





Welcome

Welcome to Issue 150 and your monthly roundup from across the UK.

Well another month gone, and what a month February was for weather with some excellent photos this month with both snow and glorious sunshine making this a bumper edition for this time of year. However as I write this it looks like the dismal March weather has taken hold!

Good news for East Coast, but bad news for travellers and enthusiasts with the fact that LNER has finally received approval for its Class 800 'Azuma' trainsets to enter passenger service on the East Coast Main Line, subject to the completion of final testing. In a letter to manufacturer Hitachi Rail Europe, the ORR has authorised the operation of the Class 800/1 nine-car and Class 800/2 five-car electro-diesel trainset to work in five, nine or 10-car formations at up to 200 km/h, but with some restrictions when sets are running in multiple with more than one pantograph raised. No word on the electric only sets yet but with work continuing to address potential EMC interference with signalling equipment on parts of the ECML, the initial clearance only applies to the route between London King's Cross and Leeds. Network Rail is installing isolation transformers to the signalling between York and Edinburgh before this section can be cleared. In addition, reactors are being fitted to each transformer car, adding approximately 750 kg per vehicle.

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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

In a dull moment lighting wise, DB Class 66 105, GBRf 66 786 and former Fastline 56 301 show off a variety of colours at an overcast Peak Forest on February 11th.

Barry Longson

This Page

New TPE unit Class 397 003 is seen passing Hest Bank Crossing on February 12th, the first day of a 397 running on its own power on the network. *Colin Kennington*

Next Page

On February 2nd, LNER B1 No. 61306 'Mayflower' pilots SR Merchant Navy No. 35018 'British India Line' through a rather chilly Waitby Common in beautiful conditions. *Shep Woolley*



And more new trains into service as Northern receives approval to use CAF-built Class 331 EMUs into passenger services between Leeds and Doncaster with the May timetable change.

But no word on the TransPennine fleet yet who are still only testing and have been on test since well before the Northern's Class 331s arrived.

Another company to receive new trains, Greater Anglia, have received the first of 10 Stadler Flirt electric multiple-units which are ordered for use on Stansted Express branded services between London Liverpool Street and Stansted Airport, delivered to the operator's Norwich depot on February 28th. Testing will commence shortly.

Finally, don't forget it's not all about the magazine, you can also find us on Facebook, Twitter and a whole host of other online media outlets. Don't forget to visit and if you haven't before, contributions are always welcome.

All the best for the month ahead and please do keep sending in those photos.

Andy Patten
Editor

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Charter Scene

Railway Touring Co. The Winter Cumbrian Mountain Express

▶ With its 'Fifty Thousand Miles' headboard proudly displayed, Class 86 259 on 'The Winter Cumbrian Mountain Express' from London Euston passes Moore on February 23rd. *Mark Enderby*

▶ Strong winds and heavy rain as 'British India Line' approaches Aisgill summit with the return leg of the WCME on March 2nd. *Shep Woolley*

▶ On March 2nd, Class 86 259 hauls 'The Winter Cumbrian Mountain Express' past Norton Crossing. *Mark Enderby*





Charter Scene

Railway Touring Co. The Winter Cumbrian Mountain Express

On February 2nd, LNER B1 No. 61306 'Mayflower' and Southern Merchant Navy Class No. 35018 'British India Line' wait at Carnforth to relieve Class 86 259 working the 1Z86 London Euston - Carlisle railtour. *Michael Lynam*

Class 86 259 leaves its train at Carnforth to hand over to 'Mayflower' and 'British India Line' to continue the railtour from London Euston - Carlisle. *Michael Lynam*

On February 2nd, 'Mayflower' and 'British India Line' are seen departing Carnforth taking the railtour from London Euston forward. *Michael Lynam*











Charter Scene

Pathfinder Tours The Blue Boys Loco Fest

▶ On February 9th, Class 37 218 and 37 409 climb Copy Pit with the 1Z22 from Chaddesden Sidings - Blackburn, with Scotrail liveried 68 007 on the rear. *Michael Lynam*

▶ Class 57 307 and 88 003 pass Pleasington working light engine as 0Z23 from Crewe - Blackburn to take over the railtour to Blackpool North. *Michael Lynam*

▶ Class 68 007 brings up the rear of the tour as it climbs Copy Pit. *Michael Lynam*











Railtalk Magazine Charter Scene

Northern Belle
The Great British Sunday Lunch

On February 24th, Class 57 314 works a Northern Belle London Paddington - Slough outing past Uffington. *Michael Bennett*

Charter Scene

Saphos Trains Private Charter

▶ Class 47 No. D1944 leads a special charter working past Bradley on February 15th heading from Crewe - Fort William. *John Sloane*

▶ Class 47 No. D1944 'Craftsman' passes through Golborne on February 15th on a private charter from Crewe to Fort William. *Jeff Nicholls*

▶ Pristine Class 47 No. D1944 (47 501) 'Craftsman' is seen passing sunny Hest Bank on February 15th with the Locomotive Services Limited Crewe to Fort William private charter. *Colin Kennington*







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Charter Scene

Keighley & Worth Valley Rly

The Bahamas Renaissance

On February 9th, LMS Jubilee Class 6P 4-6-0 No. 45596 'Bahamas' takes on water at Appleby station. Inset: The Oxenhope - Carlisle railtour hauled by 'Bahamas' had diesel support from West Coast's Class 37 669, and the loco is seen here at Carlisle station preparing to take the stock for servicing and turning. *Ben Bucki*

Charter Scene

Keighley & Worth Valley Railway The Bahamas Renaissance

▶ LMS Jubilee Class 6P 4-6-0 No. 45596 'Bahamas' stands at Hellifield on February 9th heading to Carlisle. *Chris Stanley*

▶ 'Bahamas' on its first railtour following a major overhaul, arrives at Hellifield with the 1Z59 from Keighley (KWVR) - Carlisle. *Michael Lynam*

▶ West Coast's Class 37 669 stands at Hellifield on the rear of the 1Z59 Oxenhope to Carlisle charter on February 9th. *Chris Stanley*





Railtalk Magazine

Charter Scene

Keighley & Worth Valley Rly

The Bahamas Renaissance

Looking and sounding superb, LMS Jubilee Class 6P 4-6-0 No. 45596 'Bahamas' makes a wonderful sight and sound as it works away from Lazonby on February 9th. *Shep Woolley*



Railtalk Magazine

Charter Scene

Keighley & Worth Valley Rly

The Bahamas Renaissance

The late afternoon sunshine catches 'Bahamas' as it makes its way towards the Appleby water stop, February 9th. *Shep Woolley*







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Charter Scene

Keighley & Worth Valley Rly

The Bahamas Renaissance 2

Looking and sounding superb, 'Bahamas' is seen with the return leg of 'The Bahamas Renaissance 2' to Keighley on February 16th.
Shep Woolley





Charter Scene

ECS and Light Engine Moves

▶ Immaculately turned out, LNER A4 Pacific No. 60009 'Union Of South Africa' heads south from the ELR to Stewarts Lane past Stakehill on February 1st for duty on the 'Belmond British Pullman' circuit. *Gerald Nicholl*

▶ Class 47 No. D1944 passes Sutton Bridge with the 0Z51 10:48 Crewe H.S - Cardiff Canton Sidings route learner on February 27th. *Keith Davies*

▶ On February 5th, LMS Jubilee No. 45596 'Bahamas' and support coach No. M14060 working 5Z45 Tyseley Steam Trust - Keighley passes Burton. *Stuart Hillis*





Charter Scene

ECS and Light Engine Moves

▶ Having travelled light engine from Carnforth to the East Lancs Railway earlier in the day, Class 57 314 crosses Chat Moss with 5Z57, an empty stock movement back to West Coast Railways' base, February 8th. *Jeff Nicholls*

▶ A4 No. 60009 'Union of South Africa' eases through Northampton with its support coach running as 5Z60, the 10:19 Southall West Coast Railways to Castleton Hopwood Gf. on February 18th. *Derek Elston*

▶ LMS Stanier Class 5 No. 45231 heads past Preston Boats with 5P55 13:12 Coton Hill T.C. - Crewe H.S. on February 6th. *Keith Davies*





Caledonian Sleeper



▶ Class 73 967 stands at Craigtinny depot on February 8th. *John Sloane*



▶ On February 2nd, Class 92 014 is seen stabled at Edinburgh Waverley ready to work the evenings sleeper service. *Derek Elston*



▶ Class 73 966 waits to depart Edinburgh Waverley for Carstairs with the Edinburgh portion of the Lowland Sleeper to London Euston on February 10th. *John Sloane*



Caledonian Sleeper

▶ Class 73 966 stands at Edinburgh Waverley on February 10th, working the sleeper as far as Carstairs. *John Sloane*

▶ On February 8th, Class 90 042 and 90 048 were seen stabled at Edinburgh waiting the evenings sleeper turn. *John Sloane*

▶ On February 8th, Class 92 038 is seen at Edinburgh Waverley with the ECS off the overnight sleeper from London Euston. *John Sloane*





Colas Rail

▶ Class 70 813 passes Shifnal with the Chirk - Carlisle empties. *Phil Martin*



▶ On February 15th, Class 56 078 and 56 049 descend Copy Pit with a rake of empty oil tanks working the 6E32 Preston Ribble Rail - Lindsey oil refinery. *Michael Lynam*

▶ Class 70 805 working light as OC20 from Barnetby to Crewe Basford Hall, passes Willington on February 9th. *Stuart Hillis*



Colas Rail



▶ Class 56 049 'Robin of Templecombe 1938-2013' and 56 094 work the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Bamber Bridge on January 28th. *Alan Naylor*

▶ On February 12th, Class 56 113 and 70 801 arrive at Crewe, running light engine from Preston. *Michael Lynam*

▶ On January 27th, Class 70 810 passes Grimpo with the Chirk - Carlisle empty log train. *Phil Martin*





Colas Rail



▶ Class 66 846 pass Gobowen on February 10th working the 6C21 15:15 Wrexham - Crewe via Shrewsbury engineers. *Phil Martin*



▶ Class 56 094 passes through Scunthorpe on 6E32 Preston - LOR bitumen tanks, February 1st. *Steve Thompson*



▶ Class 70 805 departs Bamber Bridge on February 27th hauling the Preston Docks - Lindsey tanks. *John Sloane*



Colas Rail



Class 70 810 works the 6C37 empty logs from Chirk Kronospan to Carlisle Yard through Leyland station on January 27th. *Alan Naylor*

Colas Rail UK wins group wide innovation competition with P.O.P Light

The Colas Rail Group Annual Innovation Competition was held recently and Colas Rail UK came out on top! This year we submitted two entries, the Route Knowledge App put forward by Dave and Candice Leach and the P.O.P light by Thomas Walton and Peter Hills. The P.O.P light came out on top after collecting 29% of the company wide public vote.

So how did the P.O.P (Points Order Protocol) light come about?

While undertaking track renewal works, there is a risk of points run throughs occurring when machines move on site. This can cause infrastructure damage and delays to works completion and hand back to the client. This incurs time and financial cost and causes a safety risk for staff on site.

As a Trainee Signalling Technician, Thomas participated in the Colas Rail Ltd's Safety and Sustainability Challenge in which you identify a safety or sustainability problem, propose a solution and implement it on site. Thomas identified that points run throughs are a significant risk during renewals. Points run through (PRT) incidents within engineering supervisor, person in charge of possessions and/or safe work leader worksites still occur on an unacceptably

frequent basis. This is the case despite introducing a number of improvement initiatives to prevent them occurring. A points run through occurs when a movement takes place through a trailing set of points which are not set in the correct position for that particular movement.

The key benefits include:

- Reduction in person-hours for the installation of the light. Once the light has been set up at the start of possession, it stays in place until hand back.
- Dynamic light production improving visibility.
- No clearing is required as the device fits above sleeper height
- And much more...

Well done to both teams and congratulations to the pop light innovators!



CrossCountry

▶ Power cars Nos. 43303 and 43384 working the 1V50 Edinburgh - Taunton service, pass Burton on March 1st. *Stuart Hillis*

▶ An unexpected bit of comfort on 1V52, the 07:00 Edinburgh to Plymouth with HST power car No. 43301 leading as it departs Doncaster on February 14th. *Derek Elston*

▶ Power car No. 43304 is seen at Edinburgh on February 10th on the rear of an ECS working. *John Sloane*



DB Cargo



▶ Class 66 035 and 66 107 double head the 6C12 Burngullow - Exeter box wagons through the station at Teignmouth on February 17th.
Dave Harris



▶ Class 66 106 passes Walcot on February 21st with the 6F52 13:15 Donnington RFT - Arpley Sidings. *Keith Davies*



▶ Class 60 091 'Barry Needham' complete with dedication plate is seen here approaching the station at Rainford with 6E16 Knowsley - Wilton loaded FEA refuge box wagons on February 19th. *Dave Harris*



DB Cargo



▶ Class 66 101 with the 6M16 07:25 Wilton EFW Terminal - Knowsley Freight Terminal empty bin liner passes Eastwood on February 14th.
Nick Clemson



▶ Class 59 001 'Yeoman Endeavour' working the 10:54 Chelmsford Reception sidings to Acton T.C. arrives at its destination on February 21st.
Derek Elston



▶ Class 66 082 hauling the Ince & Elton to Arpley sand passes Moore on February 22nd.
Mark Enderby



DB Cargo



▶ On February 14th, Class 66 095 passes Worting with the Morris Cowley to Southampton car train. *Michael Bennett*



▶ On March 1st, Class 60 062 'Stainless Pioneer' works the 6M57 Lindsey - Kingsbury loaded oil tanks through Burton. *Stuart Hillis*



▶ Class 60 017 heads out of Knutsford with the 09:07 Arpley Sidings - Tunstead Sidings empty hoppers on February 15th. *Nick Clemson*





DB Cargo



▶ Class 60 039 with the 09:13 Arpley Sidings - Tunstead Sidings empty hoppers, passes Daresbury on February 23rd. *Nick Clemson*



▶ A Merehead to Theale working passes Wootton Rivers with Class 59 005 in charge on February 26th. *Michael Bennett*



▶ On February 19th, Class 60 091 speeds past Acton Bridge hauling a Knowsley - Wilton binliner. *Mark Enderby*



DB Cargo



▶ Class 66 137 passes Stafford with the 11:31 Halewood to Southampton Eastern Docks Jaguar cars on February 25th. *Barry Longson*



▶ Class 59 002 'Alan J Day' stands at the head of the 12:33 Acton T.C. to Crawley Foster Yeoman in Acton Yard on February 21st. *Derek Elston*



▶ Class 60 059 'Swinden Dalesman' with the 6M57 Lindsey - Kingsbury loaded oil tanks passes Burton on February 19th. *Stuart Hillis*

DB Cargo



▶ Class 90 020 and 90 040 pass Moore on February 15th with the early running 06:06 Mossend to Daventry. *Barry Longson*



▶ Class 66 012 leads the 10:37 Whatley Quarry to Churchyard Sidings Tarmac as it passes Acton Yard on February 21st. *Derek Elston*



▶ Class 60 039 'Dove Holes' working the 09:07 Arpley to Tunstead empty hoppers, is photographed at Northenden Junction, on February 27th. *Barry Longson*

