by taking down sections and rebuilding them



with the existing stone. We’re also repointing both portals with lime mortar.

“Our £100,000 upgrade will ensure this magnificent railway structure remains safe and retains its heritage appeal for decades to come.”

Nigel Evans, MP for the Ribble Valley said: “What a tribute to Network Rail in restoring this historic and iconic Gisburn landmark. It has given pleasure to countless generations over 140 years and might easily have fallen into disrepair.

“The fact that Network Rail has directed resources and manpower into this project means that many more future generations will get to enjoy this structure which will now be assured.

“This is the 19th century shaking hands with the 21st century for perhaps centuries to come. Three cheers to the team from Network Rail for their TLC.”

Network Rail’s Team Orange started the work on 15 January and construction will be complete on 23 February. There’s been no disruption to train services while this work is being carried out.

It’s claimed the bridge was originally built on the insistence of Lord Ribblesdale. Legend has it he was worried his horses would be frightened by the noise from the railway. It’s also understood he would not allow the railway to pass through the grounds of Gisburne Park unless it was built underground.

Apart from restoration work to the turrets and brickwork, this listed structure stands firmly in place and is in a good condition.

Work begins to prepare Ashford International platforms for new trains

Work has begun to prepare Ashford International’s high-speed platforms for new international trains, including e320 Eurostar trains, which will safeguard direct high-speed international services from Ashford. Network Rail is already installing new signalling equipment to allow Eurostar’s e320 trains - and potentially any other operator’s next generation high speed trains - to access the station. Now the firm’s engineers are updating the international platforms to match European-width trains.

The work is part of a £10m project being delivered by Network Rail and backed by Kent County Council and Ashford Borough Council, with funding coming from the South East Local Enterprise Partnership through the Local Growth Fund.

Network Rail’s senior commercial scheme sponsor, Mark Ellerby, said: “When Ashford International was rebuilt in the 1990s, the platforms used by international trains were not built to full European standards, because the Eurostars of that era ran on normal GB tracks. The work we are doing with new signalling equipment and the platforms will future-proof the town’s station and preserve its status as part of Europe’s high speed network – one of only four stations in the country to have that honour. High speed rail and links to Europe have given Ashford a huge boost over the past 21 years and we are pleased to be working with Eurostar and local authorities to keep that going.”

The first of Eurostar’s new e320 trains is set to call at Ashford from April, using the amended platforms and the signalling system.

Cllr Matthew Balfour, Kent County Council’s Cabinet Member for Transport, said: “Kent County Council fully supports this investment at Ashford International, which will ensure that Kent continues to be served by European rail services at both its international stations.



“The County Council has worked in close partnership with Ashford Borough Council, Network Rail, Eurostar, High Speed 1 Ltd and the Office of Road & Rail to ensure that this project is brought to completion. I look forward to the launch of the Ashford Spurs project in April this year, and the great travel opportunities to continental Europe that this will secure for the future of Ashford and the wider Kent economy.”

Cllr Gerry Clarkson, Leader of Ashford Borough Council, said: “This multi-million pound investment in state-of-the-art signalling equipment at Ashford International will secure the long-term future of Ashford’s place on the European rail map. It is great to see another of Ashford’s Big 8 projects progressing well, ensuring that Ashford stays the UK’s International Town. These works may cause some disruption for local residents and passengers over the next few months, but the benefits to Ashford’s economy and its ongoing success will be well worth it to retain direct rail access to Brussels and four of France’s five largest cities*.”

Mary Walsh, Director of Communications, Eurostar, said: “The upgrades at Ashford International will allow even more of our customers to benefit from the comfort and style of our e320 trains. With more spacious surroundings, free wi-fi and over 300 hours of entertainment available through the Eurostar app, our e320 trains transform the on board experience.”

