





Welcome

Welcome to Issue 161 and your monthly roundup from across the UK.

I suppose that the major news in the UK this month is that the Northern franchise which is currently held by Arriva will be nationalised on March 1st. This follows severe performance problems. Last year the Secretary of State requested proposals for the franchise to be replaced either by a new directly-awarded contract with Arriva, or transferring the franchise to the Department for Transport's Operator of Last Resort which exists to ensure services can continue if a franchise is terminated. Earlier this month the Secretary of State said the franchise was not financially sustainable and would only be able to continue for a matter of months. Under the plan announced on January 29th, the franchise is to be transferred to Northern Trains Ltd, a subsidiary of DfT OLR Holdings Ltd. DOHL is led by the team which managed the transfer of the InterCity East Coast franchise from Stagecoach and Virgin to public ownership as LNER in 2018.

In other news, rolling stock leasing company Porterbrook has taken a 15-year lease on property company St. Modwen's Long Marston site in Warwickshire, and will take responsibility for the future direction and development of the rail technology centre on the 55 ha former military site. The site will transfer to Porterbrook by the end of Q2 2021. It has 19km of storage sidings, a 3km testing loop, a section of

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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

Northern's Class 150 225 and 142 089 are seen departing New Mills Central.
Paul Godding

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TransPennine Express Driving Trailer No.12813 is seen at Leeds on the rear of a service to Scarborough on January 11th.
Richard Hargreaves

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The 'DRS Class 20 farewell' railtour accelerates away from Poppleton behind Class 20 302 and 20 305 on January 18th.
Lee Stanford





electrified line and light maintenance facilities. The agreement announced on January 31st would secure the site's long-term future, Porterbrook said, and it plans to work with the rail supply chain, academic bodies and technology leaders from other sectors to 'put Warwickshire on the global map for rail innovation and expertise'. *- Now here at Railtalk we visited the site many times and were always told that it was going to be redeveloped for housing, presumably this isn't going to happen?*

And it is all change in the north east as transport authority Nexus has selected Stadler to supply and maintain a new fleet of trains for the Tyne & Wear Metro, as part of a £362m investment package to modernise the 77.5km network which is currently carrying around 36 million passengers per year. Announcing the decision on January 28th, Nexus said it had awarded a £300m contract to Stadler to build the trains and a new depot. The investment is backed by a £337m grant from the Department for Transport, which will also provide revenue support to help cover the cost of maintaining the trains over the next 35 years. *- Apparently Tees Valley Mayor Ben Houchen said it was an "appalling decision" that failed to protect a local business and jobs. "The new Nexus trains will be built by a foreign company, rather than one just down the road," he said. Hmm*

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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Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

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Unit 6, France Ind. Complex
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Selby, North Yorkshire
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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Anton Kendall, Keith Hookham,

David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Bryan Roberts, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.













Railtalk Magazine

Charter Scene

Pathfinder Tours
The DRS Class 20 Farewell

Class 20 302 and 20 305 depart Leeds on their final run to Crewe with the 1Z50 Leeds - Bristol Temple Meads, January 18th.
Michael J Alderdice



Railtalk Magazine Charter Scene

Pathfinder Tours
The DRS Class 20 Farewell

Class 20 302 and 20 305 pass Normanton on January 18th with the Leeds to Crewe leg of the 1Z50 charter to Bristol. *Steve Chapman*



Railtalk Magazine

Charter Scene

Railway Touring Co.

The Winter Cumbrian Mountain Express

Merchant Navy Class 4-6-2 No 35018 'British India Line' approaches Bamber Bridge with the opening CME railtour of the year, 'The Winter Cumbrian Mountain Express' from Manchester to Carlisle on January 25th. *Ken Abram*

















Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

Class 47 593 returns from its north eastern wanderings with a couple of ex-LNER Mk4 coaches, bound from Tyne Yard to Crewe and seen here opening up through Winwick, playing to the assembled gallery of photographers on January 29th. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

▶ On January 22nd, Class 50 007 and 50 049 head through a foggy Hanwell with a Wembley - Laira ECS comprising of three former Caledonian Sleeper coaches. *John Sloane*

▶ Class 68 001 and 68 009 top'n'tail two coaches through Charnock Richard on January 28th with a Derby - Motherwell move. *John Sloane*

▶ Class 50 007 masquerading as 50 014 'Warspite' and 50 049 'Defiance' crawl through a foggy Northampton running as 0Z50 05:16 Kidderminster SVR to Wembley Intercity Depot on January 22nd. *Derek Elston*







Avanti West Coast

£642M DEAL TO REFURBISH AND MAINTAIN AVANTI WEST COAST PENDOLINOS

Britain's most iconic train fleet is to undergo a major refurbishment that will create scores of high-skilled engineering jobs and secure hundreds more roles throughout the UK. In a boost to the manufacturing sector, all 56 electric Pendolino trains deployed on the West Coast Mainline will be overhauled in a £642m, seven-year deal signed between the route's new operator, Avanti West Coast, and Alstom which built the fleet. As well as covering a £127m upgrade of the Pendolinos, which is believed to be the biggest train upgrade programme ever undertaken in the UK, the deal will see Alstom maintain them until 2026 alongside a new train fleet recently ordered from Hitachi.

The first of the revolutionary tilting Pendolino trains entered service on the London to Glasgow route in January 2003. The overhaul will focus on onboard facilities, with passengers benefitting from more comfortable seating, improvements to the shop, revamped toilets, better lighting, new interiors, and the installation of at-seat chargers and improved Wi-Fi throughout. Performance will also be improved through new maintenance programmes.

The deal will create 100 high-skilled roles, mostly based at Alstom's Transport and Technology Centre in Widnes, with hundreds more existing engineering jobs secured at key depots in Glasgow, Liverpool, Manchester, Oxley and Wembley.

Liverpool City Region Metro Mayor, Steve Rotheram, said: "In the Liverpool City Region, we're trying to create a fair and inclusive economy where local people benefit from investment. The Combined Authority have provided £3.4m in funding to help Alstom open their ground breaking facility in Halton. I'm really pleased that – because of this brand new facility – local people will benefit through jobs and apprenticeships for years to come through projects like this."

Managing Director of Avanti West Coast, Phil Whittingham, said: "The Pendolino is an iconic passenger train and we're delighted to be giving it a new lease of life. This deal will improve the experience of passengers and ensure the fleet can continue to serve communities up and down the west coast route in the years ahead."

Nick Crossfield, Managing Director, Alstom UK & Ireland added: "Alstom are proud to have been trusted by First Trenitalia to maintain the Avanti West Coast fleet and upgrade the Pendolino trains. Over the last 15 years these trains have revolutionised travel for passengers, with faster and more frequent services. Passengers can now look forward to a new chapter in this story with Avanti West Coast, and with this contract in place, Alstom can look forward to investing even more in high quality jobs and apprenticeships as we deliver these improvements."

Alan Lowe, CFO of Angel Trains which leases the fleet to Avanti West Coast, said: "The refurbishment of the Avanti West Coast fleet will dramatically improve passenger experience and create highly-skilled jobs in local communities, so we're delighted to be supporting First Trenitalia and Alstom as this exciting project commences. Angel Trains is committed to investing in the modernisation of UK Rail and this transformative project will ensure that Pendolino trains reflect the evolving needs of today's passengers and continue to be an iconic part of our railways."

▶ Class 390 112 working a Glasgow Central - London Euston service passes Acton Bridge on January 21st. *Alan Rigby*





Caledonian Sleeper

Class 92 018 leads a rake of Mk2 sleeper stock going into store as 5Z91 10:28 Wembley InterCity Depot to Crewe H.S. through Northampton on January 21st. *Derek Elston*

Colas Rail



On January 9th, a rare working to start off the new year as Class 67 023 is seen straining every sinew as it completes the climb up to Scunthorpe station on 6Z75 Barnetby Sidings - Hunslet Yard, comprising one JPA. Thank goodness it was empty! *Steve Thompson*

Class 56 302 'Peco The Railway Modeller 2016 70 Years' is pictured after a reversal in platform 2 at Doncaster running as the 12:08 Doncaster C.H.S. to Nottingham Eastcroft, January 16th. *Derek Elston*

On January 4th, Class 56 049 runs light engine through Derby. *Paul Godding*





Colas Rail



▶ Class 70 810 powers noisily through Winwick working a Mountsorrel - Carlisle loaded stone on January 28th. *Jeff Nicholls*



▶ Class 66 849 is seen passing Andover on an Eastleigh to Eastleigh via Westbury and Basingstoke crew training run. *Michael Bennett*



▶ On December 29th, Class 70 810, 66 850 and 70 813 are seen stabled adjacent to Eastleigh station. *Michael Lynam*



Colas Rail



▶ Class 70 810 is seen at Charnock Richard on January 28th with a Mountsorrel - Carlisle ballast. *John Sloane*



▶ Class 70 804 passes Euxton on January 14th with a Carlisle - Cardiff light engine move. *John Sloane*



▶ On January 14th, Class 70 806 heads past Euxton with a Mountsorrel - Carlisle ballast. *John Sloane*



CrossCountry



▶ Class 221 123 arrives into Leeds on January 18th, working the 06:30 Penzance to Glasgow Central service. *Barry Longson*



▶ An off route 1V50 06:06 Edinburgh to Bristol Temple Meads eases through Doncaster with Nos. 43321 and 43207 supplying the power on January 16th. *Derek Elston*

▶ On January 30th, a Class 221 is seen near Overton on a Reading to Bournemouth shuttle service due to a derailment at Eastleigh. XC were running a hourly between Bournemouth and Reading. *Michael Bennett*





DB Cargo

On January 15th, Class 66 053 heads the late running 01:04 Dollands Moor to Liverpool Ditton, past Acton Bridge. *Barry Longson*



“Get HS2 done!” says DB Cargo UK

The company’s Chief Executive, Hans-Georg Werner, has co-signed an open letter to Prime Minister Boris Johnson, saying that HS2 represents a “once in a generation” opportunity to massively bolster rail capacity.