DB Cargo



▶ Class 66 134 approaches Mills Hill on February 1st, with an empty bin train from Wilton EFW - Knowsley Freight Terminal. *Michael Lynam*



▶ Class 59 104 'Village of Great Elm' is seen in Acton Yard on February 21st. *Derek Elston*



▶ Class 66 019 and 66 188 enter Acton Yard on February 21st having run as OZ51 the 13:10 Wembley Euro Freight Ops Centre to Acton T.C. *Derek Elston*





DB Cargo

◀ Class 66 174 heads out of Winterbutlee Tunnel, Walsden with 6M16 07:25 Wilton EFW Terminal - Knowsley Freight Terminal empty bin liner on February 22nd. *Nick Clemson*

DB Cargo



▶ Class 66 114 eases through platform 1 at Doncaster working the 11:10 Scunthorpe Trent T.C. to Doncaster Up Decoy with 60 010 and 60 054 DIT behind the loco on February 14th. *Derek Elston*

▶ A change from the usual pair of Class 90s as 66 199 passes Winwick with 4M25 from Mossend to Daventry on February 6th. *Jeff Nicholls*

▶ Class 66 135 passes Moore on February 15th working the 10:55 Knowsley to Wilton loaded binliner. *Barry Longson*



DB Cargo



▶ Class 66 101 passes Morningside on February 8th with a Mossend - Tees intermodal.
John Sloane



▶ Class 90 040 and 90 028 speed through Acton Bridge on February 22nd with a Mossend - Daventry working. *John Sloane*



▶ Class 66 037 passes Wigan Wallgate on February 27th with a Knowsley - Wilton bin train. *John Sloane*



DB Cargo

▶ Class 59 004 'Paul A Hammond' in Aggregate Industries livery, heads the 12:40 Acton - Merehead stone empties passing Hungerford Common on February 27th. *Chris Morrison*

▶ Class 66 131 passes Coppull on February 21st hauling a Seaforth - Mossend container train. *John Sloane*

▶ Class 66 034 passes Balshaw Lane Jct. with a Mossend - Daventry modal working on February 12th. *John Sloane*





DB Cargo



▶ Class 66 001 heads through Acton Bridge on February 11th with a Dollands Moor to Ditton working. *Mark Enderby*



▶ Class 66 121 leads the 07:05 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd water train through Kensington Olympia on February 16th. *Derek Elston*



▶ Class 60 091 passes Winwick on February 19th working Knowsley Freight Terminal - Wilton EFW. *Alan Rigby*



DB Cargo



▶ An Acton to Merehead stone train passes Brimslade on February 26th with Class 59 102 in charge. *Michael Bennett*



▶ Class 66 020 has a light load as it heads through Stafford on February 23rd. *Paul Godding*



▶ Class 60 091 starts from the box at Rainford after handing over the single line token working Knowsley Freight Terminal - Wilton EFW on February 18th. *Alan Rigby*



DB Cargo

▶ On February 12th, Class 66 034 passes Moore working the 4M25 Mossend - Daventry, the second day with a Class 66 vice a pair of Class 90s. *Mark Enderby*

▶ On February 13th, Class 66 135 passes Plumley with a bin train from Knowsley FT - Wilton EFW. *Michael Lynam*

▶ Class 66 055 arrives into Crewe from Warrington Arpley Sidings, heading for Crewe IETMD with three wagons, February 12th. *Michael Lynam*





DB Cargo

▶ On February 11th, Class 66 105 arrives at Peak Forest with the empties from Ripple Lane whilst 66 786 reverses into the loading sidings.

Alan Rigby

▶ Class 66 082 heads north through Tamworth on February 23rd with a rake of box wagons.

Paul Godding

▶ On February 9th, Class 66 005 runs light engine through Doncaster with a Knottingley - Belmont move.

Richard Hargreaves





DB Cargo



▶ Class 66 050 working the 6M20 Whatley to Churchyard Sidings passes Brimslade on February 26th. *Michael Bennett*

▶ Class 66 004 passes through Doncaster on February 26th with a Wakefield - Felixstowe intermodal. *Michael Lynam*

▶ Class 90 020 and 90 040 arrives at Crewe on February 12th with a Crewe Electric Depot - Arpley Sidings light engine move. *Michael Lynam*





Direct Rail Services



On February 18th, Class 66 427 and 66 433 along with Freightliner's Class 66 505 and 66 507 working a Carlisle - Crewe engineers, passes Acton Bridge. *Mark Enderby*

Newly painted Class 57 308 with the 09:30 Crewe Gresty Bridge - Crewe Gresty Bridge route learner pauses at Stockport on February 20th. *Nick Clemson*

Class 88 001 'Revolution' passes through Carlisle with the 06:40 Daventry - Mossend on February 16th. *John Balaam*





Direct Rail Services



On February 3rd, Class 66423 working a diverted 4V38 Daventry - Wentloog 'Tesco' liner passes Baystan Hill. *Phil Martin*



Class 88010 passes Daresbury on February 23rd with the 'Tesco Express', 4S43 06:40 Daventry - Mossend Euroterminal. *Nick Clemson*

Class 37422 is seen stabled on Crewe Gresty Bridge on February 2nd. *Paul Godding*

Direct Rail Services



▶ Class 37 407 hauls 90 006 south through sunny Stafford on February 23rd, with a Crewe - Norwich working. *Paul Godding*



▶ Class 88 001 passes Bradley on February 21st with a Daventry - Mossend 'Tesco' working. *John Sloane*



▶ Class 66 303 passes Balshaw Lane Jct. on February 21st with a Mountsorrel - Carlisle loaded ballast working. *John Sloane*



Direct Rail Services



Class 37 038 works the 0Z65 Crewe to Crewe via Carlisle through Leyland station. *Alan Naylor*



Class 66 423 leading the 09:48 Tilbury R.C.T. to Daventry DRS (Tesco) through Northampton 30 minutes early is about to be looped just north of the station, February 18th. *Derek Elston*



Class 68 002 and 68 004 with the 6K73 08:30 Sellafield BNF - Crewe Coal Sidings, approach Acton Bridge on February 23rd. *Nick Clemson*



Direct Rail Services



▶ Class 66 425 working the 14:32 York Thrall Europa to Doncaster Up Decoy engineers arrives at Doncaster on February 14th. *Derek Elston*

▶ On February 2nd, Class 68 004 and 68 002 are seen departing Carnforth working a flask train from Crewe - Sellafield. *Michael Lynam*

▶ Class 66 426 working the 6U77 Mountsorrel - Crewe loaded IOAs, passes Burton on February 27th. *Stuart Hillis*





Direct Rail Services



Class 37 402, 37 602 and 37 409 pass Worting on February 14th with a Crewe to Eastleigh move. The Class 37/4s were heading for railtour duty and the 37/6 was heading to the works for tyre turning. *Michael Bennett*

Class 37 409 runs light engine through Leyland on February 12th. *Chris Stanley*

Class 37 259 and 68 007 are seen stabled at Crewe Gresty Bridge on February 2nd. *Richard Hargreaves*



East Midlands Trains



▶ Class 222 004 working the 1D16 09:00 London St. Pancras Int. to Nottingham service stands in London St. Pancras before departure on February 17th. *Jonathan McGurk*



▶ Class 222 016 and 222 018 are seen at London St. Pancras on February 17th. *Jonathan McGurk*

Freightliner



▶ Class 66 516 leads the 09:58 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. liner through Northampton on February 12th. *Derek Elston*



▶ Class 90 049 and 90 045 pass Bradley on February 15th hauling a Coatbridge - Daventry liner. *John Sloane*

▶ Class 66 518 approaches Mills Hill on February 1st with a rake of empty hoppers from Fiddlers Ferry - York Yard. *Michael Lynam*

Freightliner



▶ Class 86 608 and 86 604 approach Hartford Junction with 4K64 11:46 Garston FLT - Crewe Basford Hall on February 15th. *Nick Clemson*



▶ Class 90 048 leads 90 043 on a Coatbridge - Daventry working past Norton Crossing on March 2nd. *Mark Enderby*



▶ Class 66 546 passes Hadnall on February 14th with the 4V20 06:30 Fiddlers Ferry power station - East Usk Yard. *Keith Davies*

Freightliner



▶ Class 66 522 stands at Preston on February 16th with a failed 66 614 'Poppy 1916 - 2016' on the 10:00 Hardendale - Guide Bridge. *John Balaam*



▶ On February 12th, Class 70 005 approaches Manchester Piccadilly with a Trafford Park - Felixstowe liner. *Michael Lynam*



▶ On February 22nd, Class 66 549 is seen at Tilley Green with the 4V20 06:30 Fiddlers Ferry power station - East Usk Yard. *Keith Davies*

Freightliner



Class 90043 and 90046 work the 4M27 Coatbridge F.L.T. to Daventry Int Rft Recep through Village Croft on February 4th. *Alan Naylor*



Class 86 605 and 86 604 head through Acton Bridge on February 22nd with a Garston - Crewe liner. *John Sloane*

Class 66 572 hauling a Fiddlers Ferry - East Usk passes Norton Crossing on March 2nd. *Mark Enderby*

Freightliner



▶ Class 90 048 leads 90 043 with the 4M27 05:25 Coatbridge FLT - Daventry Intl Reception at Daresbury on February 23rd. *Nick Clemson*



▶ On February 13th, Class 66 564 passes Greenbank with an empty bin train from Runcorn - Brindle Heath. *Michael Lynam*



▶ Class 66 564 rounds the curve at Bayston Hill with the 6V75 09:30 Dee Marsh - Margam on February 16th. *Keith Davies*





Freightliner

▶ Class 70 003 passes through Ealing Broadway on February 26th hauling a Southampton MCT - Garston liner. *Charlie Robbins*

▶ Class 90 047 and 90 016 speed past Balshaw Lane Jct. on February 21st with a Daventry - Coatbridge liner. *John Sloane*

▶ Class 70020 with the 4055 Leeds - Southampton liner heads through Burton on February 27th. *Stuart Hillis*



Freightliner



▶ Class 90 044 and 90 016 work the 4M27 Coatbridge to Daventry through Leyland station on January 31st. *Alan Naylor*



▶ On February 13th, Class 66 524 approaches Plumley with an empty bin train from Runcorn - Northenden. *Michael Lynam*



▶ Adding to the various colours that can be seen at Peak Forest, Class 66 614 and 66 607 pass with a light engine move from Hope Earles sidings to Tunstead on February 11th. *Barry Longson*



Freightliner



On a frosty February 2nd morning, Class 66 510 passes Copley's Brook near Melton Mowbray with the 08:30 Lawley Street to Felixstowe Freightliner working. *Mark Pichowicz*

Class 66 524 approaches Acton Bridge on February 22nd hauling a Folly Lane - Bredbury bin train. *John Sloane*

Class 90 046 and 90 043 pass Norton Crossing on February 11th working the 4S44 Daventry to Mossend. *Mark Enderby*



Freightliner



▶ A not looking too healthy Class 70 005 passes Acton Yard working the 09:25 Southampton M.C.T. to Garston F.L.T. on February 21st.
Derek Elston



▶ Former DRS machine Class 66 420 leads the 08:23 Birch Coppice Freightliner to Felixstowe North F.L.T. through Northampton on February 18th.
Derek Elston



▶ Class 70 020 approaches Manchester Piccadilly on February 13th with a liner from Crewe Basford Hall, heading to Trafford Park.
Michael Lynam



Freightliner

▶ Class 66 519 hauls a diverted Crewe to Southampton liner past Apsly. *Michael Bennett*



▶ On February 18th, Class 66 504 working the 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. trundles through Northampton. *Derek Elston*

▶ Class 66 504 heads a southbound liner through Stafford on February 2nd. *Paul Godding*





Freightliner



▶ Class 60 096 with the 09:38 Liverpool Biomass Terminal - Drax AES, waiting for the road at Hartford Junction, is passed by 66 620 on 6F70 09:56 Tunstead Sidings - Garston on February 15th. *Nick Clemson*



▶ Class 66 615, looking a little care worn, approaches Acton Main Line with the 11:13 Theale Lafarge Fhh to Hope (Earles Sidings) Fhh on February 21st. *Derek Elston*



▶ Class 66 593 leads the 07:45 Wentloog (Freightliners) to Felixstowe North F.L.T. through Acton Yard on February 21st. *Derek Elston*



GBRf



▶ GBRf owned, but still in its old colours, Class 60 096 passes Moore on the 09:38 Liverpool to Drax loaded Biomass on February 15th.
Barry Longson



▶ A very dirty Class 66 736 'Wolverhampton Wanderers' with the 6V09 Tinsley - Coton Hill empty blue hopper wagons passes Burton on February 4th. *Stuart Hillis*

▶ Class 66 775 'HMS Argyll' runs light engine through Doncaster on February 9th.
Richard Hargreaves

GBRf



▶ Class 60 026 passes Eastwood on February 14th hauling the 6M36 09:54 Drax AES - Liverpool Biomass. *Nick Clemson*

▶ Class 66 758 'The Pavior' runs light engine through Kirkstall Forge as 0E53 from Ribbleshead to Doncaster on February 28th. *Ben Bucki*

▶ It's a close call between Class 60 026 with 6E10 11:14 Liverpool Biomass - Drax AES and the late running London NorthWestern Class 350 263 working the 1F41 11:36 Birmingham New Street - Liverpool South Parkway (curtailed due to lateness) as the pair near Hartford Junction on February 15th. *Nick Clemson*



GBRf



On February 1st, Class 66 789, still looking respectably clean, and 66 738 head through Scunthorpe working the 6Z81 Ent C - Hexthorpe Yard stone empties. *Steve Thompson*

Class 66 718 'Sir Peter Hendy OBE' head through Hirst Wood, Bingley, West Yorkshire, with the 6M37 Arcow Quarry at Horton in Ribblesdale to Pendleton on February 27th. *Ben Bucki*

Class 66 768 with the 6E10 10:05 Liverpool Biomass Terminal - Drax AES nears Acton Bridge on February 23rd. *Nick Clemson*







▶ Class 66 725 passes through Wigan North Western on February 22nd with a Clitheroe - Avonmouth rake of tanks. *John Sloane*

▶ Class 66 768 spends Sunday February 24th resting in the fog at Edge Hill, attached to a rake of Biomass hoppers. *Jeff Nicholls*

▶ On February 15th, Class 60 026 approaches Todmorden with a Drax - Liverpool Biomass Terminal train. *Michael Lynam*

GBRf



▶ Class 66 762 arrives at Peak Forest with the delayed 09:30 from Washwood Heath on January 17th. *Barry Longson*



▶ Class 66 736 'Wolverhampton Wanderers' works the 6M83 Tinsley - Bardon Hill empty stone hoppers past Moira on February 8th. *Stuart Hillis*



▶ Class 66 766 passes Winwick on February 19th working LBT - Drax Biomass. *Alan Rigby*

GBRf



On February 9th, Class 66 789 smokes out Doncaster as it departs with a rake of former EWS wagons. *Richard Hargreaves*



A partial reflection from Class 60 056 as it heads through Winwick for Tuebrook, returning from Longport on February 22nd. *Jeff Nicholls*



On a dull winters morning, Class 66 701 is seen approaching Bridge No. 40 at Mauldeth Road, Manchester, on the fully loaded 03:10 Felixstowe North to Trafford Park on February 6th. *Barry Longson*



GBRf



Class 92 010 and 92 020 pass Balshaw Lane Jct. on February 21st with a Crewe - Carnforth test run. *John Sloane*



Class 66 708 'Jayne' with 73 971 in tow pass Hest Bank on March 3rd on a Eastleigh to Craigentenny move. Fortunately they were running 65 minutes early which meant it was just light enough for a photo on a dull and wet afternoon. *Colin Kennington*



Class 66 701 (a very rare loco for this area) working the 4M11 Washwood Heath - Peak Forest empty hoppers, heads through Burton on February 25th. *Stuart Hillis*



GBRf



▶ The first of two GB Railfreight 60s both still wearing Colas colours, seen in half an hour at Earlestown on February 6th. Class 60 021 'Bustler' is photographed on the 07:11 loaded Biomass train from Liverpool to Drax.