Strong foundations – but more to do on performance

Nine out of 10 ScotRail trains arrived within the target time over the past twelve months, the ScotRail Alliance announced. ScotRail is held to account against a public performance measure, which means that trains must arrive at least within five minutes of their scheduled time – having stopped at all scheduled stations. Figures show that, for the 12 months to 6 January 2018, 90.4 per cent of trains met the target. This performance means ScotRail remains the best performing large operator in the UK.

Despite this, the performance falls below the very high standards expected of the ScotRail Alliance. The performance improvement plan target for the past twelve months is set at 90.8 per cent.

In order to deliver on these high standards, Nick Donovan, a railway industry expert, will undertake an independent review of train service performance. He will provide additional resource to the expertise already in place across the ScotRail Alliance to propose steps for improvement.

The recent autumn and winter months have been challenging for the ScotRail Alliance. For the four-week period ending 6 January 2018 (period 10), 83.4 per cent of our trains met the public performance measure. The three biggest incidents impacting performance were:

- 27 December 2017 – A possession overrun due to technical issues in the signalling works on the Edinburgh-Glasgow lines, and frozen points in and around Waverley Station. As a result, we were unable to run services across the Central Belt first thing in the morning.
- 15 December 2017 – There was a signalling control failure. At 0830, the failure signalling electronic equipment returned all signals in the Cathcart Area to red, affecting East Kilbride, Kilmarnock, Cathcart Circle and Neilson routes.
- 11 December 2017 – A train with an electrical power fault failed outside Glasgow Central. This blocked traffic in and out of the station for several hours during the morning peak.

ScotRail Alliance managing director Alex Hynes said: “Despite the challenges of recent months, ScotRail remains the best performing large operator in the UK. For nine out of ten of our trains to have met the target time over the past year is a strong

foundation on which to build. But because we want to deliver even more for our customers, and because we rightly expect the highest standards, we will come forward with a performance improvement plan. Our customers deserve a better and more consistent service from us, and we are determined to deliver that. The investment we are making across the country will help to build the best railway Scotland has ever had. The introduction of electric trains on the Edinburgh-Glasgow via Falkirk High route in December was an important milestone as we prepare for the arrival of our brand new Class 385 Hitachi electric trains. These trains will deliver more seats, faster journeys, and better services for customers in the Central Belt. Our high-speed trains, which will be introduced between Aberdeen and Edinburgh this year, will ultimately connect Scotland’s seven cities. The major upgrade between Aberdeen and Inverness will enter its next phase in the coming months, which will improve the service we provide to customers in the north of Scotland. And our recent investment in the south of Scotland is providing an extra 1,500 seats and ten extra services each day between Dumfries and Carlisle. This shows that our exciting plan to build the best railway Scotland has ever had applies to the whole of Scotland.”

Humza Yousaf, Minister for Transport and the Islands, said: “I completely understand the frustration of any passenger who has had their journey impacted by poor performance. ScotRail has faced a number of challenges not least the impact of seasonal weather, which affects most UK operators, however this on its own can’t and won’t be used as an excuse. It should be acknowledged the existing Performance Improvement Plan had been working well but the dip in performance since Autumn must and will be addressed. This should not take away from the very real efforts made by staff up and down the country in the face of unrelenting, often unwarranted, criticism and their dedication should be commended. I am not complacent and fully expect this recent downward trend to be addressed immediately. I particularly welcome Alex Hynes instigation of an independent review as part of ScotRail’s recovery measures. The sooner we can address these challenges the sooner passengers can enjoy the level of service – both on trains and from the supporting infrastructure – they expect of a 21st century railway.”



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Class 58 Locomotive Group

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for all the upto date news on 58016!



Railtalk Magazine

National Rail

Living up to its name, Class 50 008 opens up for the assembled gallery of photographers at Winwick as it thunders south with an empty stock move from Carlisle to Ely on January 16th. *Jeff Nicholls*



New bridge in Tottenham marks the beginning of restoring a line lost during the Beeching era

As part of Network Rail's £170m Lee Valley Rail programme, disused land is being used to reinstate a third track between Stratford and Angel Road stations which was lost during the Beeching cuts of the 1960s.