DB Cargo UK – the UK’s largest rail freight company – urged the Government to “get HS2 done!”

The company’s Chief Executive, Hans-Georg Werner, has co-signed an open letter to Prime Minister Boris Johnson, saying that HS2 represents a “once in a generation” opportunity to massively bolster rail capacity.

In the letter, the heads of all the UK’s major rail freight companies urge the Prime Minister to think carefully about the impact that cancelling the project would have on

Britain’s future economic potential and its commitment to tackling climate change.

“The West Coast Main Line, running alongside the M6, is a key artery for the nation. Today, it is the busiest mixed-use railway in Europe even before the anticipated doubling in demand for rail over the coming decades.

“Experts are predicting rush hour queues to board trains in places like Northampton and Rugby in years to come. Similarly, motorists in the Midlands and the North know only too well the existing limitations of the M6, never mind in 20 years’ time” they said.

Mr Werner said a failure to build HS2 would see today’s delays and congestion severely exacerbated in years to come.

Already track constraints meant it was not possible to run significantly more trains to meet expected rail freight and passenger demand growth, he added.

DB Cargo UK and HS2 has launched a major online campaign explaining the benefits for rail freight of building the new high-speed rail link.

DB Cargo



▶ Class 60 066 hauling the 6B33 Theale to Robeston tanks passes Crofton on January 4th.
Michael Bennett



▶ Class 66 059 leads the 07:07 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd watertrain through Northampton on January 29th. *Derek Elston*

▶ Class 66 021 working Knowsley Freight Terminal - Wilton EFW Bins, passes Acton Bridge on January 21st. *Alan Rigby*



DB Cargo

On January 28th, Class 66 074 and 60 020 top'n'tail the Knowsley Freight Terminal - Wilton EFW Bins. This is normally a Class 66 working but as it was pathed via Manchester Victoria and Chat Moss to tackle the 1 in 59 Miles Platting Bank, DB used a Class 60 as haulage. *Alan Rigby*

On January 21st, Class 66 171 passes through Hampstead Heath with a Tilbury - Wembley working. *John Sloane*

Class 90 028 and 90 036 pass Bradley on January 8th with a Mossend - Daventry intermodal. *John Sloane*



DB Cargo



▶ On January 22nd, Class 66 018 is seen near West Ealing with a Cricklewood - Calvert bin train.
John Sloane



▶ Class 60 063 passes through Nottingham on January 21st with the 6E01 Wolverhampton to Boston covered steel carriers.
Steve Chapman



▶ Class 66 082 with the Wakefield Europort to Southampton Western Docks passes Worting on January 10th.
Michael Bennett



DB Cargo



▶ Class 66 115 is seen passing Worting on January 10th with a Morris Cowley to Southampton Eastern Docks working. *Michael Bennett*



▶ Class 66 194 passes Acton Bridge on January 21st working Halewood Jaguar Cars - Southampton Eastern Docks. *Alan Rigby*



▶ On January 15th, Class 66 019 tops the bank at Scunthorpe West Jct. hauling 4R50 Drax - Immingham Biomass empties. *Steve Thompson*



DB Cargo



▶ On January 15th, Class 66 164 passes Long Preston working empty box wagons from New Biggin - Tees Docks Export Berth. *Michael Lynam*



▶ Class 66 161 working the Southampton West Docks to Birch Coppice passes Overton on a diverted intermodal, January 30th. *Michael Bennett*



▶ Class 66 144 on a Southampton to Halewood working passes Worting on January 10th. *Michael Bennett*



DB Cargo



On January 29th, Class 60 039 working the 6H02 Arpley - Tunstead heads past Moore.
Mark Enderby



Class 66 004 with a well loaded Southampton West Docks to Birch Coppice passes Worting on January 20th.
Michael Bennett



Class 66 100 passes the Brush works at Loughborough on January 4th with an engineers working.
Paul Godding



DB Cargo

DB Cargo UK to run new service to East Midlands Gateway Terminal

DB Cargo UK has launched a new route for Maritime Intermodal to its new East Midlands Gateway (EMG) Terminal in Castle Donington. The first commercial service arrived in to the new terminal from the Port of Felixstowe on Tuesday January 7th and will operate five times per week.

DB Cargo UK CEO Hans-Georg Werner said: "We are delighted to be operating this service to what is one of the UK's newest and most modern rail freight facilities. We now operate 7 routes for Maritime Intermodal and it's great to see our partnership grow from strength to strength since we launched it back in April 2019. We look forward to building on this solid foundation in years to come."

John Bailey, Managing Director – Intermodal and Terminals, for Maritime Transport Ltd said: "This new service represents a brilliant opportunity and offers our customers a greener, more flexible solution for the movement of their goods. This route is the latest to be introduced and we

look forward to announcing further services into East Midlands Gateway in the coming months."

The new 17-acre interchange is capable of handling up to sixteen 775metre-long freight trains daily. Planning permission was granted earlier this year for a three-storey, 20,000 sq ft office at EMG that will act as a headquarters for Maritime's rail subdivision.

In addition, planning permission has also been granted for a vehicle maintenance unit, enabling Maritime to carry out container repairs and conversions as well as trailer servicing and minor vehicle repairs to its fleet. Refuelling and reefer points will also be installed on the terminal.

Capable of storing up to 5,000 TEU, EMG is already occupied with tenants such as Amazon, Shop Direct, K&N and Nestle.

Eventually, the area will house up to 7,000,000 sq. ft. of warehousing and will serve the major conurbations of Derby, Leicester, Nottingham, Castle Donington, and Kegworth.



Class 66 107 on the Northolt to Severnside is seen running 110 mins late passing Kintbury on January 15th with Class 66 018 on the rear.
Michael Bennett

DB Cargo



▶ Class 60 066 with the 6B33 tanks passes Kintbury on January 15th. *Michael Bennett*



▶ Class 66 005 'Maritime Intermodal One' eases through platform one at Doncaster with the 10:04 Wakefield Europort to Felixstowe South on January 16th. *Derek Elston*

▶ On January 15th, Maritime blue-liveried Class 66 142 heads through Scunthorpe on 6D61 Roxby - Rossington waste empties. *Steve Thompson*

DB Cargo



▶ On January 20th, Class 66 125 passes Burnage with a very lightly loaded (just 6 containers) 13:15 Trafford Park to London Gateway.
Barry Longson

▶ Class 66 147 and 66 060 on the 0Y63 Eastleigh to Hoo Junction Up Yard pass Worting on January 20th.
Michael Bennett

▶ Class 66 009 and 66 115 are seen stabled in Didcot Yard on January 1st.
David Lindsell







DB Cargo

▶ Class 60 054 approaches Beeston with the loaded Lindsey to Kingsbury tank train on January 10th. *Lee Stanford*

DB Cargo UK runs first trains into Washwood Heath for Tarmac

DB Cargo UK has made its first delivery of aggregate to the site of a new state-of-the-art asphalt facility under construction by Tarmac, at Washwood Heath, Birmingham. The city centre plant, which will provide essential materials to support the ongoing delivery of infrastructure projects in Birmingham and the wider region, is being entirely supplied by rail, resulting in a significant reduction in HGV traffic on the local road network.

DB Cargo UK is utilising a newly-adapted fleet of wagons to transport aggregates from Tarmac's Mountsorrel quarry in Leicestershire to the site on previously disused railway sidings. Converted from tradition 'coal hoppers', the new wagons are among the most efficient transporting construction materials in the country.

Chris Swan, Head of Rail at Tarmac, said: "Continually increasing the volume of materials moved on the rail network supports our underlying commitment to sustainability across our whole business. The new facility at Washwood Heath is a great example of the benefits of transporting construction materials into a city centre location by rail freight. We're able to support the efficient delivery of local infrastructure projects without increasing HGV movements on the local road network, enabling us to lower the whole life carbon footprint of customer projects as well as reduce our transport CO2."

Tarmac's new facility is due to be operational in 2020 and will include recycling technology to help local highways authorities recycle and re-use asphalt from existing roads. It will also have the capability to produce low temperature asphalts which can reduce the carbon footprint of local road projects by 15 to 25

per cent compared to traditional technology.

Graeme Murray, DB Cargo UK account manager, said: "We're delighted to be strengthening our relationship with Tarmac by operating this new service, supporting both the initial construction of the site and the ongoing provision of materials for use in the asphalt plant. We're using the most efficient wagons available, repurposed from their previous use to further support the site's sustainability efforts and look forward to having full services up and running in the new year."

Tarmac is one of the UK's largest users of the rail freight network, transporting around 9 million tonnes every year.