Jeff Nicholls

▶ Class 60 002 'Tempest' heads east through Earlestown station on February 6th with the 05:45 empty Biomass working from Drax to Liverpool Docks.

Jeff Nicholls

▶ Class 66 725 'Sunderland' heads through a sunny Moore on February 15th, working the 09:46 Clitheroe to Avonmouth loaded cement tanks.

Barry Longson



GBRf



▶ Class 66 766 working the 6E10 Biomass passes Whiston on January 23rd. *David Wood*



▶ Class 60 096 crosses Sankey Viaduct, near Earlestown, with the 09:40 empty Biomass train from Drax to Liverpool Docks on February 13th. *Jeff Nicholls*



▶ Class 66 774 sits in the mist of Sunday February 24th in Liverpool at the head of the wagons it will take to Shap Quarry later on the same day. *Jeff Nicholls*

GBRf



▶ On February 7th, Class 60 002 passes Whiston working the 6E10 Liverpool Bulk Terminal to Drax Biomass. *David Wood*



▶ Class 60 021 with the 6E09 07:11 Liverpool Biomass - Drax AES passes Stockport No. 1 box on February 6th. *Nick Clemson*



▶ On February 18th, Class 66 730 passes Acton Bridge hauling the Garston - Dagenham empty car transporters. *Mark Enderby*



GBRf



▶ Class 60 096 with the 09:38 Liverpool Biomass Terminal - Drax AES approaches Hartford Junction on February 15th. *Nick Clemson*

▶ Class 60 021 hauling the 6M34 Biomass passes St. Helens Junction on January 28th. *David Wood*

▶ A change from the normal Class 60 motive power as Class 66 774 reverses gently down the rickety trackwork towards the Cemex plant at Ashton in Makerfield with the 09:10 from Tuebrook sidings on February 22nd. *Jeff Nicholls*



GBRf



▶ On February 14th, Class 66 749 and 66 712 on a move from Eastleigh to Doncaster are about to head over Worting flyover. *Michael Bennett*

▶ Class 66 742 'ABP Port Of Immingham' working 6E34 Southampton - Doncaster iPort heads through Burton on February 19th. *Stuart Hillis*

▶ Class 60 056 on a Tuebrook to Ashton in Makerfield working passes through Eccleston Park on February 4th. *David Wood*



GBRf



▶ Class 60 002, still wearing Colas colours, crosses Stockport Viaduct with 6E09 07:11 Liverpool Biomass - Drax AES on February 5th.
Nick Clemson

▶ On February 11th, Class 66 749 on a Clitheroe to Avonmouth working passes Norton Crossing.
Mark Enderby





GBRf



Class 60 065 is seen at Ashton on February 11th with a Tuebrook working. *Mark Enderby*



'Royal Scotsman' liveried Class 66 743 working the 6M83 Tinsley - Bardon Hill empty stone hoppers, passes Moira on February 21st. *Nick Clemson*



Class 66 725 'Sunderland' with the 6M90 Avonmouth - Clitheroe Castle Cement tanks passes Leyland on February 12th. *Chris Stanley*







Great Western Railway

On its first day back after an E exam at Laira, HST power car No. 43002 'Sir Kenneth Grange' heads the 15:03 London Paddington - Plymouth alongside the Kennet and Avon Canal at Kintbury on February 23rd. GWR HST diagrams from Paddington are due to drop to just seven from March 8th. *Chris Morrison*

Great Western Railway



InterCity liveried GWR HST power car No. 43185 stands at platform 2 at London Paddington with the 19:03 to Plymouth on February 9th. *Chris Morrison*

GWR HST power car No. 43122 stands silent in Doncaster West Yard on February 15th, awaiting a call into the works. *Richard Hargreaves*

On February 19th, power car No. 43063 leads the 1A77 Penzance - London Paddington service past Hungerford. *Michael Bennett*





Great Western Railway



▶ Powercar No. 43156 leads a London Paddington bound service past Hungerford on February 24th. *Michael Bennett*



▶ Class 800 008 and 800 029 crawl toward Ealing Broadway as they pass Acton Main Line working 1B35 the 12:45 London Paddington to Swansea service on February 21st. *Derek Elston*



▶ Plug door fitted HST trailer No. 48108 gets looked over in the yard at Doncaster Wabtec on February 14th. *Derek Elston*









Great Western Railway



▶ On February 24th, Class 800 314 working the 1B35 London Paddington - Swansea passes Uffington, now on electric power.

Michael Bennett

▶ Powercar No. 43161 leads a London Paddington to Taunton service past Brimslade on February 26th. The service terminating at Taunton due to engineering work. *Michael Bennett*

▶ On a glorious February 16th, powercar No. 43097 leads a Bristol St. Philips Marsh - Doncaster ECS into West Yard, Doncaster.

Richard Hargreaves



Great Western Railway



▶ Power cars Nos. 43094 and 43005 prepare to depart Doncaster on February 23rd with a refurbished 'Castle' set heading south for home. *Class47*

▶ On February 5th, power cars Nos. 43190 and 43165 'Prince Michael Of Kent' working 5V81 Hull Botanic Gardens - St. Philips Marsh head through Burton. *Stuart Hillis*

▶ A Great Western IET is seen on the B and H at Great Cheverell on January 17th, slowly taking over the HST diagrams. *Michael Bennett*





Hull Trains



▶ On February 16th, power car No. 43010 leads a Hull - London Kings Cross service out of Doncaster. *Richard Hargreaves*



▶ Power car No. 43190 arrives into Doncaster on February 9th with a Peterborough - Hull training run. *Richard Hargreaves*



▶ On February 9th, power car No. 43165 leads a Hull - Peterborough training run into Doncaster. *Richard Hargreaves*

L.N.E.R.



▶ On February 2nd, Class 90 019 stands at Doncaster working a London Kings Cross - Leeds service. *Class47*



▶ LNER Azuma Class 801 102 waits in the platform at Leeds with train 5Q06, a test run from Peterborough to Leeds on February 18th. Shortly after the picture was taken the set was due to head to the IEP depot at Doncaster. *Michael Lovatt*

▶ As power car No. 43319 heads north through Doncaster on February 9th, Class 91 118 arrives with a service from Leeds to London Kings Cross. *Richard Hargreaves*

L.N.E.R.



Still attracting plenty of attention, Class 91 119 arrives at Doncaster on February 16th with a London Kings Cross - Edinburgh service. *Richard Hargreaves*

Class 91 112 stands at Doncaster platform 8 at the head of 1D12 the 11:33 London Kings Cross to Leeds service on February 14th. *Derek Elston*

The repainted celebrity Class 91 119 'Bounds Green' waits for the right-away from Leeds with the 1A40 to London Kings Cross on February 11th. *Michael Lovatt*







L.N.E.R.

LNER liveried 'Azuma' Class 800 113 hammers through Doncaster with 5Q31, the 09:57 Peterborough to York on February 14th.

Derek Elston

Class 800 102 sits at Doncaster on driver training duties working from Peterborough - York, February 26th. *Michael Lynam*

East Coast thunderbird Class 67 010 is seen stabilised in Doncaster West Yard on February 14th. *Derek Elston*



L.N.E.R.



▶ Power car No. 43257 leads a service off the Forth Bridge at Dalmany, heading for Edinburgh on February 8th. *John Sloane*



▶ Class 91 117 on a York service and 91 114 on a Leeds service call at Doncaster on February 26th. *Michael Lynam*



▶ On February 7th, Class 91 101 is seen at Edinburgh Waverley with a London Kings Cross service. *John Sloane*



Network Rail



▶ Class 37 610 lays over in Doncaster West Yard top'n'tailed with out of site 37 219, ready to work as 1Q67 15:54 to Wigan North Western on February 14th. *Derek Elston*

▶ On February 4th, Class 97 304 'John Tiley' hauls 70 813 through Burton working as 0Z38 Nottingham Eastcroft - Bescot up engineers. *Stuart Hillis*

▶ On a misty February 17th, Class 97 303 and 97 304 pass Tilley Green hauling the 6C70 08:41 Crewe Basford Hall - Talerddig ballast. *Keith Davies*



Network Rail



▶ Class 37 099 running light engine as 13:44 Preston - Derby RTC approaches Hartford Junction on February 15th. *Nick Clemson*

▶ Class 37 059 and 37 218 top'n'tail a Derby - Carlisle test train at Moore on February 19th. *Mark Enderby*

▶ Waking up the neighbours! On February 10th, Class 97 304 and 97 303 working the 6C70 Crewe - Tallerdig Sunday morning engineers sees the pair on full thrash wheel slipping up the bank with a 1200 ton ballast train which would certainly shake the row of houses and wake everybody up. *Phil Martin*



Network Rail



▶ On February 9th, Class 37 610 stands at Doncaster working a March - Derby test train. *Richard Hargreaves*

▶ Class 37 059 and 37 218 working 1Q47 Derby RTC - Carlisle test train head through Burton on February 19th. *Stuart Hillis*

▶ Class 37610 fills Manchester Victoria station with choking fumes as it awaits time with a Network Rail test train from Doncaster to Wigan on the evening of February 14th. Colas Rail's Class 37 219 'Jonty Jarvis' was at the other end of the train. *Jeff Nicholls*



Rail Operations Group



▶ Class 37 884 'Perseus' and 37 601 'Cepheus' sandwich Class 710 103 running as 5Q42 09:19 Old Dalby to Crewe C.S. passing Stewartby on the Marston Vale Line, February 28th. *Derek Elston*

▶ The 5Q73 09:32 from Crewe C.S. sees Class 37 601 'Perseus' leading 345 054 on delivery to Old Oak Depot as it approaches Northampton on February 12th. *Derek Elston*

▶ On February 12th, Class 37 601 is seen at Crewe station a new unit Bombardier 'Aventra' Class 345 054 for the Elizabeth Line en route to Old Oak Common depot. *Michael Lynam*



TransPennine Express

▶ On February 12th, Class 397 003 arrives at Crewe from Carlisle on a test run as 3H52 to Crewe CS. *Michael Lynam*

▶ Class 68 030 'Black Douglas' works 0C68 light engine movement from Crewe Carriage Sidings to Carlisle through Leyland station on January 27th. *Alan Naylor*

▶ In poor lighting conditions on February 6th, Class 68 025 plus Mk5a set No. 09 is seen approaching Mauldeth Road in the Manchester suburbs, on a 10:40 Crewe to Manchester International Depot test run. *Barry Longson*



TransPennine Express



▶ Class 397 003 on Carlisle - Crewe test run heads past Moore on February 12th. *Mark Enderby*

▶ A Class 397 hurries through Gorstage with 09:38 Carlisle - Crewe CS test train on February 15th. *Nick Clemson*

▶ Running an hour late, TransPennine's Class 397 003 races north through Golborne with a Crewe - Carlisle test run on February 15th. *Jeff Nicholls*



TransPennine Express



Brand new CAF built Class 397 003 speeds past Moore on February 15th with a Carlisle to Crewe test run. *Barry Longson*

On February 8th, Class 350 408 arrives at Edinburgh Waverley on a service from Manchester Airport. *John Sloane*

Mk5a DTS No. 12809 (set No. 9) and Class 68 025 'Superb' work the 3B21 test run through Village Croft heading from Carlisle to Crewe on February 4th. *Alan Naylor*

Transport for Wales



▶ Class 175 103 departs the delightful station of Frodsham, with the 12:53 Llandudno Junction to Manchester Airport service on February 15th. *Barry Longson*



▶ A Class 158/150 combo passes Moore on February 10th with a diverted Manchester - Cardiff working. *Mark Enderby*



▶ On February 3rd, Class 150 256 working a Shrewsbury - Llanelli service via the Central Wales line passes Baystan Hill. *Phil Martin*





Transport for Wales



▶ An unidentified Transport for Wales Class 150 passes Conwy Castle in charge of the 09:21 Cardiff - Holyhead on February 19th. *Jeff Nicholls*



▶ 'The Railroad Runs Through the Middle of the House' was a popular song when I was a young lad...and here Class 150 260 passes beneath a pair of semi-detached houses in Upper Gate Street as it departs Conwy on February 19th with the 07:21 Cardiff - Holyhead service. *Jeff Nicholls*

▶ On February 26th, Class 158 826 arrives at Manchester Piccadilly freshly repainted, with a service from Holyhead. *Michael Lynam*





Transport for Wales



▶ Class 67 014 crosses the River Weaver on the approach to Frodsham Junction with the 13:07 from Holyhead to Manchester Piccadilly on February 6th. The steam tug 'Daniel Adamson' is tied up to the left and Frodsham Junction signal box can be seen to the right. *Jeff Nicholls*

▶ Class 175 101 passes The Oaks with 1V44 13:31 Man Piccadilly - Tenby service on February 4th. *Keith Davies*

▶ Class 175 111 with the diverted 1V42 Manchester Oxford Road - Milford Haven approaches Acton Bridge on February 23rd. *Nick Clemson*



Units: DMUs and EMUs



▶ Northern's Class 142 071 departs Doncaster on February 16th working a service to Sheffield.
Richard Hargreaves



▶ The 1A61 08:42 Sunderland to London Kings Cross formed of Grand Central's Class 180 103 hammers through Doncaster on February 14th.
Derek Elston



▶ Hull Trains' Class 180 110 departs Doncaster on February 9th working a Hull - Crofton move.
Richard Hargreaves



Units: DMUs and EMUs



London NorthWestern's Class 350 373 passes Acton Bridge on February 11th with a Liverpool - Birmingham working. *Mark Enderby*



Great Western's Class 165 103 passes Acton Yard on the up main with the 1P24 11:01 Oxford to London Paddington service on February 21st. *Derek Elston*



Northern's Class 170 455 departs Doncaster on February 9th with a training run to Hull. *Richard Hargreaves*





Units: DMUs and EMUs



- ▶ East Midlands Trains' Class 153 310 and 153 382 pass at Stoke on February 21st. *Mark Enderby*
- ▶ On February 19th, Northern's Class 322 485 arrives at Doncaster with a service from Leeds. *Richard Hargreaves*
- ▶ TFL Class 172 001 and Class 378 232 (reduced from 5 to 4 cars) are seen passing at Harringay on February 17th. *Jonathan McGurk*

Units: DMUs and EMUs



▶ Northern's Class 142 052 rounds the curve from Woodley on the approach to Romiley Junction, working the 12:06 Manchester Piccadilly to Rose Hill Marple service on February 22nd. *Barry Longson*