Due to be complete in 2019, the project will enable two extra trains per hour*, unlocking sites for housing development and economic growth in the boroughs of Enfield, Haringey and Waltham Forrest. The Lee Valley Rail programme, running between Lea Bridge station which reopened in May 2016 and Enfield's new station, Meridian Water, will provide a much needed third track on a congested section of the West Anglia Mainline.

In one of its first major milestones, the project successfully lifted in a 400 tonne bridge. This included lifting two 40 metre long girders, weighing 138 tonne, over the adjacent line which was closed to passenger services. The operation was overseen by Network Rail and contractors VolkerFitzpatrick, and involved using a 600 tonne crawler crane to lift sections of the bridge into position.

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "This milestone and project shows how we can re-open and reinstate previously disused railway lines to provide a better railway in an efficient way. By using the space available to us we're able to build an extra track in a built up area which will enable more trains to run, improve connections to homes and jobs, and support economic growth. We are also making improvements at Northumberland Park and Tottenham Hale stations to make it easier for passengers to access

train services. I'd like to thank passengers and lineside neighbours for their patience whilst we carried out this work and also thank our people on the ground for making it a success."

John Cox, managing director of VolkerFitzpatrick's rail division, said: "We are excited to be working with Network Rail on this project, as part of the Anglia Route Collaboration. The VolkerFitzpatrick team worked safely and efficiently, to complete the bridge install to a high standard. I am proud of their dedication and hard work, towards the delivery of this key project milestone."

Jamie Burles, managing director, Greater Anglia, said: "These works should provide an improved, more reliable railway for passengers on the West Anglia route. All passengers should continue to check before they travel, and we would like to thank them for their patience and understanding."

The improvement work and new Meridian Water station is part of the £170m Lee Valley Rail Programme, which is jointly funded by UK Government, the Mayor of London, the London Economic Action Partnership (now known as "LEAP"), Transport for London, and Enfield and Haringey

Councils.

The funding partners and Network Rail are working together to deliver benefits in the north London corridor which will improve rail services and maximise economic growth, jobs and housing opportunities. The plans will increase rail capacity on the West Anglia Main Line and accommodate proposed plans for Crossrail 2.



Class 56 301 is seen stabled in Wembley yard on January 19th. *John Sloane*

On February 1st, at Ropley shed on the Mid Hants Railway, Black Five No. 45231 undergoes repairs for what seemed to be a superheater tube problem. The loco now sports a 56D Mirfield shedplate in remembrance of its former owner Bert Hitchen who sadly passed away in 2015. *Ken Livermore*

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◀ The final convoy of locos from Washwood Heath depot to their new base at Nottingham Eastcroft, as OD56 Class 50 050 'Fearless' hauls 56 051, 56 090, 50 017 'Royal Oak' and 56 087 passing Burton on January 29th. *Stuart Hillis*

◀ A recent arrival at Nemesis Rail depot Burton is blue Class 08 507 (from Crewe) spotted in the yard on January 25th. *Stuart Hillis*

Siemens to invest £8m in new Bogie Service Centre

Siemens has announced an £8m investment in a new UK Bogie Service Centre, creating up to 40 new skilled rail technician roles by the end of 2019. This is another milestone in the company's continuous expansion of its UK rail footprint. The new Bogie Service Centre will create high-skilled technical jobs, enabling Siemens to deliver high quality and predictable train maintenance to customers. This will ultimately benefit rail passengers UK-wide by reducing the time trains are out of service for overhauls. The Centre will initially focus on servicing bogies and wheel sets for the latest Siemens trains operating in the UK, including Velaro Eurostar e320 high speed trains and Desiro City trains. Skilled technicians are being recruited and trained in the latest bogie technology, using state-of-the-art equipment. Construction work on the Bogie Service Centre, which will be co-located on an existing Siemens site in Lincoln, is already underway. The facility will be operational by June 2018, with the Eurostar 1.6 million km overhaul programme scheduled as the first major project. The facility will initially employ around 20 people with employee numbers set to increase to around 40 by the end of 2019.