DC Rail Freight



▶ Class 60 055 is seen at Derby on January 18th working a Chaddesden to Rossington working. *Richard Hargreaves*



▶ Class 60 046 'William Wilberforce' working 6Z49 06:55 Carlisle New Yard to Willesden DC Rail Sidings passes through Northampton on January 29th. *Derek Elston*



▶ Class 60 046 arrives into Derby on January 18th with a Boston to Chaddesden working. *Class47*

Direct Rail Services



▶ Class 88 003 departs from Crewe after a driver change with the daily Daventry to Mossend intermodal working on January 29th.
Lee Stanford



▶ Class 66 432 leads the 4M07 10:24 Tilbury R.C.T. to Daventry DRS (Tesco) through Northampton on January 29th. *Derek Elston*

▶ On January 20th, Chiltern liveried Class 68 014 passes light engine through Preston running from Crewe Gresty Bridge - Carlisle Kingmoor (DRS). *Michael Lynam*

Direct Rail Services



▶ This strange consist was working from Doncaster Roberts Road to Carlisle Kingmoor and was hauled by Class 66 126 (on hire to DRS) with 37 409 (in RHTT livery) DIT and 88 007 on the rear. *Lee Stanford*

▶ Running 10 minutes early, Class 66 423 eases the 11:28 Redcar B.S.C. Ore T. to Doncaster Up Decoy ballast working through Doncaster on January 16th. *Derek Elston*

▶ On January 20th, Class 88 001 passes through Preston working a Daventry - Mossend intermodal. *Michael Lynam*



Direct Rail Services



▶ Class 68 002 and 88 010 pass through Leyland on January 18th with a Sellafield - Crewe working.
John Sloane



▶ On January 31st, Class 88 003 passes through Leyland with the 4S44 Daventry - Mossend.
John Sloane



▶ Class 88 008 passes Bradley on January 9th with a Daventry - Mossend working.
John Sloane

Direct Rail Services

Class 37 401 'Mary Queen of Scots' hauls 90 008 'The East Anglian' through Northampton on January 21st running as 0Z90 10:00 Crewe T.M.D. (E) to Norwich Crown Point T.&R.S.M.D.
Derek Elston



New Year new Ford contract for Direct Rail Services

Direct Rail Services DRS has been awarded a new contract to operate Ford automotive rail services between Dagenham and Garston.

DRS will be working with automotive transport specialist STVA UK to transport cars between the Ford factory in Dagenham to their rail terminal just outside Liverpool.

Carrying a mixture of double deck and single deck wagons tailor made to transport vehicles. The new rail service will operate between six to eight times a week with potential for expansion for up to 10 services.

Whilst the two terminals are non-electrified the route has overhead lines and DRS can use its state-of-the-art Class 88 locomotive for the entire journey. The Class 88 is ideally suited as it can use diesel power for the very start and end of its journey but the overhead lines for the vast majority of the route, making it highly efficient and great for the environment.

Chris Connelly, DRS' Chief Operating Officer, said: "The introduction of this new rail service is an exciting addition to the DRS portfolio and reaffirms DRS' ambition to introduce new business to complement our core nuclear mission.

"We look forward to working closely with STVA UK and implementing this new service which will mark an exciting start of our relationship."

Simon Willard, STVA UK General Manager, added: "We are delighted to be working with DRS and embarking on what we hope will be a long-term partnership.

"I would like to thank all of the DRS team for their hard work and commitment to the bid process and for their enthusiasm to work with us".





Direct Rail Services

Class 66 434 crosses Ribbleshead Viaduct with a Carlisle NY - Crewe Basford Hall empty ballast on December 31st. *davempics*

Unprecedented seventh Golden Whistle Award for Direct Rail Services

Direct Rail Services (DRS) has been named 'The Best Performing Rail Freight Operator' for the seventh year running at the Golden Whistle Awards. The prestigious Golden Whistle Awards are made on the basis of operational performance statistics and DRS has, once again, been recognised as the UK's most reliable freight operator. Now in its 11th year, the awards, organised by the Institute of Railway Operators and in conjunction with Modern Railways Magazine, celebrated operational excellence across the industry and over 300 rail professionals attended the event at the London Marriott Hotel on January 24th.

Norman Egglestone, DRS' Head of HSEQ and Performance, said: "DRS has been awarded another well-earned Golden Whistle Award which is only made possible by the huge commitment to customer service across the whole business, a real team effort, week on week, month on month, and something we never take for granted. DRS has and continues to maintain our track record of delivering commercial freight services arriving at destination on time or no later than 14 minutes late at a level above any other freight operator. This is no easy feat and

reflects the professionalism and ethos of everyone at DRS."

Debbie Francis, DRS' Managing Director, added: "Safe, secure and reliable is at the heart of the DRS mission and we ensure this is in everything we do, these awards are a testament to the dedication of all colleagues and I want to thank each and every one of them for all of their superb efforts over the last 12 months; this award is for them."

DRS is a wholly owned subsidiary of the Nuclear Decommissioning Authority (NDA) and supports its decommissioning mission as the UK's only rail freight operator licenced to transport nuclear material. NDA Group Commercial Director and DRS Chair Kate Ellis, said: "DRS makes a vital contribution to the NDA's decommissioning mission and I am delighted to see them win such a prestigious award, once again reflecting their commitment to service reliability and the values of the NDA."



East Midlands Railway



Class 222 104 is pictured at Nottingham on January 21st having arrived with 5B41 ECS from Derby. *Steve Chapman*



Power cars Nos. 43055 and 43468 are pictured at Nottingham on January 21st with their respective arrivals from London St. Pancras. *Steve Chapman*

Power car No. 43083 is seen at Nottingham on January 21st having arrived with the 10:34 service from London St. Pancras. *Steve Chapman*

East Midlands Railway



With Wellingborough station having the up slow reinstated and a new station building being built, power car No. 43046 passes through on the tail of 1B33 10:45 Nottingham to London St. Pancras International on January 17th.

Derek Elston

A very shabby-looking Class 156 907 (renumbered from 156 407 on transfer from Anglia) departs from Crewe on January 29th with service to Derby.

Lee Stanford

Class 153 376, 153 302 and 158 862 stand at Sheffield on January 25th working a Liverpool - Nottingham/Norwich service.

Paul Godding



East Midlands Railway



▶ Power car No. 43465 is one of the former Grand Central power cars and carries the EMR all over blue livery, seen waiting to leave Loughborough with a London St. Pancras to Nottingham service on January 10th. *Lee Stanford*

▶ Meridian Class 222 022 is seen slowing for the call at Loughborough with a Sheffield to London St. Pancras service on January 10th. *Lee Stanford*

▶ The cooling towers at Ratcliffe power station look down on East Midlands Parkway station as Class 222 007 races through with a Nottingham to London St. Pancras service on January 10th. *Lee Stanford*





East Midlands Railway

Power car No. 43045, leading the 11:45 Nottingham to London St. Pancras service, speeds through Loughborough on January 10th. *Lee Stanford*

Class 156 406 stands at Derby on January 18th working a service to Crewe. *Richard Hargreaves*

Power car No. 43050 stands at Nottingham on the rear of a service to London At. Pancras. *Paul Godding*





Freightliner



▶ The 4L6309:12 Felixstowe North F.L.T. to Trafford Park F.L.T. eases through Northampton behind a pair of veteran Class 86s, Nos. 86 637 and 86 609 on January 20th. *Derek Elston*



▶ With the sun long disappeared behind cloud, Class 66 506 nears Acton Bridge, working the 13:30 Runcorn Folly Lane to Northenden empty binliner on January 15th. *Barry Longson*

▶ On January 28th, Class 66 518 races through Andover with a Leeds to Southampton liner, diverted because of a derailment at Eastleigh. *Michael Bennett*



Freightliner



▶ Class 66 623 passes Balshaw Lane Jct. with a Hardendale - Tunstead working on January 8th. *John Sloane*



▶ On January 14th, Class 66 601 heads through a damp Euxton with the Hardendale - Tunstead. *John Sloane*



▶ Class 66 602 passes Bradley on January 9th with a Hardendale - Tunstead. *John Sloane*

Freightliner



▶ Class 70 003 passes Worting on January 10th with a Birch Coppice to Maritime liner.
Michael Bennett



▶ Class 70 014 passes Andover on January 28th with a Crewe to Southampton, diverted because of the derailment at Eastleigh.
Michael Bennett



▶ Class 66 558 working Runcorn Folly Lane - Brindle Heath Bins heads past Acton Bridge on January 21st.
Alan Rigby

Freightliner



▶ Class 59 205 working the Acton to Merehead passes Kintbury on January 15th.
Michael Bennett



▶ The 4L75 05:00 Trafford Park F.L.T. to Felixstowe North F.L.T. eases through Northampton with Class 66 585 in charge on January 29th.
Derek Elston



▶ Class 66 416 passes Grateley in a patch of sun on January 29th on a Southampton to Garston liner. *Michael Bennett*



Freightliner

▶ Class 66 559 passes Willesden on January 21st with an Allington - Whatley empty stone working. *John Sloane*

▶ On January 21st, Class 66 547 crawls through Hampstead Heath with a Dagenham Dock - Acton working. *John Sloane*

▶ On January 22nd, Class 66 621 passes through West Ealing with the Grain - Colnbrook. *John Sloane*





Freightliner



▶ Class 70 008 passes Radley on January 25th with a Southampton bound liner.
Ken Mumford



▶ Class 70014 hauling a Garston to Southampton liner is seen near Overton in the rain on January 30th. Services still being diverted due to the earlier derailment at Eastleigh.
Michael Bennett



▶ Class 66 420 passes Worting on January 10th with the Leeds to Southampton liner.
Michael Bennett

Freightliner



▶ On January 19th, Class 66 551, 66 550 and 66 544, had arrived at Scunthorpe as OT01 from Midland Road. After detaching 66 544, the other two departed light to carry on to Immingham BT. I was rather hoping all three would work the train! *Steve Thompson*

▶ Class 66 502 comes off the Salisbury line with the Southampton to Garston via Slough at Worting on January 10th. *Michael Bennett*

▶ Class 66 518 passes Andover with the 6M61 Southampton to Trafford Park liner on January 31st. *Michael Bennett*