▶ Northern's Class 144 004 departs Doncaster working the 2C60 08:36 Beverley to Sheffield service on February 14th. *Derek Elston*

▶ Northern's 30 year old Class 156 461 and UID sister, depart Mauldeth Road on the 10:50 Manchester Airport to Liverpool Lime Street service on February 6th. *Barry Longson*





Units: DMUs and EMUs



▶ Northern's Class 195 112 passes Winwick on test on February 22nd. *Mark Enderby*

▶ Northern's Class 142 048 and 142 009 exit Bredbury tunnel on the approach to Romiley Jct. working the 12:19 Manchester Piccadilly to New Mills Central stopping service on February 22nd. *Barry Longson*

▶ TFL Class 172 001 working the 2J50 14:55 Gospel Oak to Barking departs Woodgrange Park on February 17th. *Jonathan McGurk*

Units: DMUs and EMUs



▶ Class 150 106 in ex First Great Western livery leads 150 144 in the new Northern livery near Portsmouth, Copy Pit with 2N94 08:52 Southport - Blackburn service on February 22nd.
Nick Clemson



▶ London NorthWestern's Class 350 235 departs Northampton right time with the 2Y15 12:25 Northampton to Birmingham New Street service on February 18th.
Derek Elston



▶ London Overground's Class 378 205 calls at Kensington Olympia whilst working the 2L25 08:47 Clapham Junction to Stratford (London) service on February 16th.
Derek Elston

Units: DMUs and EMUs



Two unidentified Northern Class 142s, cross the viaduct at Reddish Vale Country Park, Stockport, working the 13:32 New Mills Central to Manchester Piccadilly, on February 27th. *Barry Longson*

On February 5th, Northern's Class 319 386 on a service to Liverpool and 142 045 and 150 121 are seen at Blackpool North. *Michael Lynam*

London NorthWestern Railway's Class 319 441 and 319215 ease through Northampton working 5N99 11:16 Bletchley C.S. to Northampton EMD on February 12th. *Derek Elston*



Units: DMUs and EMUs



Greater Anglia's Class 321 341 working the 2K24 12:44 London Liverpool Street to Shenfield service approaches Stratford on February 17th. *Jonathan McGurk*



On February 21st, London Overground's Class 378 216 stands at London Euston and will form the 10:37 to Watford Junction. *Derek Elston*



Chiltern's Class 165 006 departs Birmingham Moor Street on February 2nd. *Paul Godding*

Units: DMUs and EMUs



Recently transferred to Northern, Scotrail's Class 158 869 stands at Doncaster on February 2nd with a terminating service from Sheffield. *Class47*

Great Western's Class 387 167 and 387 139 hammer through Acton Main Line with 2R32 11:42 London Paddington to Reading service on February 21st. *Derek Elston*

TFL's Class 345 017 working the 2C44 12:47 London Liverpool Street to Gidea Park service arrives at Stratford on February 17th. *Jonathan McGurk*



Units: DMUs and EMUs



▶ West Midlands Trains' Class 172 332 is seen departing Birmingham Moor Street on February 2nd. *Paul Godding*



▶ On February 21st, Class 345 013 stands at Acton Main Line working 9T30 12:16 London Paddington to Hayes & Harlington London Overground service. *Derek Elston*



▶ Northern's Class 331 107 is seen on test at Winwick on February 19th. *Alan Rigby*



Units: DMUs and EMUs

Southern's Class 455 842 working the 2H50 17:41 Crystal Palace to London Bridge waits departure time at Crystal Palace on February 17th. *Jonathan McGurk*

Units: DMUs and EMUs



▶ Northern's Class 142 060 and 142 029 are seen leaving Romiley Junction working the 12:31 New Mills Central to Manchester Piccadilly service on February 22nd. *Barry Longson*

▶ London Overground's Class 378 232 (reduced from 5 to 4 cars) working the 2J58 15:55 Gospel Oak To Barking approaches Harringay on February 17th. *Jonathan McGurk*

▶ London NorthWestern Railway's Class 350 232 arrives at Stafford on February 2nd with a Liverpool LimeSt.-Birmingham NewSt. service. *Paul Godding*



Units: DMUs and EMUs



London Overground's Class 378 216, 378 256 and 378 226 are seen at Watford Junction on February 17th. *Jonathan McGurk*



Northern's Class 142 036 calls at Plumley on February 13th working a Manchester Piccadilly - Chester service. *Michael Lynam*

Northern's Class 158 861 passes Copy Pit working a York - Preston service on February 15th. *Michael Lynam*

Units: DMUs and EMUs



▶ Trenitalia/C2C Class 357 010 and 357 002 are seen passing through Woodgrange Park on February 17th working the 9B22 15:23 London Liverpool Street to Shoeburyness service. *Jonathan McGurk*

▶ Northern's Class 150 122 (ex GWR) and 142 066 are seen arriving at Mills Hill on a Blackburn - Southport service, February 1st. *Michael Lynam*

▶ TransPennine Express' Class 185 121 passes through Stalybridge on February 15th with the 1F58 08:46 from Scarborough to Liverpool Lime Street. *Michael Lovatt*



Units: DMUs and EMUs



▶ Trenitalia/C2C Class 357 019 and 357 318 working the 9B2514:40 Shoeburyness to London Liverpool Street pass through Woodgrange Park on February 17th. *Jonathan McGurk*

▶ London NorthWestern Railway's Class 350 370 departs Stafford on February 2nd with a service to Crewe. *Paul Godding*

▶ Northern's Class 319 373 passes Balshaw Lane Jct. on February 21st with a Blackpool North - Liverpool Lime St. service. *John Sloane*



Units: DMUs and EMUs



▶ Great Western's Class 165 114 working the 12:42 Bedwyn to Reading service passes Hungerford Common on February 18th. *Michael Bennett*



▶ Northern's Class 195 111 works the 3Z18 Preston to Warrington Bank Quay test run through Village Croft on February 4th. *Alan Naylor*

▶ On February 25th, newly-outshopped in the current Northern blue and white livery, a refurbished Class 333 sits at the platform at Foster Square, Bradford. The overhead wires had been damaged between Shipley and Leeds at the start of the morning peak, meaning only a handful of units on this electrified suburban network were running between Bradford, Ilkley and Skipton throughout the day, leaving Bradford crowded with un-needed units. Through-services from Leeds to Lancaster, Morcambe, Carlisle, and a large number of freights, were also badly affected, and the wires were not repaired until the early evening. *Michael Lovatt*

Units: DMUs and EMUs



West Midlands Railway's Class 230 004, running 12 minutes early, passes Stewartby's staggered platforms running as 5T52, the 11:31 Bedford to Bletchley test working on February 28th.

Derek Elston

A pair of Northern Class 142s are seen at Todmorden working a shuttle service from Manchester Victoria on a Northern Guards strike day.

Michael Lynam

Northern's Class 319 372 works the 1N82 Liverpool Lime Street to Blackpool North service through Village Croft on February 4th.

Alan Naylor



Virgin passengers stunned as comedian Tim Vine takes over tannoy

Impromptu onboard performance from award-winning comedian King of one-liners Tim Vine says his “career has peaked” after onboard routine

Virgin’s train manager Darren Jones spotted the celeb and invited him to perform

Virgin Trains customers have been treated to an impromptu onboard performance by one-liner legend Tim Vine.

The award-winning comedian delivered a five-minute set over the tannoy of the Euston to Manchester service after being invited to share some gags by Train Manager Darren Jones.

After announcing himself as “your onboard comedian”, Tim followed up with a series of quips, including: “I said to this bloke I’d like to find out when the next train from London to Glasgow is. He said why don’t you look online? I said it’s a bit dangerous isn’t it?”

After the set, the comedian said his “career had peaked” and was cheered by fellow passengers as he returned to his seat.

Train Manager Darren Jones asked the comedian if he wanted to make an announcement shortly after checking his ticket.

He said: “When I asked for his ticket, I immediately recognised him and we had brief chat. I asked if he was up for doing an announcement. It turns out he’s always wanted to do it and accepted the challenge straight away. It made me really laugh.

As he walked through a few people said: ‘Nice one Tim.’ There was great feedback.”



◀ Class 390 045 and 390 016 pass at Stafford on February 2nd. *Richard Hargreaves*

Virgin Trains



▶ Class 221 101 '101 Squadron' looking resplendent in its striking livery, passes Moore with an unidentified sister on the 08:52 Edinburgh Waverley to London Euston service. *Barry Longson*



▶ With the scenic Conwy Estuary in the background and the majestic Conwy Castle and bridge as a backdrop, Class 221 101 in its new colour scheme heads towards Holyhead with the 09:10 from London Euston on February 19th. Another unidentified Voyager trailed out of sight behind 221 101. *Jeff Nicholls*

▶ Class 221 101 stands at Wolverhampton on February 2nd working a service to London Euston. *Richard Hargreaves*



Virgin Trains



▶ Class 221 101 stands at Crewe on February 21st with a Chester - London Euston working.
Mark Enderby

▶ A Pendolino speeds past Norton Crossing on February 11th with a Glasgow - London Euston service.
Mark Enderby

▶ On February 6th, Class 221 101 passes Shifnal on an ECS working from Shrewsbury.
Phil Martin

Virgin Trains



Virgin Trains offers tickets for a tenner on London to Birmingham route

Virgin Trains trials simplified flat fares on its London to Birmingham route

On Mondays, on selected services all Advance single fares will cost just £10 and can be booked at anytime

Move comes two months after Virgin Trains scrapped the Friday afternoon peak restrictions out of London Euston

Having already consigned Friday afternoon peak restrictions at London Euston to history, Virgin Trains are to give customers travelling on its London to Birmingham route a kick start to the week by introducing a new £10 fixed price on Mondays. Tens of thousands are set to benefit from the new flat rate for all advance single tickets on selected services which will be available up to one hour before the train's departure. Now customers can take advantage of an even longer weekend with restriction free Fridays and cheaper Monday fares as a result of this new trial.

The new simplified fare is being trialled for ten weeks, starting on 11 February and will be available on all services departing London Euston and Birmingham New Street on Mondays between 11:00 and 13:00, and after 20:00. The tickets are now on sale.

The removal of the Friday afternoon peak was initially piloted over the summer holidays, and the results of this new trial will be examined to see if it should also be made permanent or extended to other days of the week and other routes.

"We want to make tickets as simple and as easy to understand as possible," explained Sarah Copley, Executive Director, Commercial, at Virgin Trains. "By promoting a very simple new flat rate fare we are hoping to encourage more people to experience our award-winning services and features such as BEAM – our free on demand TV and movie streaming service – while grabbing themselves a bargain."

Conditions

1. The £10 advance tickets will be available for Mondays for ten weeks, starting 11 February, on all Virgin Trains services departing Birmingham New Street and London Euston between 11:00 and 13:00 and after 20:00.
2. Tickets are available for journeys between London Euston and Birmingham New Street, which also includes Rugby, Coventry and Birmingham International
3. The £10 tickets will also be available for journeys between Watford and Birmingham International/Birmingham New Street.
4. £10 advance single fares are only available in Standard Class.
5. It will end on Monday 15 April 2019.
6. Tickets are available here: <https://www.virgintrains.co.uk/tenner-ticket/>

NB: Tickets are available through all booking channels (online and offline) and require a reservation so must be purchased in advance. Tickets can be bought up to one hour before the selected train has departed from its originating station.

On February 26th, Class 390 103 and 390 104 stand in the sunshine at Manchester Piccadilly.
Michael Lynam

Virgin Trains



Virgin Trains offers first Vegan Society-registered wrap

**New partnership launched with Vegan Society
Hummus & pomegranate wrap first VS-approved product of 2019
Follows high demand for more vegan options after success of “Veganuary”**

Virgin Trains has launched a new wrap approved by the Vegan Society after forming a partnership with the charity to provide more plant-based food. The Hummus and pomegranate wrap has gone on sale in Virgin’s onboard shops following a rigorous registration process by the Vegan Society to ensure all its ingredients are free from animal products. The partnership was formed after Virgin Trains became the first train operator to offer vegan-friendly options on all its menus last December. The latest addition to its menu comes as Virgin Trains responded to customers who said they wanted to extend “Veganuary” to the rest of 2019 or simply cut down on their meat and dairy intake.

Julie Harper, Virgin Trains’ Food & Beverage Proposition Manager, said she had been overwhelmed by the response to becoming fully vegan-friendly in December. “The response from our customers has been really positive. Vegans who want reassurance that they’ll be looked after onboard have welcomed this but we’ve also had great feedback from non-vegans. We’re delighted to be working with the Vegan Society and hope to be launching more products officially registered by them through the year.”

Elena Orde, Communications and Campaigns Officer at The Vegan Society, said: “We’ve been campaigning for decent vegan options on trains through our Vegan on the Go campaign and it’s great to see Virgin respond with products that anyone can enjoy. Market trends

are showing a rapid growth in plant-based eating, particularly around this time of year when people are following on from their New Year’s resolutions to try a vegan diet as part of Veganuary. We hope that other train companies will follow Virgin’s lead and take notice of the power of the vegan pound.”

More than 250,000 people signed up to Veganuary last month, more than in the previous four years combined, for ethical or health reasons.

Virgin Trains’ partnership with the Vegan Society, the oldest vegan charity in the world, was launched to underscore its commitment to incorporating tasty vegan options into all its menus. The Hummus and pomegranate wrap was certified with help from Virgin’s sandwich supplier, Street Eats, and is available for £3.90 from its onboard shop.