Vernon Barker, Managing Director for Rail Systems for Siemens in the UK, said: "We are looking forward to opening our new Bogie Service Centre later this year, enabling us to offer our customers high quality and predictable train maintenance. This announcement demonstrates Siemens' long-term commitment to the UK rail sector and is a further significant step in our long term plans to grow our already extensive footprint here."

Johannes Emmelheinz, Head of Customer Services for Siemens Rolling Stock business globally, said: "The new UK facility joins our global network of 10 Siemens Rail Service Centres, which are pioneering the most advanced rail servicing techniques using digital technologies. This investment confirms the importance of the UK market to our global rail service business, leading the way in maintenance innovation and ensuring highest availability for rail systems."

Siemens is already one of the biggest employers in the UK rail sector, with 4,400 employees working in rail and wider transport-related roles. The new facility will complement Siemens' well established installed base of over 450 trains and eight purpose-built maintenance facilities, plus wider activities in electrification, signalling and train control technologies. Siemens has been present in the UK for over 170 years and is now a major UK-wide employer. It has around 15,000 UK employees, 600 apprentices and supports a further 56,000 jobs nationwide. 50% of employees are involved in UK manufacturing and engineering across the company's 14 manufacturing plants and other facilities.

On January 10th, Class 60 065 made what is believed is its only main line outing from Up Decoy, where it has been used as Super Shunter since October last year. It had worked 6D74 from Up Decoy to Entrance C and returned on 6D75, hauling a loaded RDT. Here it is at Frodingham Jct. on the latter working. *Steve Thompson*



Loco Fleet List 2017

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

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

Contents

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

Loco Fleet List 2017 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk





Did you Know - Ken Mumford

A couple of old photos for you this month:



The above photo is of pannier tank No. 9675 taking on water at Pengam (Mon) station on the southern section of the former B & M. I spent several days in September 1965 on 9675's footplate including a few 'trips' and briefly driving it - briefly!!



The second photo is of a London-bound HST in what is, in my humble opinion, the best livery that HSTs have carried - with the Inter-City one coming a close second!. The photo was taken several years ago at a favourite location of mine about six miles east of Swindon, namely Ashbury Crossing and is now spoilt by electrification masts!!



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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OZ56 the 13:06 Washwood Heath Met.Cammel to Nottingham Eastcote passes Tamworth HL on January 16th formed of Class 50 017 'Royal Oak', 56 049 'Robin of Templecombe 1928 - 2013', 37 521, 37 418 and 50 050 Fearless.

Derek Elston

FIVE CHECK OUT THE JANUARY SALE



THE FAMOUS FIVE © 2017, Hodder & Stoughton Limited. All rights reserved. Book until 19 January 2018 for travel between 21 January 2018 and 28 March 2018. Tickets must be purchased at least 17 days before travel. 200,000 seats available as of 4 January 2018. Advance Single fares only. Subject to availability and may not be available at certain times. Not valid with other offers. Selected routes only. Full terms and conditions at GWR.com/sale

A Different View



West Coast Class 37 712 and 57 006 are seen outside at Carnforth on January 16th.
Michael Lynam



A Different View

▶ One of the recent additions to London Paddington is this superb bench, depicting of course everyone's favourite bear.
Richard Hargreaves

▶ Class 66 135 heads towards Upholland tunnel on January 15th - the chimney is the tunnels ventilation shaft. *John Sloane*

▶ Former Class 508 driving vehicle No. 64707, now used as a barrier vehicle, is seen with a South Eastern Class 465 EMU heading through Peterborough on January 20th, heading to Doncaster. *Richard Hargreaves*









Preserved Railways

East Lancashire Railway

▶ Class 47 No. D1501 departs Heywood on January 13th with a service to Rawtenstall.
Michael Lynam

▶ Class 25 No. D7629 leads 33 109 'Captain Bill Smith' into Heywood during the lines Sulzer Gala.
Michael Lynam