Freightliner



▶ On January 30th, Class 47 830 passes Moore working the 5K47 Longtown – Crewe TPE set move. *Mark Enderby*



▶ Class 66 613 passes Enborne with a STP service from Port Talbot Grange Sidings to Hayes on January 15th. *Michael Bennett*



▶ Class 70 007 races through Andover with the lightly loaded 6M45 Southampton to Lawley Street on January 31st. *Michael Bennett*

Freightliner



▶ On January 19th, Class 66 413 was top'n'tail with 66 520 on 7Y31 Pyewipe Road - Up Decoy as it crawls through Scunthorpe. *Steve Thompson*

▶ Class 66 652 passes Andover with a diverted liner on January 31st. *Michael Bennett*

▶ Class 66 553 assists another class member through Working on January 20th with a well loaded liner. *Michael Bennett*





Freightliner



Genesee & Wyoming Selects Tideworks' Next Generation Intermodal Solutions for its UK Rail and Container Terminal Network

Tideworks Technology® Inc. (Tideworks), a full-service provider of comprehensive terminal operating system (TOS) solutions, has announced that Freightliner and Pentalver, subsidiaries of Genesee & Wyoming Inc. (G&W) and the UK's largest intermodal rail freight provider and leading container logistics supplier, selected Tideworks as its intermodal solutions provider for their UK rail and container terminal network. After a thorough TOS market analysis, Freightliner and Pentalver turned to Tideworks for enhanced TOS that would transform operations and how the companies drive efficiencies, value and scalability in the UK. As a result, G&W will deploy Tideworks Intermodal Pro® TOS and Traffic Control™ equipment dispatch system across its UK-wide network of rail and container terminals.

"We've been very pleased with the relationship between Tideworks and Freightliner over the past 10 years. We value the flexibility of Tideworks' solutions to meet our needs as our network of facilities and TOS requirements have evolved. Tideworks has helped us advance our operations, and we're excited to further modernise our terminals with Tideworks' intermodal solutions."
Chris Lawrenson – Managing Director, Terminal Services, G&W UK/Europe Region

Tideworks' Intermodal Pro® and Traffic Control™ will integrate with third-party systems including gate management and automation; container sales, maintenance and repair functionality; as well as support of a customer web portal. In conjunction with Tideworks' solutions,

Advent Intermodal Solutions, a leader in cloud-based terminal software solutions for the supply chain, will deploy multiple products in its suite of solutions including eModal Community Portal, eModal Pregate Vehicle Booking System, eModal Fee Manager and eModal Equipment Manager.

"We value our relationship with G&W's UK-based terminal operations and are eager to expand the partnership and strengthen our support of their operations. Freightliner and Pentalver play a vital role in the UK intermodal market, and the integration of our dynamic intermodal offerings will enhance their operations in a competitive industry." Thomas Rucker – President of Tideworks

For the initial deployments within G&W's UK network, Tideworks will provide all associated implementation services including project management, software configuration and installation, integration services, user training and go-live assistance. Once deployed, Tideworks will offer ongoing maintenance and support services, which include 24/7 technical support and software upgrades.

Class 70008 on a Southampton to Lawley Street liner passes Worting on January 20th.
Michael Bennett

Freightliner



On January 10th, Class 66 533 is seen coming off the Battle Down flyover with a Southampton to Trafford Park liner. *Michael Bennett*



Class 66 593 '3MG Mersey Multimodal Gateway' eases the 4L41 06:17 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on January 21st. *Derek Elston*

After a dull and wet start to January 12th, the sun finally came out for Class 66 616 working through Scunthorpe on 6Y31 Stallingborough - Up Decoy conveying spoil and scrap from the previous night's endeavours at Marsh Junction. *Steve Thompson*



Freightliner



With Willesden depot in the background, Class 70 014 passes with a Felixtowe - Ditton liner.
John Sloane



Class 59 205 passes Hanwell on January 22nd with a Acton - Merehead stone train.
John Sloane



Class 66 415 passes Willesden Jct. with a London Gateway - Garston liner, January 21st.
John Sloane

Freightliner



▶ Class 66 566 hauling the Banbury Road empties passes Kintbury on January 15th.

Michael Bennett

▶ Class 66 955 leads the 08:51 Leeds F.L.T. to Felixstowe North F.L.T. through Doncaster on January 16th. *Derek Elston*

▶ Class 66 512 working 6Y33 Belmont - Pyewipe Road, comprising ten loaded autoballasters heads through Scunthorpe on January 12th.

Steve Thompson





Freightliner



Diverted away from their usual route via the Styal line, Class 86 632 and 86 605 cross Stockport viaduct with the 11:17 Trafford Park to Basford Hall SSM on January 25th. The blue and grey coaching stock was being hauled by 67 013 on a London Euston to York charter.

Barry Longson

With only a matter of months left in service Class 86 639 pilots 86 613 working 4L75 05:00 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton, January 21st. *Derek Elston*

Class 66 418 passes through Scunthorpe station on January 19th with 6Y30 loaded track-carriers from Stallingborough to Up Decoy.

Steve Thompson

Freightliner



On a bright winter afternoon Class 66 549 is seen passing Northampton with the 4L46 12:17 Lawley Street F.L.T. - London Gateway, January 20th. *Derek Elston*



Class 86 632 and 86 605 ease through a foggy Northampton working the 4M45 02:50 Felixstowe North F.L.T. to Garston F.L.T. on January 22nd. *Derek Elston*

Class 70 015 leads the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. as it passes through Northampton on January 29th. *Derek Elston*



GBRf



▶ On December 29th, a collection of GBRf locos and Class 08s are seen at Eastleigh.
Michael Lynam

▶ The 4D08 09:33 Tees Dock GBRf to Doncaster iPort GBRf liner passes through Doncaster behind Class 66 782 on January 16th.
Derek Elston

▶ Class 66 741 passes Worting on January 10th with the Eastleigh to Mountsorrel empties.
Michael Bennett

GBRf



▶ Class 60 085 working the 6M36 Drax AES - Liverpool Bulk Terminal Biomass empties, storms through Earlestown on January 30th. *Alan Rigby*



▶ Class 66 762 easing the 6X75 08:43 Scunthorpe Trent T.C. to Doncaster Up Decoy through Doncaster on January 16th. *Derek Elston*



▶ Class 66 777 on the 4023 Trafford Park to Southampton Western Docks passes Worting on January 10th. *Michael Bennett*



GBRf



▶ Class 66 704 'Colchester Power Signalbox' approaches the road crossing at East Goscote working 6M60 11:07 Whitemoor Yard L.D.C GBRf to Mountsorrel on January 24th. *Derek Elston*



▶ On January 28th, Class 60 021 working Drax - Liverpool Bulk Terminal Biomass empties heads through Earlestown. *Alan Rigby*



▶ Class 66 777 on the 4023 Trafford Park to Southampton passes Worting on January 20th. *Michael Bennett*

GBRf



▶ Class 66 723 passes West Hampstead on January 21st with a London Gateway - Hams Hall intermodal. *John Sloane*



▶ Class 66 707 heads through the cutting at Bradley on January 9th with the Wembley - Irvine clay tanks. *John Sloane*



▶ Class 66 722 and 66 742 run through Hampstead Heath on January 21st with a Peterborough - Hoo Jct. light engine move. *John Sloane*



GBRf



GB Railfreight delighted to announce the return of its four-day 'Charity Railtour'

GBRf Charity Railtours, the fundraising arm of GB Railfreight, is excited to announce that it will return in 2020 with another 4-day charity rail tour, the third such event since 2016.

From 24 September to 27 September 2020 the organisation will be raising money for Prostate Cancer UK. The GBRf train will visit different parts of the country following some of the more interesting routes and will be accompanied by GBRf's more 'unusual' locomotives.

GBRf had decided to retire its tours in 2018. However, after much-admired colleague Des O'Brien passed away at relatively short notice having suffered an aggressive stomach cancer in 2018 and in June 2019 Paul Taylor was also diagnosed with prostate cancer, the team at GBRf decided restart the tours with the strapline: "This Time it's Personal".

Commenting on the decision to organise the Charity Railtour, GBRf Managing Director John Smith said: "After GBRf 2018, the team behind these trains took some time to reflect and opted against doing another. Then, following the sudden passing of our colleague Des and the diagnosis of Paul Taylor with prostate cancer, the team decided it was time to return the tours in aid of Prostate Cancer UK, which is also our charity of choice for our company-wide fundraising efforts.

"We are absolutely delighted to be returning these incredibly popular tours and we will be hoping to raise even more money than before for Prostate Cancer UK because for us, this issue is personal."

More details will be announced in February before a full announcement of the itinerary in March 2020. Bookings will open in early April, and the release date will be announced in advance.