Class 390 008 approaches Acton Bridge with the 9M52 08:53 Edinburgh - London Euston service on February 23rd. *Nick Clemson*

Scotrail



▶ On February 8th, Class 365 519 stands in Edinburgh Waverley having arrived with a service from Glasgow. *John Sloane*



▶ Class 68 033 arrives into Edinburgh Waverley with a Fife Circle service on February 8th. *John Sloane*



▶ Power car No. 43148 stands at Edinburgh Waverley on February 8th on the rear of the 08:33 service to Inverness. *John Sloane*



Scotrail



▶ Class 385 115 stands at Glasgow Queen Street High Level station on January 9th. *Alan Naylor*



▶ Class 380 005 approaches Haymarket working 2J84 12:57 Glasgow Queen Street to Edinburgh service on February 7th. *Derek Elston*



▶ Class 365 521 approaches Haymarket station with the 1P36 13:58 Dunblane to Edinburgh service. *Derek Elston*





Scotrail



Class 380 114 arrives at Edinburgh Waverley on February 8th. *John Sloane*



Class 170 418 stands at Edinburgh Waverley between duties on February 8th. *John Sloane*



Power car No. 43169 stands in Edinburgh Waverley station between trips on February 8th. *John Sloane*



Scotrail



▶ Class 385 122 and 385 106 stand at Edinburgh Waverley having arrived with the 1R62 13:00 from Glasgow Queen Street and will now form 1R69 the 14:00 to Glasgow Queen Street. *Derek Elston*

▶ The 2N67 17:19 Glasgow Queen Street to Alloa formed of Class 385 111 awaits its booked departure time. *Derek Elston*

▶ Class 170 470 prepares for departure with the 2N49 16:51 Glasgow Queen Street to Dunblane on February 7th. *Derek Elston*



Scotrail



On February 7th, Class 365 519 approaches Haymarket with the 1P34 13:28 Dunblane to Edinburgh Waverley service. *Derek Elston*



With their days numbered, Class 314 207 awaits it's booked departure time with 2L11 18:15 Glasgow Central to Glasgow Central via Cathcart. *Derek Elston*



Scotrail Inter 7 City liveried HST power car No. 43169 stands on the blocks at Edinburgh Waverley having arrived with 1B24 11:02 from Aberdeen on February 7th. *Derek Elston*

Scotrail



▶ Power car No. 43136 is seen at Edinburgh on February 8th on the rear of a service from Inverness. *John Sloane*



▶ Class 68 006 passes Morningside on February 8th with a ECS working to Edinburgh. *John Sloane*



▶ Scotrail Inter 7 City liveried HST power car No. 43033 stands at Edinburgh Waverley on February 8th. *John Sloane*





Edinburgh Trams



Edinburgh Urbos 3 tram No. 256 steadily makes it's way along Princes Street on February 7th.
Derek Elston



Urbos 3 tram No. 268 is held at the lights as it makes it's way along Princes Street.
Derek Elston



CAF built tram No. 274 makes its way along Princes St.
John Sloane



Tyne and Wear Metro

▶ Metro units Nos. 4053 and 4048 cross the Wear shortly before entering Sunderland station with a service to South Hylton on February 14th. *Jeff Nicholls*

▶ Units Nos. 4080 and 4046 leave the gloom of Sunderland station with a service bound for South Hylton on February 14th. *Jeff Nicholls*







Manchester Metrolink

Northern's Class 142 053 waits in the sunshine at Navigation Road station, Altrincham, with the 11:41 service from Manchester Piccadilly to Chester, whilst in the distance trams Nos. 3044 and 3024 scamper away to their final destination of Altrincham Interchange on February 26th. At this point, heavy rail trains use the nearest platform in both directions, whilst light rail uses the opposite platform. *Jeff Nicholls*

First of Greater Anglia's new longer electric trains travels through East Anglia

The first of Greater Anglia's brand new long electric trains made by Swiss-manufacturer, Stadler, arrived in East Anglia on February 28th. The 12-carriage train is one of ten which will replace the current trains which run on the Stansted Express route between London Liverpool Street and Stansted Airport. It has completed the journey from Switzerland to Norwich, where it will be put through a series of rigorous safety and performance tests before it is passed as fit to go into passenger service. The train is the same model as the new Intercity trains, also being made by Stadler, to replace the current slam-door trains which run between Norwich and London Liverpool Street. Although they look the same from the outside, the interiors are fitted out differently, with the new Intercity trains including a café-bar and first class seating area which are not available on the new Stansted Express trains.

All of the new Swiss-made electric trains are longer, with more seats, plug and USB sockets and air conditioning. They will have fast free wifi and improved passenger information screens. Greater Anglia is getting ten new Stansted Express trains and ten new Intercity trains. Ian McConnell, Greater Anglia Franchising and Programmes Director, said: "It was an incredible sight to see this long modern-looking train travelling along our line. It's a glimpse of the near future, when they will be carrying more passengers in comfort and style between Norfolk, Suffolk,

Essex and London." Testing is due to start on the new Stansted Express train later in March. Engineers will initially test its performance at different speeds on different tracks at night between Norwich, Ipswich and Colchester. They will then test the train at night between Norwich and Diss to make sure that the train is fully compatible with Network Rail's signalling system.

Martino Celeghini, Stadler technical project manager, said: "This order was a highly significant one for us, and we are delighted that within three years of contract-signing, trains were arriving on British soil. "Following the start of testing on the bi-modes at the end of last year, we are pleased to begin working on testing and commissioning these electric trains with our UK partners."

Greater Anglia is replacing every single existing train with brand new trains, including 58 made by Stadler and 111 made by Bombardier in Derby. People may have already spotted four of Greater Anglia's new bi-mode trains undergoing testing around the network. Powered by diesel and electricity, they will be replacing Greater Anglia's existing diesel trains.

New trains will start to come into service from the middle of this year as part of a two-year roll out.



Fares Advice with RailUK

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

Split Tickets and TOC Obligations.

Q: I will soon be travelling from Manchester to London on a split ticket using LNER from LDS to KGX. The train I intend on getting from Leeds is the 2015, the last Leeds to London service. If I miss this due to a delay on Northern's part, are they still obliged to get me to my final destination (i.e.) London / pay for overnight accommodation.

A: Yes, the fact that you have a combination of tickets doesn't change the fact that you are making one journey (as per Condition 14 of the National Rail Conditions of Travel). If they were to make you stranded and not offer you either a transport alternative or overnight accommodation then you are also entitled to return to your origin station i.e. Manchester (most likely trains still running) and get a refund on your tickets. You could even ask if you can return to Manchester and travel the next day. I know it should not come to this but if you have a place to stay in Manchester then that beats spending the night in Leeds at your own expense. Make sure you leave 10 minutes minimum between the time your train is booked to arrive in Leeds from Manchester and the time your next train departs from Leeds to London - this is the minimum connection time at the station and must be observed, although if you're betting on catching the last train of the night to London, for your own peace of mind, you may look at leaving more time if possible.

Rail operators call for leisure fares (especially day returns) to increase

The Rail Delivery Group suggest removing the sudden change between peak and off-peak fares, to reduce overcrowding. Transport Focus, the independent passenger watchdog which also worked on the consultation, said UK train operators currently offered an "outdated and outmoded fares and ticketing system". Reform would mean updating regulations around peak and off-peak travel, Rail Delivery Group said, and ticket prices could be set more flexibly. This would reduce overcrowding, it said. They are seeking permission from DfT to ditch fares regulation on the former Saver fares; the aim will be to reduce the price of Anytime fares, and increase the price of Off Peak fares. For example, an Anytime Return from Manchester to London is £350, while an Off

Peak Return is £89.60. Trains departing at 1800, 1820, 1840 have plenty of spare seats, while the 1900 is full. It doesn't have to be that way; LNER have a much more sensible pricing structure that avoids this situation. Anyway, the plan to remedy this is for business people to pay much lower fares in future for travel at peak time and the cost of this will be paid for by leisure passengers who will, if the proposals come to fruition, have to pay a higher price. The cost of travelling on peak time trains will reduce, but it will no longer be possible to purchase a flexible return fare for a journey such as Manchester to London for £89.60; the lowest flexible fares will cost significantly more under these proposals. The aim is to make business people pay less, while leisure passengers pay more. Not only do they plan to increase the price of the fares that are currently regulated, they also plan to remove permitted routes to reduce flexibility, but we've had threads on that before. Furthermore, though some of the more expensive fares paid for by business users will decrease, the lowest priced fares - which are used by leisure passengers - will increase, so that it is - in theory - no longer cheaper to "split". In reality this won't be fully achievable as you can never eliminate split ticketing (they tried in Scotland in 2013 and failed).

It looks like one way they want to achieve this will be to increase the price of day return fares. They will do this by abolishing these good value fares and force passengers to buy Singles. Single fares will be cheaper than at present but not to the extent that would be necessary to avoid huge rises for day trippers. Examples of fares that will go up massively include Sheffield to Derby; currently £12.30 for an off peak day return, and London St Pancras to Gatwick Airport; currently £9.80 for a return on a Saturday or Sunday. The single fares for such journeys are expected to be much higher than half these fares, so day trippers will face fare rises far greater than ever seen before. The Rail Delivery Group are misusing the results of the recent fares consultation in order to justify their proposals.

Ticket Advice for All

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

Blackpool Flexity tram No. 007 passes the Metropole Hotel on February 13th.
Eddie Emmott

Clubs and Societies Apparel

Polos, starting from £14.88 each, minimal order of 2.

Had-It
£14.88

Heavyweight Hoodies starting from £27.50 each, minimal order of 2.

Had-It
£27.50

Budget Hoodies £18.75 each (no logo)

Sollahwell, from £27.00 each, minimal order of 2.

Had-It
£27.00

Worls (in closure), starting from £9.80 each, minimal order of 2.

Had-It
£9.80

Gymnasts, starting from £3.00 each, minimal order of 1.

Had-It
£3.00

We have a broad range of bags, from shoppers, courier bags to messenger bags.

Promotional print T-shirt, £9.50 each minimal order of 2.

Had-It
£9.50

Hi-Vis, starting from £7.50 each, minimal order of 2

Had-It
£7.50

Umbrellas, starting from £34.00 each, minimal order of 1.

Had-It
£34.00

Branded merchandise, Draw bags, mouse mats, coasters.

Branded T-shirts starting from £8.70 each, minimal order of 1.

Had-It
£8.70

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Class 86 259 with 'The Winter Cumbrian Mountain Express', 1Z86 07:10 London Euston - Carlisle passes Daresbury on February 23rd.
Nick Clemson

A Volker Rail track tamper working from Bagworth Junction to Burton on Trent, passes Moira West signalbox on February 8th.
Stuart Hillis

Figures reveal punctuality has improved on many of Greater Anglia's rail routes

Rail passengers in East Anglia have seen more of their trains running on time since the beginning of the year, figures revealed by Greater Anglia show.

Punctuality on many Greater Anglia routes was well over 90 per cent during January 2019 according to the latest performance results*.

The best performance was achieved on the Marks Tey - Sudbury branch line, with 96.8% of trains on time, the Norwich - Great Yarmouth line, with 96.1% of trains on time; Norwich - Lowestoft line, 95.7%; Norwich to Sheringham, 94.0%; Ipswich - Felixstowe, 92.4% and Ipswich - Lowestoft, 91.1% - its best result in a year.

Train services on the Great Eastern Main Line (the Norwich - Ipswich - Colchester - London line and all its branch lines) also performed well during the period with 91.8% of trains arriving on time.

Greater Anglia's Norwich - Ipswich - Colchester - London intercity trains also scored their best punctuality result since last May, at 89.8%.

Jamie Burles, Managing Director, Greater Anglia, said: "We were pleased to see performance improve in January, as we know how important this is for our customers. Our aim now is to provide better punctuality more consistently across the whole network and we have invested over £20million to date in a fleet reliability programme to help achieve this target.

"In addition, Network Rail is focusing on reducing the most disruptive faults with tracks, overhead lines and signals, removing temporary speed restrictions and getting the railway running back to normal more quickly when delays do occur.

They are also investing significant sums to improve reliability of the track, signalling and wires."

"The introduction of our brand-new fleet of trains will further help in making the service more resilient, as the current eight different types of train will be replaced with just three types, making them easier to maintain."

"The general trends are in the right direction and we expect to see further progress over the weeks and months ahead."

Recently, Greater Anglia received a Golden Whistle Award for 'Best Performance' for its intercity services.

The Institution of Railway Operators measured all UK train services which arrived within 59 seconds of their scheduled time, including at all intermediate stations on the journey rather than just at the destination station, for a year up to 8 December 2018, and found that Greater Anglia's intercity services achieved the best punctuality score of all the intercity services across the country.

Overall annual average punctuality across Greater Anglia was 89.9% for the four weeks ending 2 February, and just over 87% on average over the past 12 months, but the train operator is aiming to raise that figure to 90% and then 93% by the end of its franchise.

*For the four week period ending on 2nd February 2019.



West Coast Railway Company's Class 37 669 heads through Utley, near Keighley, West Yorkshire with 0Z63 from Carnforth to Barrow Hill on February 15th. *Ben Bucki*

National Rail: Peak Forest



On February 11th, Class 56 301 waits to start shunting empty box wagons from the MO Ripple Lane to Peak Forest working whilst Class 66 088 passes with the 13:07 Dowlow Briggs sidings to Ashburys. *Barry Longson*

On February 23rd, Class 66 069 sits at Peak Forest with a rake of box wagons from Dowlow Briggs Sidings. *Michael Lynam*

Class 56 301 is seen stabled at Peak Forest on February 11th. *Alan Rigby*



National Rail: Peak Forest



On February 23rd, Class 60 017 is seen shunting box wagons. *Michael Lynam*



GBRf's Class 66 779 'Evening Star' tries to hide itself at Peak Forest on February 23rd. *Michael Lynam*

Class 60 039 comes off the stabling point at Peak Forest to run light engine to Tunstead with 60 017 shunting box wagons and 66 069 sitting with a rake of box wagons from Dowlow Briggs Sidings. *Michael Lynam*

Visit East Anglia on Greater Anglia

Greater Anglia is promoting some of the most picturesque places to visit by train in East Anglia. Using spectacular images of some of the region's beauty spots, including Cambridge, Cromer, Norwich and Constable Country, the company is encouraging people to take days out by train across East Anglia.

Cromer

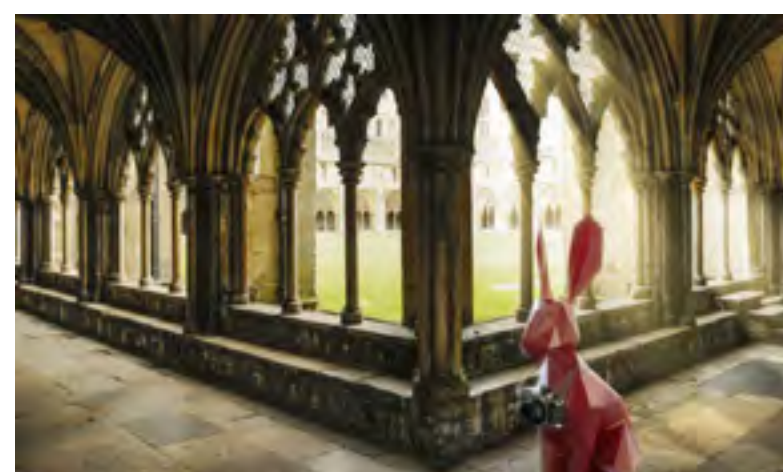
Is there anywhere more quintessentially "English seaside" than Cromer? Perched on the North Norfolk coast, the beach is just a short walk from Cromer station. If a cliff walk, paddling, or beachcombing isn't your thing, there's plenty of other things to do. Walk to the end of the pier and maybe take in a show at the Pavilion Theatre. Find out about the fascinating history of local hero Henry Blogg, lifeboatman, who saved 873 lives, at the RNLI Henry Blogg museum. And, of course, no visit to the seaside is complete without fish and chips.

Train journey: Greater Anglia runs an hourly service between Norwich and Cromer. Look out of the window and see who can spot the sea first!



Cambridge

One of the many jewels in East Anglia's crown, Cambridge is packed with inspiring architecture, vibrant cafes, pubs and restaurants, and enough shops to satisfy the most ardent shopper. Attractions include Cambridge Botanic Garden, Kettle's Yard art gallery and Kings College Chapel. Take in all the sights from a punt or hire a bike and see the city like a local. The city centre is a simple walk from Cambridge station.



Train journey: Greater Anglia runs services to Cambridge from London Liverpool Street and Hertfordshire, Ipswich to Cambridge and Norwich to Cambridge. The Ipswich and Norwich to Cambridge services run through the fens and you can spot the magnificent cathedral of Ely out of the window before you reach Cambridge.