▶ Class 33 109 'Captain Bill Smith' departs Irwell Vale with a Rawtenstall bound service, January 13th.
Michael Lynam









CHALLENGING RESTORATION & UPGRADE OF 1960s HERITAGE DIESEL TRAINS DELAYS SECOND YEAR WAREHAM SERVICE TRIAL

A challenging project to restore and upgrade two former British Railways 1960s heritage diesel trains – to exacting main line standards – is to delay the second year of the Swanage Railway’s pioneering trial train service to Wareham. While some special diesel and steam trains may run between Swanage and Wareham during late 2018, the full second year of the Swanage Railway’s trial train service to Wareham is now set to start during Easter, 2019. It had been planned to run a 90 selected day trial train service to Wareham during 2018 using the Swanage Railway’s two 1960-built heritage diesel trains, known as diesel multiple units, directly operated by main line-qualified Swanage Railway drivers and guards.

The Swanage Railway’s Project Wareham director Mark Woolley said: “We are committed to operating the second year of our trial train service to Wareham using our two heritage diesel multiple units which have diesel engines under the floor so there is no need to use a diesel locomotive at each end of a set of carriages as we did with our trial service to Wareham during the summer of 2017.

Hampshire.

The two diesel multiple units are being given new wheel-sets – supplied by separate contractors – as well as being equipped with Network Rail-compliant TPWS (train protection and warning system), OTMR (on-train monitoring recorder), GSM-R wireless communications system and central door locking so they can run on the main line into Wareham station.

The two trains are due to be delivered to the Swanage Railway during the early summer of 2018, after which the two diesel multiple units will be intensively tested. The Swanage Railway drivers and guards that will operate the two trains into Wareham will also complete their training on the new units.

For the first year of the Swanage Railway’s

trial train service to Wareham, the Railway contracted main line train operator West Coast Railways to run the 60 selected day trial service on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays between 13 June and 3 September 2017. The drivers, guards, diesel locomotives and carriages needed to run the trains were supplied by West Coast Railways.

Mark Woolley explained: “Just over 13,000 passengers were carried during the first year of our trial train service to Wareham –

during the summer of 2017 – which compares well with the target figure of 12,000 passengers in the Purbeck Community Rail Partnership business plan.”

The heritage 1967-built former British Rail Southern Region 4TC four-carriage set used for the first year of the trial Wareham service was hired from the London Transport Museum.

A diesel locomotive was needed on each end of the Swanage Railway’s trains to Wareham because there are



no facilities at Wareham station for a locomotive to run round its carriages before returning its train to Swanage.

One of the Swanage Railway’s main line certificated heritage diesel locomotives – ex-British Rail Southern Regional Class 33 diesel-electric locomotive No. D6515 ‘Lt Jenny Lewis RN’ built in 1960 – was also used to help run the service.

Mark Woolley said: “Visual surveys indicated that up to 70 per cent of passengers travelling on last year’s Swanage to Wareham service arrived or departed from Wareham by a main line train which fulfils one of the trial service’s key objectives. The performance of our Wareham trains was good thanks to a robust timetable and our connections with main line trains were well maintained. Despite the operational success of the 60 selected day trial, the service was operated at a financial loss and the use of a contracted third party operator cannot be repeated in 2018,” he added.

Photos: © Andrew PM Wright



“The extensive overhaul, refurbishment and upgrade to exacting main line standards of our two former British Railways diesel multiple units by several specialist contractors has been very challenging work because of the heritage nature of the trains,” added Mr Woolley who has been a dedicated Swanage Railway volunteer since the mid-1980s.