GBRf 2020

This Time it's Personal

On January 13th, Class 66 779 working Liverpool Bulk Terminal - Drax loaded Biomass passes Northern's Class 195 105 on a Chester - Leeds service at Winwick. *Alan Rigby*

GBRf



▶ Class 66 717 and 66 727 working the 3Y88 Totton to Totton via Woking with the deicing unit passes Worting on January 20th.
Michael Bennett



▶ Class 66 766 passing Worting, unusually on the main line, running late with the Eastleigh to Mountsorrel empties on January 20th.
Michael Bennett



▶ On January 2nd, Class 60 056 working Drax - Liverpool Bulk Terminal Biomass empties passes through Earlestown. *Alan Rigby*



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GBRf



▶ On January 15th, Class 66 748 working the 6D62 Thrislington - Ent C loaded sand approaches Scunthorpe. *Steve Thompson*



▶ Class 66 788 hauling Drax - Liverpool Bulk Terminal Biomass empties, passes St. Helens Junction on January 23rd. *Alan Rigby*

▶ Class 66 730 working light engine from Tuebrook to Garston, to collect a car train to Dagenham heads through Earlestown on January 2nd. *Alan Rigby*

GBRf



▶ Class 60 056 heads through Earlestown on January 6th with a LBT - Drax loaded Biomass.
John Sloane



▶ Class 66 712 passes Winwick on January 9th with a LBT - Drax loaded Biomass.
John Sloane



▶ Class 66 750 is seen at Hanwell on January 22nd with a Grain - Margam working.
John Sloane





On January 28th, Class 60 085 hauling the 6E09 Liverpool - Drax is seen at Moore. *Mark Enderby*

GB Railfreight Raise £184,517 for Charity

GB Railfreight are thrilled to announce that staff have raised £184,517 for Headway – the brain injury association, and Macmillan Cancer Support. Fundraising ran from January 2018 and ended in December 2019. Over the past decade, GBRf has raised hundreds of thousands of pounds for national and local charities. These charities change periodically but are always chosen by GBRf employees and are often linked with railway personnel. Headway and Macmillan have been GBRf’s chosen charities since 2018.

The two charities do incredible work in their respective fields with Macmillan not only helping with the medical needs of people affected by cancer, but also looking at the social, emotional and practical impact cancer can have, whilst campaigning for better cancer care. Headway works to promote understanding of all aspects of brain injury and provide information, support and services to survivors, their families and carers.

John Smith, Managing Director GBRf, said; “I am absolutely delighted that once again our brilliant team have managed to raise an incredible amount of money to support the work being undertaken by Headway and Macmillan. These charities are very well deserving of every single penny. Our employees have been organising all sorts of fundraising events, from bake sales and cycle rides, to the four-day charity charter and the pump trolley challenge. I am

always impressed by the lengths GBRf colleagues will go to for a good cause.”

Jo Plant, Director of Fundraising at Headway, said: “We would like to say a massive thank you to GB Railfreight and its staff for all their efforts over the past two years. To raise more than £90,000 is an incredible achievement and we are so grateful to everyone who contributed, either by directly donating or by giving up their time. Every year around 350,000 people are admitted to hospital with an acquired brain injury. That’s one every 90 seconds. That’s why receiving the support of charity partner’s like GB Railfreight is vital to us. The funds it raised will enable our frontline services to help so many people living with the effects of brain injury across the UK. Thank you!”

Leena Sirpal, Regional Fundraising Manager at Macmillan Cancer Support, said: “A huge thank you to GB Railfreight for raising an incredible amount of money for Macmillan Cancer Support. This will go such a long way to help so many people living with cancer. With the number of people living with cancer in UK continuing to rise, the work we do at Macmillan is more urgent than ever. We are extremely grateful for the support from GB Railfreight.”



GBRf



▶ Class 66 782 is pictured at Ryther on January 8th with the 4D08 Tees to Doncaster iPort intermodal. *Steve Chapman*



▶ Class 66 744 heads through Earlestown on January 2nd working a Liverpool Bulk Terminal - Drax loaded Biomass. *Alan Rigby*



▶ Class 66 713 'Forest City' eases through a foggy Northampton on January 22nd with the 4M21 03:10 Felixstowe North GBRf to Trafford Park Euro Terminal GBRf. *Derek Elston*





Great Western Railway



▶ Class 802 014 leading the 1A80 Penzance to London Paddington service is seen near Newbury on January 15th. *Michael Bennett*



▶ A westbound IET is seen passing Marston Bridge on January 3rd. *Ken Mumford*



▶ Class 800 020 named 'Bob Woodward' on a Great Bedwyn to Reading local service passes Kintbury on December 31st. This unit and 800 025 were working a shuttle service from Bedwyn to Reading because of engineering work near London Paddington. *Michael Bennett*



Great Western Railway



▶ Class 802 111 crosses Malvern Common with a Hereford to London Paddington service on January 19th. *Neil Pugh*



▶ Class 387 174 is seen just about to depart Didcot with a London Paddington service on January 1st. *David Lindsell*



▶ Class 802 107 passes Marston Bridge working a London bound service, with its next stop at Swindon about 3 miles away. *Ken Mumford*



Great Western Railway

▶ Class 800 012 working a service to Cheltenham Spa stands at London Paddington on January 22nd. *John Sloane*

▶ Class 387 147 is on the rear of a London Paddington bound service as it departs Ealing Broadway on January 22nd. *John Sloane*

▶ Class 800 029 sits ready for departure at London Paddington on January 22nd. *John Sloane*







Greater Anglia



▶ Class 90 014 'Norfolk & Norwich Festival' hitches a lift behind 37 401 'Mary Queen of Scots' through Northampton running as 0Z90 08:42 Norwich Crown Point T.&R.S.M.D to Crewe T.M.D. (E) on January 20th. *Derek Elston*

▶ Class 90 001 and 90 005 catch some winter sun at Norwich on February 1st. *Chris Morrison*

▶ Three car Class 755 332 departs Lowestoft with the 13:48 to Norwich on February 1st. The signals were to be removed and trackwork remodelled in a twenty day engineering blockade starting on February 3rd. *Chris Morrison*







L.N.E.R.



▶ On January 18th, Class 91 106 departs Leeds with the 13:45 service to Peterborough (London King's Cross was closed for engineering work). *Barry Longson*

▶ Class 91 119 'Bounds Green Intercity Depot 1997 - 2017' eases into Doncaster with the 1S08 08:30 London King's Cross to Edinburgh service on January 16th. *Derek Elston*

▶ Class 91 101 'Flying Scotsman' leads a late running 1D05 08:03 London Kings Cross to Leeds into Doncaster, 10 minutes behind schedule on January 16th. *Derek Elston*





L.N.E.R.



Class 66 732 hauling 800 101 on an Eastleigh to Acton working, passes Worting on January 20th. *Michael Bennett*



A rough looking Class 91 124 stands at Leeds on January 11th working a service to London King's Cross. *Richard Hargreaves*



On January 22nd, Class 91 111 is seen outside Bounds Green depot. *John Sloane*





L.N.E.R.



▶ Class 801 215 passes Ryther on January 8th with the 5Q83 Darlington to Doncaster ECS. *Steve Chapman*



▶ Class 91 132 passes Ryther on January 8th with the 13:30 London Kings Cross to Edinburgh service. *Steve Chapman*



▶ Class 91 111, in its distinctive livery, arrives at Leeds on January 18th, with the 12:47 service from Peterborough. *Barry Longson*

L.N.E.R.



▶ Through the arch, Class 801 105 stands on the blocks at London King's Cross, January 14th.
Derek Elston



▶ Running 33 minutes late, DVT No. 82204 leads the 1E03 05:26 Stirling to London King's Cross through Doncaster with Class 91 116 propelling on January 17th.
Derek Elston

▶ Class 91 115 'Blaydon Races' crosses the partially floodlit Royal Border Bridge at Berwick with the 16:30 Edinburgh - Peterborough on January 25th.
Chris Morrison



Network Rail



- ▶ Class 37 059 and 37 259 top'n'tail a Derby - Carlisle test train through Charnock Richard on January 1st. *John Sloane*
- ▶ Class 37 612 leads a Network Rail test train, the 23:49 Goole Up Goods Loop to Doncaster West Yard into it's destination on January 16th. Class 37 610 was on the rear. *Derek Elston*
- ▶ Class 37 059 and 37 259 top'n'tail a Derby - Carlisle test train past Acton Bridge on January 21st. *Alan Rigby*



Network Rail



▶ On January 8th, Class 67 023 arrives at Church Fenton with the 6C67 Coleham to York RHTT set move. *Steve Chapman*

▶ A friendly wave from the driver as Class 37 612 powers through Loughborough with the late running 10:14 Derby RTC to Dollands Moor on January 10th. *Lee Stanford*

▶ Class 67 023 and 67 027 pass Marston Bridge (east of Swindon station) working the 1Z22 Tyseley to Bristol test train. *Ken Mumford*



Network Rail



Class 37 424 and 37 409 top'n'tail a test train through Bamber Bridge on January 31st.

John Sloane



Class 37 610 awaits the road with 1Q67 14:00 Doncaster West Yard to Wigan North Western on January 16th, Class 37 612 was on the rear.

Derek Elston

NMT power cars Nos. 43062 and 43014 pass Bradley on January 8th with a Craigentenny - Crewe test train.