Norwich

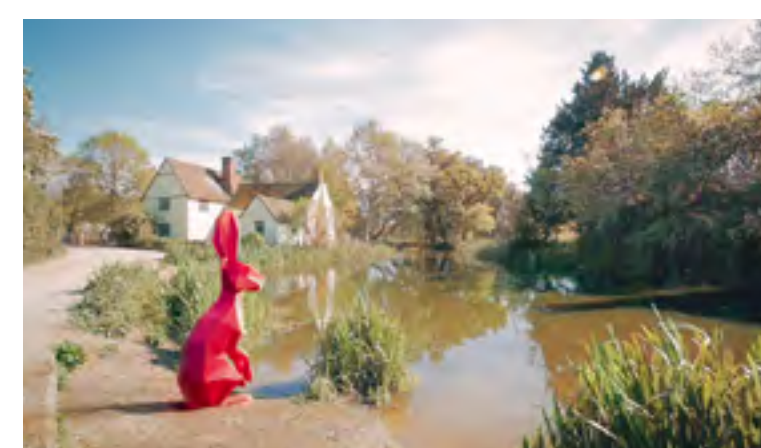
They're not wrong when they describe Norwich as a "fine city". With its magnificent gothic cathedral, and warren of medieval streets packed with interesting boutiques and restaurants, there's plenty to do in Norfolk's capital. Visit the castle to discover more about the city's medieval past. Norwich market is one of the largest and oldest open-air markets in the country and was named Best Large Outdoor Market in the Great British Market Awards 2019.

Train journey: Norwich station is a terminus for trains from London, Chelmsford, Colchester and Ipswich; Lowestoft, Sheringham, Cambridge and Great Yarmouth.

As you approach Norwich station, see if you can spot some of Greater Anglia's brand new trains in the depot – if they're not out for a test run.



Constable Country



East Anglia's green countryside and wide skies have been immortalised in the paintings of John Constable. Many of the scenes he painted around his childhood home on the Essex/Suffolk border are pretty much unchanged to this day. Take a train to Manningtree and then stroll along a scenic walk on the banks of the River Stour to Flatford Mill to see Willie Lott's cottage and the scene of the Hay Wain – one of Constable's most famous

paintings. After refreshments at the National Trust tearoom, take a train to Ipswich, to see the permanent Constable exhibition at Christchurch Mansion, less than half an hour on foot from Ipswich station. Train journey: Manningtree is on the London to Norwich mainline and the Harwich branch line. If you're travelling from Norfolk or Suffolk, look out of the window to see the magnificent Stour estuary just before you get to the station. Trains between Ipswich and Manningtree are two an hour.

Spot the hare - As well as using images of East Anglian beauty spots, Greater Anglia is incorporating a stylised picture of a hare – an animal native to East Anglia and a symbol of grace, speed and freedom – as its new brand character, look out for the opportunity to win free train tickets in a spot the hare competition, coming soon.



Even by the standards reported by other passengers, the seats on this LNER Azuma on a test run in Leeds look a bit uncomfortable.

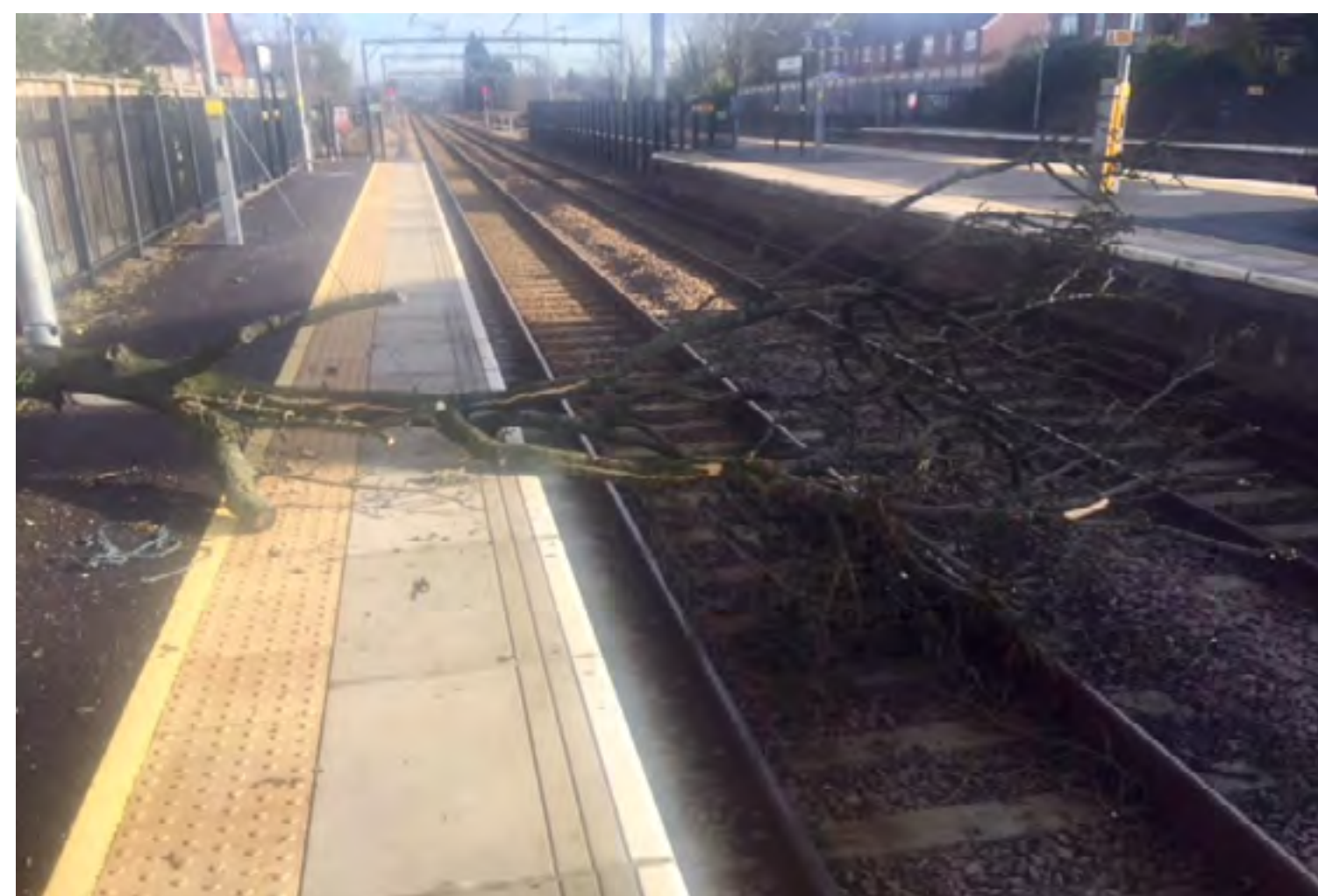
Michael Lovatt

GWR power car No. 43094 leads a Doncaster - St. Phillips Marsh working through Tamworth on February 23rd.

Paul Godding

Careless tree-fellers let large branches crash onto railway narrowly missing power lines

Network Rail has issued a safety plea after a tree was recklessly felled directly onto a station platform and the railway, inches away from 25,000-volt overhead power lines.



Pictures show the large bough of the tree which crashed down onto Roby station on Merseyside, blocking the platform and tracks.

The branches were left abandoned by the cowboy contractors earlier last month, causing disruption to trains while the railway was closed for the debris to be safely cleared.

Had the sections of tree come into contact with the overhead electrified lines they could have caught fire, causing significant damage and risk to the public.

Andy Lovett, senior asset engineer for Network Rail, said: "One of our trackside neighbours' tree contractors allowed a big section of tree to fall right where train passengers stand.

"Someone could have been seriously hurt or worse. This reckless act also delayed trains while we cleared the tree off the tracks.

"We would encourage our trackside neighbours to manage their trees so they don't



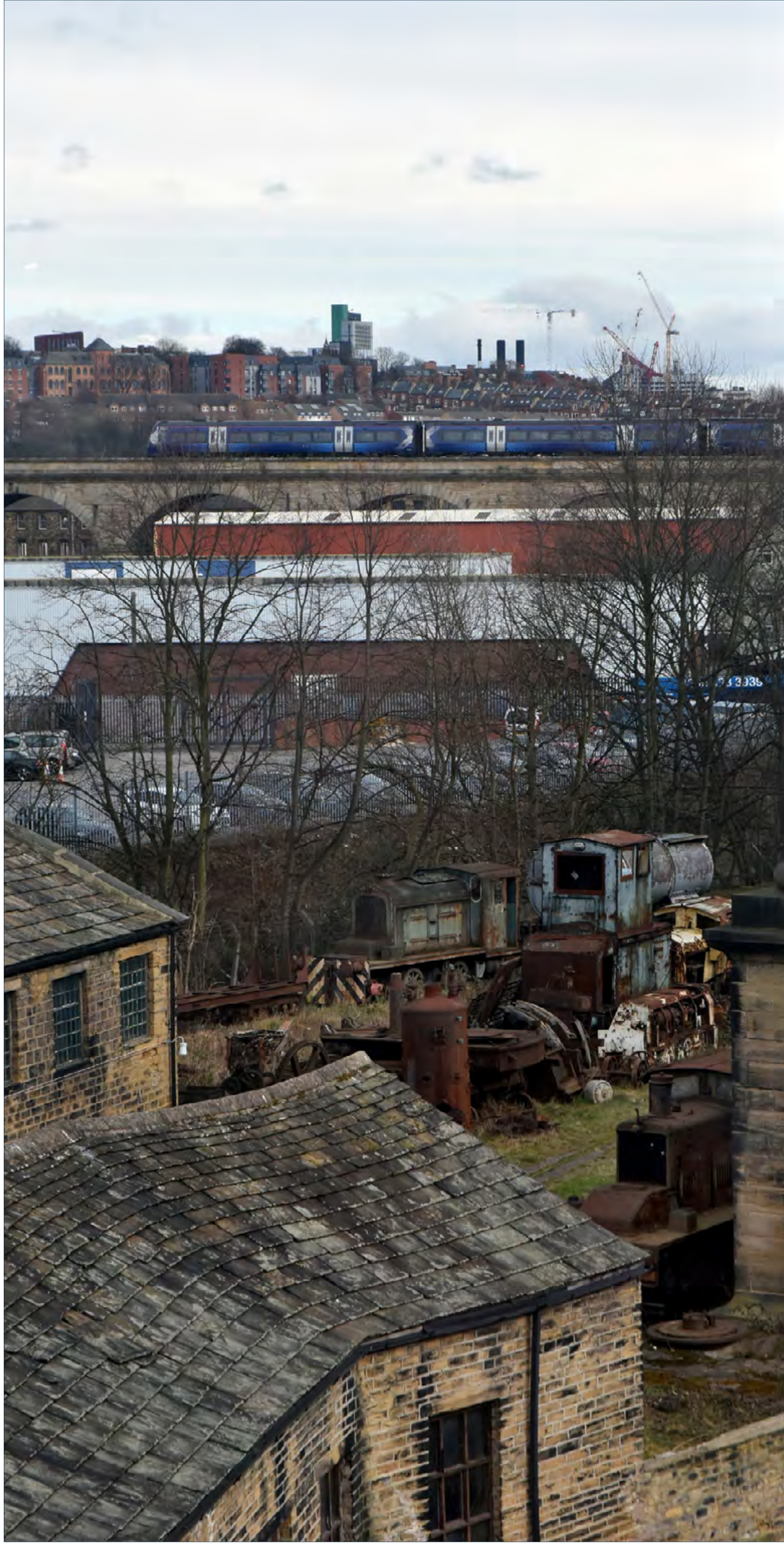
become a risk to them or the railway.

"But we urge them not to fell trees of this size without seeking professional advice from qualified tree surgeons, ideally those registered with the Arboricultural Association.

"And please let us, Network Rail, know via our National Helpline, so we can advise a safe way to do the job."

Specialist Network Rail teams and tree surgeons manage a total of 6.3 million trees along 16,000 miles of railway in England and Wales.

For more advice on this, or to report anything which could be unsafe, contact our National Helpline on 03457 11 41 41.



National Rail

The preserved industrial locomotive collection at the Leeds Industrial Museum, Armley, is somewhat difficult to view at present as the loco shed is still closed and undergoing restoration following serious flood damage in 2015 when the adjacent River Aire rose dramatically and swept through the site.

A few items can be seen from the upper floors of the museum itself; visible in the yard are a couple of locomotives in long-term storage awaiting restoration, such as (at the rear) Hudswell Clarke 'Southam No.2' (works No. D625, ex-Rugby Cement, Southam, Warks.) and near the chimney, Fowler No. 22060 (built in 1938).

Crossing the impressive viaduct on the Harrogate line to the rear of the site is an ex-Scotrail Class 170 turbostar with service 2C36, the 13:29 from Leeds to York. *Ben Bucki*



First electric train runs on the Shotts line

Network Rail achieved a key milestone on the Shotts Line electrification project on Sunday February 24th when the first electric train ran on the route. The train, a Class 86 electric locomotive, completed a number of test runs; including at line speed, along the newly electrified sections between Holytown and Midcalder junctions - creating the fifth electrified route between Scotland's two main cities.

A central part of the Scottish Government's rail strategy, electrification has the potential to transform the passenger experience on the line reducing journey times and adding capacity, on comfortable, efficient and more reliable electric trains.

Across the project, the team have worked circa 1.2 million hours to install 2,500 tonnes of steel masts that have been erected to carry the 223 kilometres of wires that have been run on the route to electrify the line - while major modifications have also been carried out at 17 bridges along the route to create enough space for the new overhead lines.

Successfully running the first electric train on the line is the culmination of a project which has been four years in delivery to upgrade the line through North Lanarkshire and West Lothian.

Delivered ahead of programme, the £160m Scottish Government-funded project will enable:

- The introduction of modern, electric trains which will offer a better travelling experience for the public.
- More seats on services between Glasgow Central and Edinburgh.
- A reduction of noise and better air quality for those who live and work near the railway.

Brian Mallon, project manager for the Shotts Line electrification, said: "Successfully running this first electric train on the line is a great achievement for everyone associated with the project and it brings us a step closer to being able to introduce electric services for customers.

"Electrification will transform travel across the central belt of Scotland – increasing the number of seats, reducing journey times and cutting emissions by introducing more modern and greener trains to the route."

While the electrification of the line is now complete, work on the

project is ongoing on station platforms and to create step free access at a number of stations,

The Shotts Line project remains on track to complete by the end of March.



Class 59 005 passes Hungerford on February 19th with a Whatley to Theale working.
Michael Bennett



Final 100mph speed checks on newly electrified Manchester to Preston line

A test train along the newly electrified railway between Manchester and Preston has made its final journey overnight to complete checks for the arrival of 100mph services later this year.

In the early hours of February 22nd, the last electric high-speed train ran on the newly upgraded route which will soon see faster and more frequent trains for passengers thanks to the multi-billion-pound Great North Rail Project.

Network Rail engineers made their final high-speed inspections to the track and new overhead lines in the early hours of this morning while on-board the test train from Preston to Manchester Victoria.

Electric trains can currently travel up to 75mph along the line, but once testing is complete the speed limit will rise to 100mph.



Mark Ashton, sponsor for Network Rail, said: "Following the successful introduction of electric passenger trains on the Manchester to Preston railway recently, we have now completed our last test as part of the project to allow trains to run up to 100mph.

"High speed testing of the overhead wires will support the introduction of greener, faster and more frequent trains - a key aim of the Great North Rail Project to help transform rail travel across the North.

"I would like to thank local people for their patience while we have completed this transformational upgrade."