The two 1960 British Railways-built diesel trains – a one-carriage Class 121 ‘Bubble Car’ diesel multiple unit and a three-carriage Class 117 diesel multiple unit – are being overhauled, restored and upgraded by Arlington Fleet Group Ltd at the Eastleigh railway works in





Having suffered a serious arson attack in early 2016 at the Middleton Railway in Leeds, the EM2 Locomotive Society railbus 'Olive' has had its body work restored by the team at the Vintage Carriages Trust, based at the Keighley and Worth Valley Railway. On January 29th, former Mersey Docks and Harbour Board Hunslet shunter No. 32 'Huskisson' of the KWVR fleet is seen performing the required movements to extract the restored railbus from the museum and workshop at Ingrow West, and arrange the Drewry-built vehicle for road transport back to its Leeds home. *Ben Bucki*



The A1 Steam Locomotive Trust
New Steam for the Main Line

FIRST COMPONENTS ACQUIRED FOR NEW GRESLEY CLASS V4 BY A1SLT



The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, has announced that the first components have been acquired for its third new steam locomotive – Gresley class V4 No. 3403.

The London and North Eastern Railway (LNER) class V4 was a class of 2-6-2 steam locomotive designed by Sir Nigel Gresley for mixed-traffic use. It was Gresley's last design for the LNER before he died in 1941. The class V4s had similarities in their appearance and mechanical layout to the class V2s of which pioneer No. 4771 Green Arrow is preserved as a part of the National Collection. The class V2s, introduced in 1936, had limited route availability and the class V4 was a lightweight alternative, suitable for use over the whole of the LNER network.

Two locomotives were built at the LNER's Doncaster Works in 1941. The first locomotive, No. 3401 Bantam Cock, had a scaled-down version of the Gresley Pacific boiler with a grate area of 27½ sq. ft. Its tractive effort of 27,000 lbs was produced by boiler pressure of 250 psi and three cylinders of 15in diameter. The second locomotive, No. 3402, incorporated a fully welded steel firebox and a single thermic syphon for water circulation. It was not named but was known unofficially as "Bantam Hen". The class was tried on the Great Eastern section of the LNER, and was well received, with more power than the existing Gresley class B17 4-6-0s and better riding qualities. It was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941 and his succession by Edward Thompson, no more were built. Instead, the simpler two-cylinder Thompson class B1 4-6-0 was adopted as the LNER's standard mixed-traffic locomotive and 410 were built between 1942 and 1952. The two locomotives were sent to Scotland for use on the West Highland Line, although their wheel arrangement was not particularly suitable for the line's steep gradients. The two class V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

At its Silver Jubilee Convention in October 2015, The A1 Steam Locomotive Trust announced that it would follow its Peppercorn class A1 4-6-2 No. 60163 Tornado and Gresley class P2 2-8-2 No. 2007 Prince of Wales with the construction of further extinct LNER steam locomotives – a Gresley class V4 2-6-2, a Gresley class V3 2-6-2T and a Gresley class K3 2-6-0. At its Annual Convention in September 2017, the Trust confirmed that it has started work identifying and scanning the original drawings for the Gresley class V4 at the National Railway Museum in York in order that the design book for new locomotive could be created within 3D Computer Aided Design (CAD).

The Trust has since acquired and taken delivery of a complete set of fully-certified tyres for the new Gresley class V4's pony, Cartazzi and 5ft 8in driving wheels. They have been purchased from David Buck, owner of Thompson class B1 4-6-0 No. 61306 Mayflower, along with a chimney, two BR class 08 shunter speedometer drive generators and two two-stage single spindle air pumps of Finnish origin including lubricator pumps and check valves for use on No. 2007.

The tyres were originally manufactured in South Africa in the late 1990s for Malcolm Barlow, a Doncaster scrap dealer who launched the Gresley V4 Society in 1994 to build a new example of the class. David Buck acquired the parts six months ago in a job lot of items that Malcolm Barlow had salvaged from Doncaster Works on its closure – including a number of class B1 components.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, added: "We want to be ready to start building our new Gresley class V4 as soon as our new class P2 is completed. If we're in our new and much larger base at Whessoe Road by then – and there's a good chance we will be – we could even start work on No. 3403 before No. 2007 Prince of Wales steams in 2021. We anticipate the project costing around £2.5m and taking around five years subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. Unlike the class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s.

"Although there is no specific appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project."