John Sloane



Rail Operations Group



▶ On January 14th, Greater Anglia Class 317 342 is seen being hauled past Euxton by Class 57 312 on a Kilmarnock - Ilford move.
John Sloane

▶ Class 37 608 'Andromeda' passes East Goscote working the 11:05 Worksop Down Yard to Old Dalby transferring 345 058 on January 24th.
Derek Elston

▶ Having run to Wolverton Centre earlier in the morning, Class 57 312 returns through Northampton as 0M50 11:30 Wolverton Centre Sidings to Leicester L.I.P. after it's working was cancelled, January 21st. *Derek Elston*





TransPennine Express

- ▶ The new order for TransPennine are becoming more frequent now and IEP Class 802 217 is seen near Colton Junction with a Newcastle to Liverpool service on January 18th. *Lee Stanford*
- ▶ Class 68 022 working a Liverpool Lime Street - Scarborough service passes St. Helens Central on January 23rd. *Alan Rigby*
- ▶ On January 11th, Class 68 023 departs Garforth with a service to Scarborough. *Class47*



TransPennine Express

- ▶ On January 25th, Class 68 023 stands at Huddersfield working a service to Liverpool Lime Street. *Paul Godding*
- ▶ Class 802 214 passes through Church Fenton on January 8th with the 06:27 Edinburgh to Liverpool service. *Steve Chapman*
- ▶ Not looking so sleek with its mouth open, TPE IEP No. 802 215 passes Burnage on a single amber while working the 11:43 Newcastle to Manchester Airport on January 20th. *Barry Longson*



TransPennine Express

▶ Class 802 213 passes through Church Fenton on January 8th with the 11:33 Edinburgh to Liverpool service. *Steve Chapman*

▶ Class 68 023 approaches Huddersfield on January 11th with a service to Liverpool Lime Street. *Class47*

▶ On January 18th, Class 68 025 approaches Leeds working a Liverpool Lime Street to Scarborough service. *Richard Hargreaves*

TransPennine Express



▶ Class 802 218 arrives at Huddersfield on January 11th with an Edinburgh - Manchester Airport service. *Richard Hargreaves*



▶ Class 397 003 is seen stabled at Preston on January 18th. *John Balaam*



▶ On January 4th, Class 68 027 sits at Liverpool Lime Street, waiting departure time with a service to Scarborough. *Richard Hargreaves*

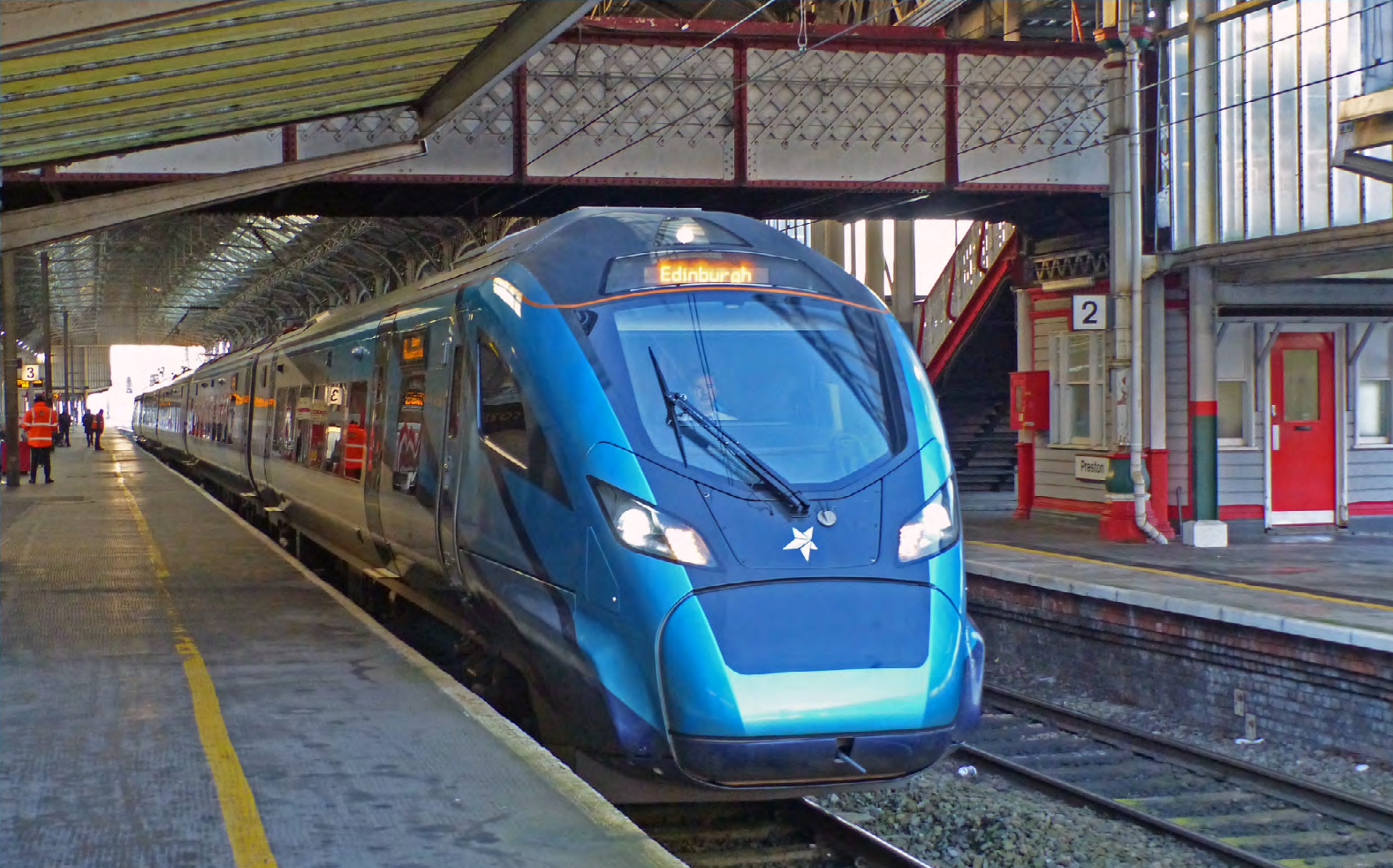
TransPennine Express



▶ Class 68 025 stands at Leeds on January 17th with a service to Scarborough. *Michael Lovatt*



▶ On January 28th, a TPE mileage accumulation run with Class 68 030 running as 3B92 Carlisle - Bletchley is seen at Walton New Jct. *Mark Enderby*



TransPennine Express

▶ On January 20th, Class 397 003 departs Preston working the 1S38 Manchester Airport - Edinburgh service. *Michael Lynam*

▶ Class 68027 thunders noisily through Earlestown station on January 28th at the head of the 08:54 Liverpool Lime St. - Scarborough service. *Jeff Nicholls*

▶ Class 397 011 passes Bradley on January 9th with a Preston - Longsight working. *John Sloane*



TransPennine Express



▶ On January 25th, Class 68 027 prepares to continue its journey from Manchester Victoria, while in charge of the 13:34 from Scarborough to Liverpool Lime St. *Barry Longson*

▶ A test outing for TransPennine's Class 397 012, pausing briefly in Warrington Bank Quay with a Carlisle - Northampton working on January 29th. *Jeff Nicholls*

▶ Class 802 202 arrives at Huddersfield on January 25th with an Edinburgh - Manchester Airport service. *Paul Godding*





TransPennine Express

On January 15th, Class 802 214 arrives at Liverpool Lime St. working a service from Newcastle. *John Sloane*

A long way from home, Class 802 207 passes Hanwell on January 22nd with an Eastleigh - Acton move. *John Sloane*

Class 802 214 passes Earlestown on January 6th working a Newcastle - Liverpool Lime St. service. *John Sloane*





Transport for Wales



On January 28th, a TfW Class 175 passes Moore vice Class 67 working the 1D34 Manchester Piccadilly - Holyhead service. *Mark Enderby*

A full rake of TfW branded stock, as Class 67 025 leads four Mark 4 coaches and a DVT across Chat Moss with the 12:56 Longsight Excursion Platform - Crewe test run on January 30th. *Jeff Nicholls*

Class 158 838 stands at a foggy Telford Central on January 25th working a service to Aberystwyth. *Paul Godding*





Transport for Wales



▶ On January 30th, Class 67 025 working the 3Z67 Crewe to Longsight test train passes Walton New Jct. *Mark Enderby*

▶ Class 67 025 with a rake of former LNER Mark 4 stock is seen on the busy corridor between Manchester Piccadilly and Oxford Road on January 30th with the 12:56 Longsight Excursion Platform to Crewe (via Chester) gauging service prior to the introduction of the new stock. *Lee Stanford*

▶ An unidentified TFW liveried Class 158 passes the former workers' cottages at Vulcan Village with the 07:45 Llandudno - Manchester Airport service on January 28th. *Jeff Nicholls*



Transport for Wales



▶ Class 67 025 on the rear of a proving run with a Mk4 set and DVT No. 82229 running as 3S67 Crewe CS to Longsight is seen here on Vulcan Bank, January 30th. *Dave Harris*

▶ Class 175 114 approaches Hereford on January 21st with a Cardiff bound service. *Paul Godding*

▶ Class 158 835 stands at Shrewsbury working a service to Birmingham International. *Paul Godding*





Units: DMUs and EMUs

▶ On January 28th, Northern's Class 319 366 calls at Earlestown with a Liverpool Lime Street - Crewe service. *Alan Rigby*

▶ West Midlands Railway's Class 172 211 crosses Malvern Common on a Hereford to Birmingham New Street service on January 19th. *Neil Pugh*

▶ Greatly reduced in number now, but Pacers can still be found in Manchester. To meet the new disability rules they should run as far as possible with a compliant unit and Northern's Class 142 090 is seen departing from Manchester Piccadilly with 150 137 on the 14:40 to Rose Hill on January 15th. *Lee Stanford*



Units: DMUs and EMUs

▶ Northern's Class 142 007 stands at Wigan North Western with a terminating service.
Paul Godding

▶ Heathrow Connect's Class 360 203 departs Hanwell on January 22nd with a service to Heathrow Airport. *John Sloane*

▶ South Western Railway's Class 450 115 working the 1T34 Portsmouth to London Waterloo service passes Worting on January 20th.
Michael Bennett

Units: DMUs and EMUs



Get them while you can. Northern's Class 319 379 awaits time at Manchester Victoria on January 25th, with the 16:05 service to Preston via Bolton. *Barry Longson*

West Midlands Trains' Class 323 208 arrives at King's Norton with 2U40 12:12 Bromsgrove - Four Oaks on January 18th. *John Balaam*

Northern's Class 142 053 and 142 047 are seen departing Wigan Wallgate on December 14th. *Paul Godding*



Units: DMUs and EMUs



▶ Northern's Class 156 491 arrives at Newton Aycliffe on January 20th. *Michael Lovatt*



▶ TFL Rail Class 315 802 is seen on the rear of 2T98 18:18 London Liverpool Street to Chingford as it awaits its booked departure time on January 14th. *Derek Elston*



▶ South Western Railway's Class 159 016 working the 1L31 London Waterloo to Yeovil Pen Mill passes Overton on January 30th. *Michael Bennett*

Units: DMUs and EMUs



▶ Northern's Class 142 089 arrives at New Mills Central with a terminating service.
Paul Godding



▶ South Western Railway's Class 450 102 passes Worting on January 10th with a service to London Waterloo.
Michael Bennett



▶ Northern's Class 153 317 sits at Huddersfield on January 11th working a service to Bradford.
Richard Hargreaves

Units: DMUs and EMUs



▶ Northern's Class 195 005 is seen stabled at Huddersfield on January 11th.