The results of the tests will be thoroughly checked, after which 100mph services can run on the route later this year.

Following a bogie swap at Nemesis Rail, Burton, Class 55 No. D9009 'Alycidon' is seen passing Clay Mills Crossing (Burton) on February 27th departing on 0Z35 test run to Sheffield with Class 31 128 'Charybdis' as insurance.
Stuart Hillis

Loco Fleet List Ten

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.

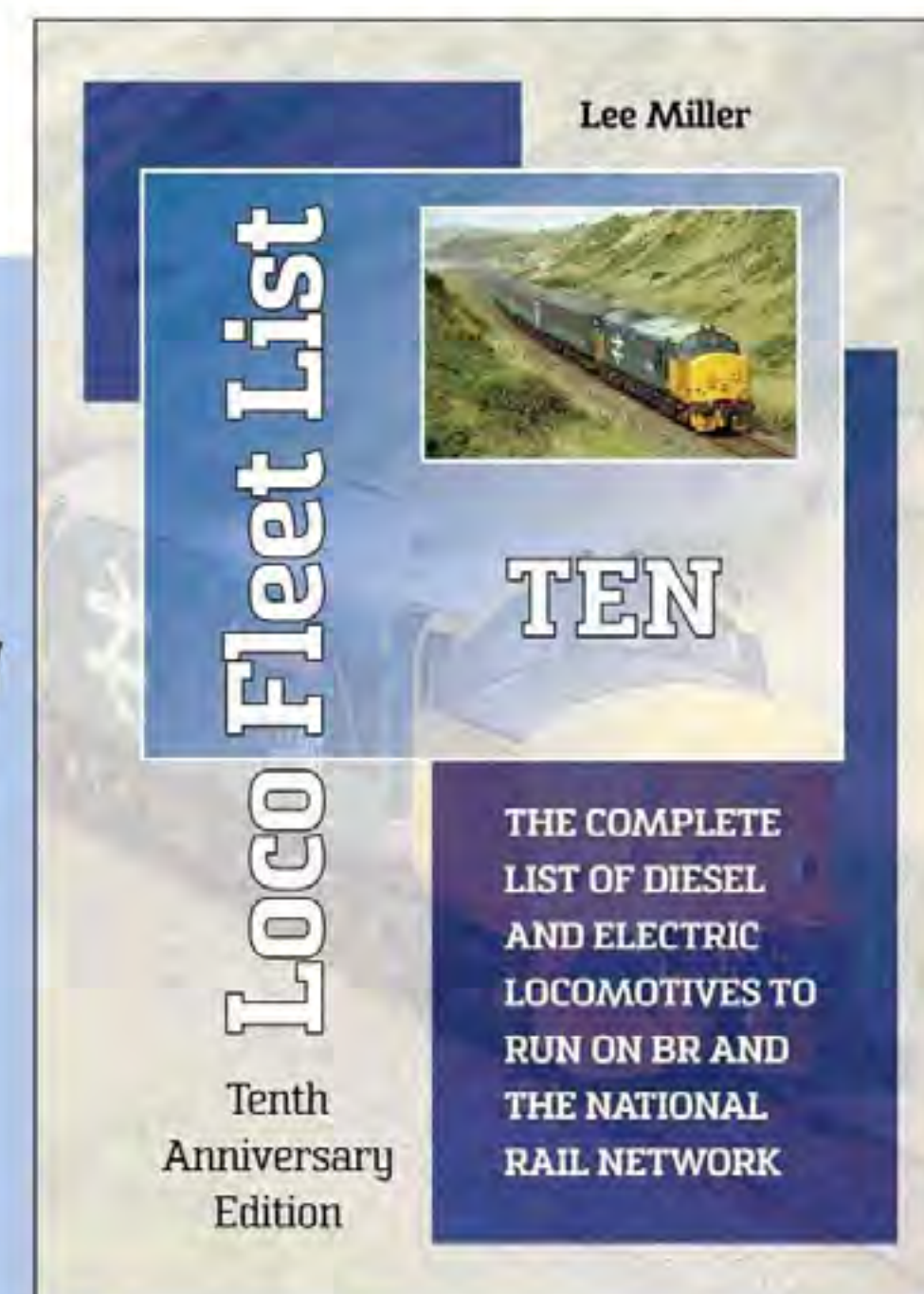
Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives



Loco Fleet List Ten is available via mail order for just £12.99 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



This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book

Network Rail ploughs ahead with £1.7m winter fleet refurbishment



Network Rail is refurbishing its snow ploughs for the first time in 20 years to improve performance and reliability.

The full service refurbishment programme goes beyond business-as-usual maintenance, overhauling and modernising the ploughs to the highest specifications.

The work will ensure the ploughs maintain and improve their effectiveness for the next 15 to 20 years. It is part of a wider programme of investment in operational fleet by Network Rail's Route Services directorate.

Following a competitive tender, Network Rail selected Loram UK as its delivery partner to carry out the overhauls and reengineering at the rail fleet specialist's Derby facility.

Network Rail's 12 pairs of Independent snow ploughs, which can plough snow up to a depth of eight feet (2.4m), are being refurbished one pair at a time, with four pairs completed so far. Overhauls of the Independent ploughs started in January 2018 and are expected to last for at least a further 12 months.

The snow ploughs remove heavy snow from the railway tracks safely and efficiently and are propelled by locomotives owned by freight operating companies. They are part of the infrastructure company's wider fleet designed to help keep the railway running in winter weather.

Mike Black, supply chain services director for Route Services, Network Rail, said: "We are investing £600m in our fleet and depots from 2019 to 2024 so that we can effectively support our customers in the routes. Overhauling our snow ploughs is one of many ways we will be improving our fleet and its maintenance over the coming years for greater reliability."

A programme to overhaul Network Rail's Bielhack ploughs will begin later this year.



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

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

Class 66 751 enters the subterranean gloom of Sunderland station with the 11:27 from West Blyth to West Burton power station on February 14th. *Jeff Nicholls*

Cutting edge technology helping Network Rail to almost double track maintenance capacity

Network Rail is boosting its capacity to identify and fix track defects using cutting edge technology, reducing delays caused by track faults, improving safety and saving the taxpayer millions of pounds.

A key part of Network Rail's 'predict and prevent' strategy, Plain Line Pattern Recognition (PLPR) is helping to deliver a safer and more reliable railway for the 4.8 million passengers who rely upon it every day. Over Control Period 6 (2019-2024), PLPR will cover almost one million (975,000) miles of railway track across Britain.

A fleet of five monitoring trains, including the New Measurement Train (NMT) – the most technically advanced train of its type in the world – use PLPR to monitor and record track condition information, and can find issues such as missing fasteners, excess ballast and ineffective rail clamps. Cameras mounted underneath the trains capture an image every 0.8mm, taking 70,000 images per second at the top speed of 125mph, with potential defects identified sent to a PLPR facility in Derby for closer examination by Network Rail's team of inspectors. Local track section managers are then notified of confirmed defects, enabling engineers to target track maintenance more effectively.

PLPR-equipped trains have replaced manual inspections on 8,500 miles of track, improving the accuracy and frequency of inspections. With the potential to reach 15,000 miles, the aim is to increase these live inspections – a target has been supported by the opening of a second PLPR facility in

in January 2019.

As well as benefiting passengers, PLPR provides a safer method of track inspection by reducing unnecessary track visits and helping to get boots off the ballast.

PLPR also represents an efficient use of public money, having saved the taxpayer an estimated £2.2m so far, with further savings anticipated over CP6 and beyond.

Steve Quinby, Network Rail's Head of Delivery [Data Collection] for Asset Information Services, said: "Operating a safe and punctual railway network spanning 20,000 miles, on which 4.8 million people rely each day, is a significant responsibility.

"PLPR technology is helping us meet that challenge, providing improved asset information so we can better understand how quickly our assets degrade, and allowing us to target track maintenance more effectively. This means we can identify defects before they become a safety issue or affect performance.

"PLPR is fundamental in helping us to be safer and more efficient. In January, we opened a second PLPR facility in Derby that increases our capacity and resilience to monitor, inspect and fix track faults, to the ultimate benefit of passengers."



Rainhill Rocket is Coming Home!



Photo by Jim Johnson

The Rocket 190 Group are excited to announce that the replica Rocket will be on display in Rainhill 25th - 27th May 2019.

Saturday 25th will host a model railway exhibition, a sports tournament and themed theatrical and musical performances. The Rocket will take pride of place in a parade along Warrington Road on Sunday 26th, joined by floats, dancing groups and bands, culminating in a village tea party. The festival will continue on Monday 27th with the acclaimed Rainhill Gala.

Throughout the weekend the village will be alive with activities including a flower festival, exhibition of Railway memorabilia, vintage vehicles, street performers and much more.

Join us for the celebrations and mark Rainhill's unique place in world transport history.

If you want to play your part, please contact the Parish Clerk on rainhillpc@hotmail.co.uk or tel. 07565 524414, or visit the Council news page at www.rainhillparish.org.uk.

Wabtec's Class 08 853 propels an Mk4 coach into the Doncaster site on February 14th.
Derek Elston

Network Rail stone blowers Nos. DR80302 and DR80303 trundle through Northampton working the 09:57 Trent Sidings to Wembley Central on February 18th.
Derek Elston





Did you Know - Ken Mumford

Some more of the nations oddities this month:

McGinty's Bungalow

McGinty was retiring and had bought a plot of land ready to build a bungalow. His friend, Riley, said, "Why d'ye not buy one of those railway carriages they're selling? Ye'd have a ready-made bungalow." Sometime afterwards McGinty was sitting in a deckchair in the rail puffing contently at his pipe. Riley happened to come along and said, "Are you crazy sitting there in the rain?"



McGinty said, "No. 'Tis very awkward. Ye see. . . I bought a non-smoker!"

First and Last

1ST - It was October 1861 that the first standard gauge train left Paddington.

LAST - The last Broad Gauge train to leave Paddington was the 10.15 a.m. 'Cornishman' to Penzance on April 20th 1892.

16¼" or 16" - that is the question!

The GWR Publicity Department (soon after the building of 4073 'Caerphilly Castle') said that it was the most powerful British locomotive.

W. A. TUPLIN in his book 'British steam since 1900' says that 'Tractive effort is not measure of power.'

However, when Southern Railway 850 'Lord Nelson' in 1926 with a nominal tractive effort of 33,510, that locomotive, too, was claimed to be the most powerful in Britain.

Into quick action was the GWR to recaptured this 'mythical distinction' with what TUPLIN called a '115% 'Castle'. TUPLIN also stated that the nominal tractive effort had been pushed just over 40,000 lb 'by a not-quite-honest artifice'; this being that the cylinder diameter was quoted as 16¼ins although according to TUPLIN'S book 'every 'King' BUT THE FIRST ONE started with 16in cylinders and reached (or surpassed) 16¼ins only on re-boring to correct wear after many thousands of miles in service.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



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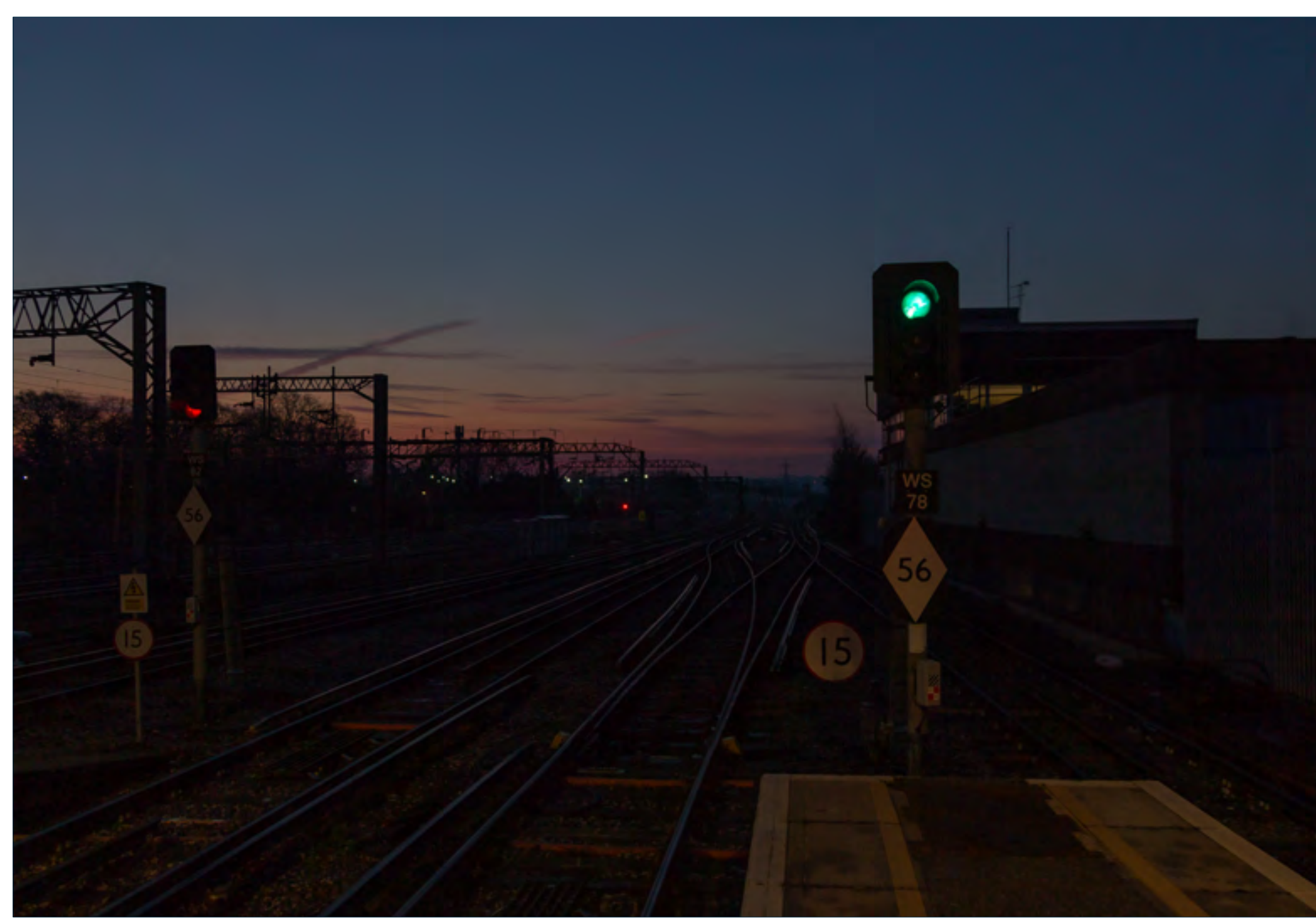
National Rail

With the help of smoke from a distant moorland fire, the exhaust from visiting A1 Class 4-6-2 No. 60163 'Tornado' almost manages to obscure the sun at Redmire on the Wensleydale Railway on February 16th. *Gerald Nicholl*

A Different View



Consall station on the Churnet Valley Railway.
Richard Hargreaves



Dawn breaks at Watford Junction on February 17th.
Jonathan McGurk

A fabulous railway map displayed in The North Western Wetherspoons public house attached to Liverpool Lime Street Station. The building is grade 2 listed, and was originally The North Western Hotel, built by the London and North Western Railway. The hotel closed in the 1930s and stood empty until Wetherspoons took over the ground floor in 1996 and restored the building. The hotel was converted into halls of residence.
Michael Lynam



A Different View

On February 9th, operational restrictions after the Settle and Carlisle raitour hauled by 'Bahamas' (with the charter stock needing to be returned straight to Carnforth) meant that the Keighley and Worth Valley Railway needed to lay on a connecting service, to return passengers to Haworth and Oxenhope from Keighley. Black 5 No. 45212 headed the well-loaded train, and the first of the passengers are seen boarding at Keighley. *Ben Bucki*



The extensive preparations for the railway's spring steam gala have included the delivery of visiting guest engine No. 46521. The Ivatt 2MT arrived by road from the Great Central Railway, and was moved top and tailed by the English Electric prototype shunter No. D0226 'Vulcan', with Type 1 Class 20 031 on the rear. The convoy is seen having exited Ingrow Tunnel, and is passing through the new housing estate on it's way to Haworth sheds, February 28th.