Photo: © A1SLT/ David Elliott



Railtalk Magazine

Preserved
Railways





Preserved Railways

Great Central Railway



▶ LNER B12 No. 8572 prepares to run round its train at Leicester North ready for the return journey to Loughborough during the Winter Steam Gala on January 26th. *Derek Elston*



▶ LMS 'Crab' No. 13065 approaches Quorn & Woodhouse at the head of 7C20, the 12:15 freight from Loughborough during the Winter Steam Gala on January 26th. *Derek Elston*



▶ BR Ivatt Class 2 No. 46521 eases through Quorn & Woodhouse on freight duties, January 27th. *Derek Elston*



FULL STEAM AHEAD FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

£100,000 appeal for the cylinder block for new Gresley Class P2 steam locomotive No. 2007 Prince of Wales reaches two-thirds in just three months

The project to build Britain's most powerful express passenger steam locomotive today announced that its £100,000 appeal to make the cylinder block for new Gresley class P2 No. 2007 Prince of Wales has reached two-thirds of its target in just three months. If the project is to remain on schedule for completion by 2021, the first components of the cylinder block have to be ordered in early 2018. At its annual convention on 30th September 2017, The A1 Steam Locomotive Trust set itself the challenge of raising £100,000 through The Cylinder Club from 100 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Following the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive), the Trust decided to establish The Cylinder Club to raise an estimated £100,000 required to make No. 2007's cylinder block.

Artist John Wigston has been an active supporter of The A1 Steam Locomotive Trust since its launch in 1990, producing the first painting No. 60163 Tornado called 'The return of an A1' of which many supporters have a print. John has donated the original artwork for his new painting of No. 2007 Prince of Wales alongside No. 2001 Cock o' the North and No. 2002 Earl Marischal to the Trust to raise funds for the project.

Progress building Britain's most powerful steam locomotive continues at Darlington Locomotive Works and includes:

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splashers kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
 - Crosshead castings ordered
 - Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted

to jig, cladding sheets procured, rolled and being fitted to the jig

- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered
- Over £1.3m spent, £1.7m raised and £2.7m pledged of the required £5m.

The project's objectives for 2018 are to:

- Complete No. 2007's wheelsets
- Continue the boiler procurement
- Order the cylinder block
- Design and order the first motion parts
- Progress work on the tender
- Commence the electrical design.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £2.7m has now been donated or pledged. Our team at Darlington Locomotive Works has been focused on creating and assembling the boiler cladding and fitting the roller bearings and cannon boxes to the axles over the past few weeks. We have now turned our attention to the cylinder block which is our next major design and manufacturing challenge. If we can raise £100,000 through The Cylinder Club over the next few months we are confident that we will be able to place the order for the cylinder block for No. 2007 Prince of Wales in the first quarter of 2017 and remain on-track for completion of the new locomotive in 2021. Achieving pledges of over two-thirds of our target within the three months means that we are well on the way towards achieving this. I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Cylinder Club or a monthly 'P2 for the price of a pint of beer a week' covenantor. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

To become a member of The Cylinder Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

Photo: J. Wigston Print © A1SLT



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From the Archives



▶ Class 40 160 with a permanent way train, stands at Darwen on August 5th 1984. *Dave Felton*



▶ Class 47 405 'Rail Riders' calls at Stalybridge on October 22nd 1981 with a TransPennine service. *Brian Hewertson*



▶ Class 305 511 waits to depart Manchester Airport with a service to Manchester Piccadilly on June 1st 1993. The land to the left is now the site of the Metrolink platforms. *Michael Lynam*

From the Archives



Trainload Coal Class 58 045 passes Knottingley with a loaded MGR on October 14th 1993.
Michael Lynam



Class 20 Diesel locomotives Nos. 20 227 and 20 224 cross the Forth Bridge with loaded MGR hoppers on August 19th 1981. *Dave Felton*



BR Class 25 168 is photographed stabled at Longsight in 1980. *Brian Hewertson*