Richard Hargreaves



▶ Northern's Class 144 003 stands at Barnsley Interchange on January 25th working a service to Leeds. *Paul Godding*



▶ South Western Railway's Class 159 101 leads the 1L34 Yeovil to London Waterloo past Worting on January 20th. *Michael Bennett*



Units: DMUs and EMUs

West Midlands Railway's Class 170 516 stands at Wellington working a service to Birmingham New St. *Paul Godding*

Northern's Class 150 109 stands at Swinton on January 25th working a service to Sheffield. *Paul Godding*

On January 13th, Northern's Class 331 024 on test from Carnforth to Preston via Warrington Bank Quay heads through Winwick. *Alan Rigby*



Units: DMUs and EMUs



▶ Driving themselves to the scrap man, Class 142 034 and 142 046 head through Hereford on January 21st. *Paul Godding*



▶ South Western Railway's Class 159 017 leads the 1L25 London Waterloo - Exeter at Worting on January 20th. *Michael Bennett*



▶ Northern's Class 333 003 sits at Leeds on January 11th waiting its next duty along the Aire Valley. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Northern's Class 158 758 passes Headingley on January 18th, working the 12:02 Harrogate to Leeds service. *Barry Longson*



▶ Still carrying its former Great Western colours, Class 153373 arrives at Huddersfield on January 25th with a service from Bradford. *Paul Godding*



▶ On January 21st, London NorthWestern's Class 350 113 working a London Euston - Liverpool Lime Street service passes Acton Bridge. *Alan Rigby*



Units: DMUs and EMUs



▶ Northern provided 2 units to work the 13:16 Liverpool to Manchester Airport on January 20th. Here new CAF products Nos. 195 003 and 195 008 pass Burnage. *Barry Longson*

▶ Northern's Class 319 384 working a Warrington Bank Quay - Liverpool Lime Street service heads through Earlestown on January 31st. *Alan Rigby*

▶ Northern's Class 195 106 is seen at Normanton on January 18th with the 14:09 service from Leeds to Nottingham. *Steve Chapman*



Units: DMUs and EMUs



▶ A new housing development at Earlestown means that this kind of view of Sankey Viaduct is available without needing to be a mountain goat. Class 331 007 heads towards Liverpool Lime Street with the 10:16 from Crewe on January 2nd. *Jeff Nicholls*

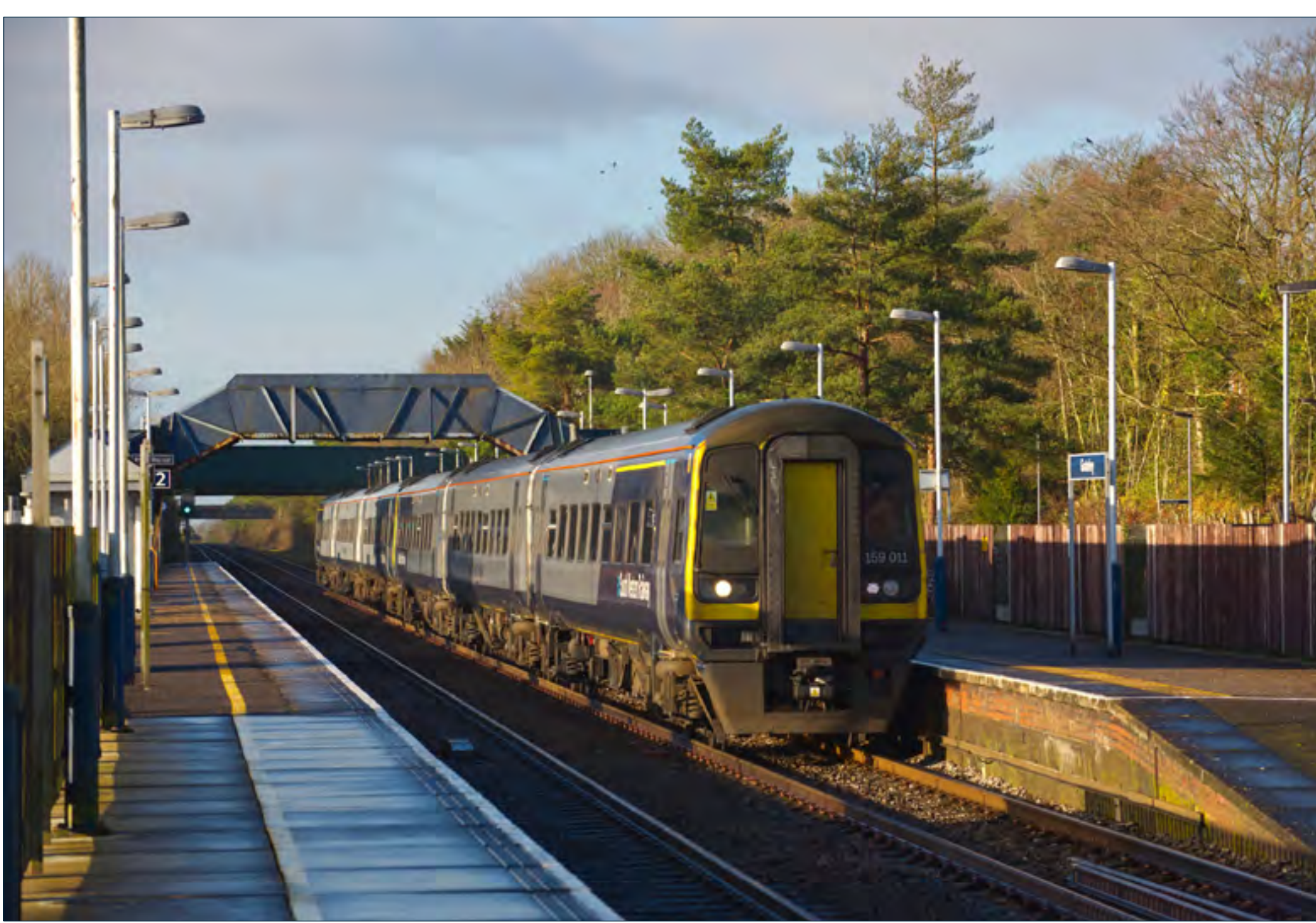
▶ Former TransPennine Express Class 350 410 passes Acton Bridge on January 21st in its new London NorthWestern colours working a Liverpool Lime Street - London Euston service. *Alan Rigby*

▶ Northern's Class 195 001 calls at Barnsley Interchange on January 25th working a service to Leeds. *Paul Godding*





Units: DMUs and EMUs



▶ Refurbished Northern Class 323 238 catches the mid afternoon sun, as it departs Burnage working the 13:27 Liverpool LS to Crewe on January 20th. *Barry Longson*

▶ South Western Railway's Class 159 011 and 159 006 call at Grateley working the 11:30 Gillingham to London Waterloo service on January 29th. *Michael Bennett*

▶ West Midlands Railway's Class 170 506 arrives into Hereford on January 21st with a terminating service. *Paul Godding*

Units: DMUs and EMUs



▶ On January 15th, Merseyrail's Class 507 015 departs Kirkdale with a service to Ormskirk. *John Sloane*



▶ Merseyrail's Class 508 126 stands at Bank Hall on January 15th working a Southport to Hunts Cross service. *John Sloane*



▶ Merseyrail's Class 508 117 is seen at Sandhills Jct. on January 15th working a Southport to Hunts Cross service. *John Sloane*

Units: DMUs and EMUs



West Midlands Railway's Class 172 211 crosses Malvern Common on a Hereford to Birmingham New Street service on January 19th.
Neil Pugh



On January 25th, London NorthWestern's Class 350 405 and 350 404 are seen at Birmingham New St. working a service to Crewe.
Richard Hargreaves



Northern's Class 144 022 stands at Doncaster working a Sheffield - Adwick service. *Class47*

Units: DMUs and EMUs



▶ Northern's Class 156 428 and 142 049 arrive at Wigan Wallgate with a Manchester bound service. *Paul Godding*



▶ In the colours of London Northwestern, but TPE operated, Class 350 406 terminates at Manchester Piccadilly with the 08:11 Edinburgh to Manchester Airport. Due to staffing problems, the unit then ran as a VSTP to Ardwick TMD. *Barry Longson*

▶ West Midlands Railway's Class 170 514 is seen crossing Malvern Common on January 19th with a Hereford to Birmingham New Street service. *Neil Pugh*

Units: DMUs and EMUs



▶ South Western Railway's Class 444 037 terminates at Eastleigh with a service from Fareham. *Michael Lynam*



▶ London NorthWestern's Class 350 104 is seen on the rear of 2Y08 10:05 Liverpool Lime Street to London Euston at Northampton on January 29th. *Derek Elston*