Ben Bucki



'Black 5' No. 45212 was in charge of services at the Keighley and Worth Valley Railway during the weekend of February 2nd/3rd. The loco is owned by the railway but mainly operated on the mainline by Ian Riley, and was operating smokebox-first towards Keighley—a very unusual circumstance for this line where normal practise is to operate facing uphill. The loco is seen drifting beside the River Worth at Damems with the first train of the day to Keighley on February 3rd. *Ben Bucki*





COMMUNITY INVOLVEMENT IN PURBECK'S RAILWAYS TO BE BOOSTED THANKS TO AREA'S FIRST COMMUNITY RAIL PARTNERSHIP OFFICER

Community involvement in Purbeck's heritage and main line railways – for the benefit of residents, visitors and the environment – is being given an important boost with the appointment of the area's first Community Rail Partnership Officer.

Employed by the Swanage Railway, and funded by the South Western Railway through the Purbeck Community Rail Partnership (PCRP), Kelly Marshall will be working with communities across the Purbeck area as well as with members of the PCRP.

The Partnership's first officer, Kelly's geographical 'patch' is the Swanage Railway heritage line from Swanage to Corfe Castle and Norden as well as the South Western Railway main line between Holton Heath, Wareham, Wool and Moreton.

A delighted Kelly said: "I am looking forward to the challenge of my new role as Purbeck's first Community Rail Partnership Officer which includes a wide range of projects such as re-instating a regular train service from the Swanage Railway to the main line at Wareham, improving social inclusion and promoting Purbeck's railways with the aim of enhancing education, employment, leisure and tourism across the area.

"I am also looking forward to working with the Purbeck Community Rail Partnership's steering and stakeholder groups

as a contracts manager before becoming a project surveyor and then the force's asset planning and facilities manager.

"I have always been lucky to have challenging roles that I love and which have enabled me to engage with different many people – every day being varied and challenging. My Dorset Police roles allowed me to work and travel across the county independently while working as part of a wider team," added Kelly, who grew up in rural Somerset and has lived in Dorset since 1995 – graduating from Bournemouth University.

The Swanage Railway's Head of Sales and Marketing, David Rawsthorn, said: "We are delighted to welcome Kelly to the railway family as Purbeck's first Community Rail Partnership Officer and we look forward to working closely with her to further enhance our role in the local community and our aspirations to develop regular train services between Swanage and Wareham.

"Kelly will be analysing local travel patterns and advising on improvements for the benefit of not only train travel across Purbeck but also a much wider vision of the future sustainability of the area which includes the Jurassic Coast and Area of Outstanding Natural Beauty which attract high numbers of visitors each year," added Mr Rawsthorn.

Swanage Railway trustee and director Mark Woolley said: "For more than 20 years, the main goal of the Purbeck Community Rail Partnership has been to help achieve the operation of regular services from Swanage and Corfe Castle to the main line at Wareham – train services that last ran under British Rail in 1972 before the line was controversially closed and seven miles of track lifted.

"The appointment of the Partnership's first Community Rail Partnership Officer can help the Swanage Railway and the Partnership achieve this goal by helping to attract funding for future developments.

"The Government's Community Rail Development Strategy underlines the importance of community engagement and involvement in our railways and the wider benefits to society of getting people out of cars and on to other means of transport," added Mr Woolley.



Purbeck Community Rail Partnership chairman, Councillor Bill Trite, said: "I warmly welcome our new Community Rail Partnership Officer Kelly Marshall. She has much to familiarise herself with in the coming weeks but has already demonstrated the ability to learn quickly and understand the essentials of the Rail Partnership.

"Kelly's role is central to the achievement of the Partnership's objectives. I wish her every success in the job and I hope that she enjoys it too," he added.

South Western Railway's Community Rail Manager, Andy Harrowell, explained: "We have provided funding to eight Community Rail Partnerships (CRPs) across our network, to both employ a part-time officer, and to deliver projects which support the communities around our stations.

"Working with the CRPs, we are seeing a range of benefits to different areas of our network, including helping to further involve groups in our stations and services. We are delighted to be welcoming Kelly and look forward to working with her in the future to build on the successes we have had together so far," he added.

Photos: ©Andrew PM Wright



as well as the South Western Railway, Network Rail, local councils and the Association of Community Rail Partnerships," she added.

A married mother of two children who lives in Wareham, Kelly enjoyed a successful 17-year career with Dorset Police – working as a building surveyor and then



Preserved Railways

East Lancs Railway

▶ On February 2nd, the diesel diagram was being worked by a BR blue Class 104/122 combination with DMCL No. 50517 leading the formation as the train loads at Rawtenstall station, in the late afternoon sun, with the last service of the day for Bury Bolton Street. *Ben Bucki*

▶ 'Black 5' No. 44871 waits for the right-away from Rawtenstall Station with a mid-day train for Bury on February 2nd. *Ben Bucki*

▶ On February 2nd, BR Blue Class 122 No. 55001 leads the lines Class 104 into Rawtenstall, with a morning service from Bury Bolton Street. *Ben Bucki*





Preserved Railways

East Lancs Railway



▶ Great Western Churchward 2-8-0T No. 4270 hustles the first ELR half-term mid-week train of the day towards Rawtenstall on February 20th. *Gerald Nicholl*

▶ Class 47 765 opens up as it approaches Summerseat en route to Rawtenstall on February 16th. *Michael Lynam*

▶ On February 16th, Class 47 No. 1501 approaches Great Eaves road crossing (with Class 47 765 on the rear) en route to Rawtenstall. *Michael Lynam*





Preserved Railways

East Lancs Railway

▶ Class 24 No. D5054 and Class 25 No. D7629 cross seven arches viaduct on the Heywood to Bury branch, whilst working the 13:05 Heywood to Rawtenstall on February 16th. *Barry Longson*

▶ Class 45 108 crosses the River Irwell approaching Irwell Vale from Rawtenstall with a service to Heywood. *Michael Lynam*

▶ Scotrail liveried Class 47 765 crosses Brooksbottom viaduct near Summerseat, whilst working the 11:25 Heywood to Rawtenstall service. *Barry Longson*







Preserved Railways

East Lancs Railway

▶ The line's Sulzer gala on February 16th was blessed with plenty of sunshine as Class 45 108 rolls gently down the bank towards Burrs Country Park Halt with the 11:00 service from Rawtenstall to Heywood. *Jeff Nicholls*

▶ Class 24 No. D5054 and 33 109 cross Brooksbottom viaduct, Summerseat with the 14:20 Rawtenstall to Heywood service on February 16th. *Barry Longson*

▶ Doing its best impression of a Black Five, Class 47 765 clags away from Burrs Country Park Halt with the 11:25 from Heywood to Rawtenstall during the Sulzer Diesel Day on February 16th. *Jeff Nicholls*





No. 2890 heads light-engine through Bury Bolton Street station inbetween service trains. The loco is a conversion of an Austerity tank loco with a slightly complicated identity, being formerly Hunslet Works No. 2890, then No. 3882 after refurbishment work at Hunslet in the mid-1960's, and War Dept. identities WD75041 when issued, then WD107 'Foggia' when in service at the Longmoor Military Railway. After colliery service, it was converted into a tender loco by the Mid Hants line to represent 'Douglas' for 'Thomas the Tank Engine' duties. *Ben Bucki*



Preserved Railways

East Lancs Railway

On February 17th, Class 33 109 'Captain Bill Smith' stands at Bury Bolton St. working a service to Heywood. *Steve Stepney*

Class 24 No. D5054 runs light engine through Bury on February 17th, heading to the shed to rectify a small fault. *Steve Stepney*

Class 08 164 'Prudence' brings the dining set into the platform at Bury. *Steve Stepney*





Preserved Railways

Epping and Ongar Railway

▶ Class 31 438 is seen stabled in the headshunt at North Weald. *Derek Elston*

▶ English Electric type 1 Class 20 No. D8001 is seen working a passenger service at North Weald. *Derek Elston*

▶ Preserved Metropolitan E class 0-4-4T, 'Metropolitan No. 1', shunts around the yard at North Weald on February 24th. *Derek Elston*









Preserved Railways

Mid Hants Railway

▶ On February 26th, Class 47 579 is seen at Ropley with an engineers train. *Ken Livermore*

▶ BR Class 9F No. 92212 is seen being prepared for service at Ropley on February 26th. *Ken Livermore*





Railtalk Magazine

Preserved Railways

Vale of Rheidol Railway

On February 25th, Great Western Railway 1923 built 2-6-2 No. 7 'Owain Glyndŵr' is seen at Devil's Bridge running round its service from Aberystwyth. *Richard Hargreaves*



DAUGHTER OF MAN WHO SAVED 'FLYING SCOTSMAN' FROM SCRAPYARD TO WAVE OFF ICONIC STEAM LOCOMOTIVE'S FIRST TRIP FROM SWANAGE

The daughter of the man who saved 'Flying Scotsman' from the scrapyards is to wave off the world's most famous steam locomotive when it hauls its first train on the Swanage Railway at the start of its three-week visit to the Isle of Purbeck.

Penny Vaudoyer will be flying in from her home in Portugal to perform the honour with the train guard's green flag on Swanage station at 10.05 on Friday, 22 March, 2019.

It was Penny's enterprising and charismatic father, the late Alan Pegler, who purchased 'Flying Scotsman' from British Railways for the scrap value of £3,000 in 1963.

During a test run in 1934, the Nigel Gresley-designed 'Flying Scotsman' was the first steam locomotive in the United Kingdom to haul a train at 100 miles an hour.

While visiting Swanage, the iconic 1920s A3 class express engine – owned by the National Railway Museum in York – will be reunited with a rare late 1940s Devon Belle Pullman observation carriage, known as Car 14, for the first time in almost 50 years.

Penny Vaudoyer said: "It will be a very moving moment for me to see the 'Flying Scotsman' and its Pullman observation carriage again because I have so many wonderful memories. That's why I am so happy to be coming to Swanage to send off

that end carriage," she added.

Thanks to Alan Pegler's drive and determination, between 1969 and 1972 'Flying Scotsman' ran with the Devon Belle Pullman observation carriage Car 14 in the United States of America during a tour of the country aimed at promoting British exports.

Penny recalled: "My father was a kind and generous man who had time for everyone from all walks of life – a real gentleman who was accessible and friendly to everyone.

"He lived his passion and his dream to the hilt and, despite the risks and losses and the rollercoaster ride of business life with 'Flying Scotsman', he was always cheerful and never complained," she added.

Completed in 1923 by the London and North Eastern Railway (L.N.E.R.), the 97-tonne No. 60103 'Flying Scotsman' will be on the Swanage Railway for 20 days from Friday, 22 March to Wednesday, 10 April, 2019, inclusive.

The first five days, Friday, 22 March to Tuesday, 26 March, 2019, will see the locomotive haul trains between Swanage, Corfe Castle and Norden with Devon Belle Pullman observation carriage Car 14 being coupled behind 'Flying Scotsman'.

From Wednesday, 27 March, to Wednesday, 10 April, 2019, the iconic steam locomotive and the Devon Belle Pullman observation carriage Car 14 will be on static display at Corfe Castle station with ticket-only access to board No. 60103 and Car 14.

Sadly, the company running the 1969 to 1972 British exports promotion trains tour went bankrupt with 'Flying Scotsman' being rescued and returned home in 1973, by William McAlpine, while the rare Pullman observation carriage Car 14 remained in the USA.

Dedicated Swanage Railway volunteers rescued the late 1940s Devon Belle Pullman observation carriage – known as Car 14 – from San Francisco during 2007 where it was being used as a company boardroom.

Swanage Railway Company business division director Mick Gould said: "Everyone is delighted, and honoured, that the daughter of the man who saved No. 60103 'Flying Scotsman' from the scrapyards in the 1960s is to wave off the iconic steam



locomotive's first train from Swanage.

"We look forward to welcoming Penny Vaudoyer to the Swanage Railway and sharing her wonderful memories of 'Flying Scotsman', the Devon Belle Pullman observation carriage Car 14 and her late father Alan Pegler to whom we owe a debt of gratitude," added Mr Gould, a Swanage Railway volunteer train guard and signalman.

Purchased by the National Railway Museum in 2004, 'Flying Scotsman' was restored thanks to a £4.2 million, ten-year project funded by the National Heritage Memorial Fund and the Heritage Lottery Fund as well as from public donations.

Photos:

Above: 17 year old Penny with father Alan Pegler on Flying Scotsman © PENNY VAUDOYER

Left: Penny Vaudoyer & father Alan Pegler with Flying Scotsman in 2002 ©PENNY VAUDOYER



the first train of the day – quite an honour!"

"'Flying Scotsman' – or 'Scotty' as we called her – was part of the family and as for the Pullman observation carriage Car 14, I have just so many memories. I crossed the Rocky Mountains with 'Flying Scotsman' as a teenager and spent many hours watching the magnificent scenery from



This photo was taken during the remodelling of Tuffley Junction, south of Gloucester, over the May bank holiday weekend in 1968. Track rationalisation took place in conjunction with the reduction from four to two tracks south to Standish Junction. The ex-Midland lines from Eastgate station were slewed across to link up with the ex-GW line, with an improved alignment thus enabling speed limits to be relaxed. Here a 'Hymek' on an engineering train is seen standing on the ex-Midland tracks, whilst a 'Western' heads south on the ex-Western tracks with a ballast train that will return to the site later. *Christopher Baldwin*



From the Archives



▶ In 1977, Class 26 045 prepares to depart Glasgow Queen Street. The keen eye will notice the cigarette advert in the station. *John Sloane*



▶ BR Class 118 DMU Nos. 51302, 59469 and 51317 in British Telecom advertising livery passes Dawlish on a Exeter - Paignton local service in 1983. *Michael Bennett*

▶ On March 31st 2007, GWR 4073 Class No. 5051 'Earl Bathurst' and GWR 6000 Class No. 6024 'King Edward I' storm out of Taunton station double heading 'The Royal Duchy' railtour from London Paddington to Penzance. *David Lindsell*



From the Archives



▶ In company with Class 37 193 and an unknown Class 47, Class 27 204 is seen inside Eastfield depot on September 1st 1984. *Jeff Nicholls*



▶ Andrew Barclay Class 06 007 stands at Polmadie depot in 1977. *John Sloane*



▶ 1500v DC Class 76 043 and 76 055 stand at Reddish Depot in 1977. *John Sloane*