▶ Greater Anglia's Class 379 016 on the rear of 1H86 18:07 to Kings Lynn and Cambridge North stands at London Liverpool Street on January 14th. *Derek Elston*

Units: DMUs and EMUs



On January 20th, Northern's Class 195 122 is seen departing Windermere on the branch line shuttle to Oxenhome. *Michael Lynam*

South Western Railway's Class 444 043 is seen departing Eastleigh with a service to London Victoria. *Michael Lynam*

London NorthWestern's Class 350 249 and 350 251 stand at Northampton whilst working 1Y13 11:15 London Euston to Crewe and Walsall on January 29th. *Derek Elston*



Units: DMUs and EMUs



▶ A look at Merseyrail's new Stadler depot at Kirkdale. *John Sloane*



▶ On January 15th, Class 507 021 stands at Liverpool South Parkway working a Southport service. *John Sloane*

▶ Merseyrail's Class 508 126 stands at Cressington working a Southport to Hunts Cross service, January 15th. *John Sloane*

Units: DMUs and EMUs



Merseyrail's Class 507 008 passes Birkenhead North depot. *John Sloane*



On January 22nd, Great Northern's Class 717 016 passes Palmers Green. *John Sloane*



Merseyrail's Class 507 011 departs Birkenhead Central with a service to Liverpool on January 15th. *John Sloane*

Units: DMUs and EMUs



London Overground's Class 378 218 arrives at Brondesbury Park on January 21st.
John Sloane



Chiltern Railway's Class 165 004 stands at West Ealing on January 22nd working a service to Greenford.
John Sloane



TFL's Class 245 016 passes Hanwell on January 22nd with a service to London Paddington.
John Sloane





Blackpool Trams



▶ On January 19th, Brush Car No. 631 travels along Queens Promenade, North Shore en route to Fleetwood. *Michael Lynam*



▶ Bombardier Flexity 2 tram No. 018 travels along Queens Promenade, North Shore with a service to Fleetwood Ferry, January 19th. *Michael Lynam*



▶ Centenary tram No. 648 heads towards North Pier with a service to Starr Gate on January 19th. *Michael Lynam*

Blackpool Trams



▶ Balloon tram No. 711, acting as a mobile shop, stands at North Pier whilst Balloon No. 715 waits departure time with a service to Little Bispham. *Michael Lynam*



▶ On January 19th, Balloon tram No. 701 travels along Queens Promenade, North Shore with a service to Starr Gate. *Michael Lynam*



▶ Modified Balloon Car 'Millennium tram' No. 718 heads out of town with a service to Cabin. *Michael Lynam*



New Rail Sail ticket to Europe offers alternative to flying

Holiday makers in the East of England now have the option of a more environmentally friendly route to the continent, thanks to a bargain 'Rail and Sail' deal.

Greater Anglia, Stena Line and NS, the Dutch national railway, have partnered to offer an attractive alternative to airline travel with competitive fares.

The 'Rail and Sail' is an all-inclusive train and ferry combination ticket which takes travellers from any Greater Anglia rail station, across the North Sea and on to any destination in Holland from just £55 per adult or £27.50 per child one way.

There are convenient rail links to Harwich International rail station right across the Greater Anglia network.

Stena Line operates twice daily sailings from Harwich International Port to the Hook of Holland and offers onboard facilities such as restaurants and bars, a shop, a cinema, play areas for kids and teenagers, the Stena Plus lounge, a range of en-suite cabins and free WiFi.

The Rail Sail inclusive ticket has been made possible with the introduction of a new metro service linking the ferry terminal in Holland with Schiedam Centrum, where it connects with NS trains for destinations throughout Holland.

Martin Moran, Greater Anglia's Commercial, Customer Service and Train Presentation Director, said, "We're delighted that, with our partners Stena Line and NS, we've made it possible to have a European holiday that doesn't cost the earth - as not only is rail travel a great way to reduce your carbon footprint but the ticket is amazing value too."



Fares Advice with RailUK

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

Questions about super off peak tickets via London

Q: My question is this: if you have an itinerary on a super off peak ticket via London with the second leg on (say) the last train it's valid for before the restricted times, what would happen if (a) a delay/cancellation on the first leg into London caused you to miss the the train you had planned on, or (b) if the last super off peak train was cancelled. Would you then have to wait for the end of the restricted time or upgrade your ticket, or is this covered by delay conditions, i.e. could you use it on a train outside of validity as a result of delay/cancellation en route?

A: If a delay/cancellation to a service causes you to miss your connection or if your intended train is delayed/cancelled you are entitled to take the available next trains(s) to complete your journey. You still have to adhere to any operator restrictions on your tickets (such as Avanti West Coast Only, LNER Only etc). In this case, you are not required to wait for any time restrictions to pass. You intended to make your journey at a time your ticket was valid and it is not your fault a delay occurs. I think that it's probably covered under contract and consumer laws however there is nothing explicitly stated in the NRCOT, which is a bad move on the rail industry's part. It would be crazy for the rail industry to massively increase its Delay Repay liabilities and keep a customer waiting unnecessarily. Any service provided must be carried out with "reasonable care and skill", so if a delay occurred, reasonable care and skill would require the train company to act in a manner that minimises the delay, rather than cause unnecessary delay.

A: The rail industry seems to have a habit of trying to solve one problem, but creating others in the process, sometimes ones that were worse than the original problem. Ticket machines used to work by having the customer select the destination and ticket type, the problem with this is on some journeys there are a dizzying array of tickets with different validity rules. So Northern have moved to their machines to a system which is largely planner based ("iirc with the exception of the tickets shown on the start screen, which are still sold in the conventional way).

This solves some of the problems, but create new ones. Firstly they are much slower to use. Secondly they won't offer services that are departing imminently, presumably because of fears that people will buy a ticket and then complain that they can't use it. Thirdly like online ticket sales they are totally reliant on the "electronic" restrictions, which don't always line up precisely with the actual contractual restrictions on tickets, because the rail industry seems to be incapable of designing an electronic restrictions system that can handle the complexity of the contractual restrictions on it's tickets.

The workaround for those in the know is to just pick a train that has the ticket type you want available, even if you don't plan on actually using said train, but it's a bit much to expect regular customers to know that. The large screens also seem to be a case of this, presumably they were introduced to better accommodate passengers of different height (kids and wheelchair users, VS standing adults), but it seems to have come at a high price in terms of responsiveness of the screen. Fortunately the guards seem to be on the passengers side, you just have to hope you run into a guard before running into revenue protection staff.

Northern auto ticket machines

Q: Went to Honley station. Tried to buy ticket. Touch screen all but useless. Eventually got to bit where it said next train available to Barnsley was 15.xx. Panic. Checked info display next train 14.20, same on app on phone. Got a promise to pay. Train arrives 14.20, guard very helpful. If I hadn't checked and relied on ticket machine I would have tried to get a taxi as the train it suggested was too late for. Y appointment. Anyone else had this happen?

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!



Railtalk Magazine

National Rail

◀ Northern's Class 150 106, working a Rose Hill to Manchester Piccadilly service, calls at Guide Bridge on January 25th. *Steve Stepney*

Polos, starting from £14.00 each, minimal order of 3.



10+ Price: **£11.75** EACH

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



10+ Price: **£26.50** EACH

Budget Hoodies **£18.10** For 5 plus. (Not shown)

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



10+ Price: **£25.50** EACH

Morf's (neckwear), starting from £9.00 each, minimal order of 3.



15+ Price: **£8.35** EACH

Gymsacs, starting from £5.00 each, minimal order of 3.



10+ Price: **£12.75** EACH

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



Promotional print T-shirt, £10.50 each minimal order of 2.



10+ Price: **£7.25** EACH

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



10+ Price: **£6.25** EACH

Umbrellas, starting from £14.00 each, minimal order of 3.



10+ Price: **£12.75** EACH

Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



10+ Price: **£7.60** EACH

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On January 25th/26th there was another weekend of engineering work at Grimsby requiring four ballast trains to be there for the start. Here is Class 66 615 on the first of them, 6Y30 Up Decoy - Marsh Jct., via the Grimsby District Light Railway. Passing through Scunthorpe station, it was conveying 9 empty YKAs for loading old track panels.
Steve Thompson

The lovingly restored North Eastern Railcar, built in 1903, is seen at Loughborough having just arrived on January 25th. *John Alsop*

First of Greater Anglia's new commuter trains arrives in Essex

The first of Greater Anglia's new Bombardier electric trains has now arrived in the region, ready to start a series of safety and performance tests in Essex, Cambridgeshire, Hertfordshire and Suffolk. The five-carriage electric train, designed and built at Bombardier's Derby factory, was delivered to Greater Anglia's Ilford depot on Tuesday 14 January. A group of Greater Anglia train drivers have been for test drives on the new Bombardier electric trains at Network Rail's national test facility in Leicestershire. Seven drivers have taken one of the new trains for a spin, checking out all of the features in the hi-tech driver's cab, so that they can start testing them on the Greater Anglia network. Bombardier has now built around a third of the carriages which will make up 111 new electric trains due to run on commuter lines to Liverpool Street from Essex, Ipswich, Cambridgeshire and Hertfordshire. The new trains are all longer, with more seats, plug and USB sockets, air conditioning, better passenger information screens and improved accessibility features. The new trains are greener too: powered by electricity, 40% lighter than previous trains and feature regenerative braking which delivers energy back into the electrical supply network rather than waste the energy, through heat, as in conventional systems. As new trains arrive on the Greater Anglia network, the team of test drivers will have to put them through their paces in a series of safety and performance tests, to make sure the trains are safe and reliable before they go into passenger service. The train's hi-tech features include underfloor heating, real time passenger information and improved passenger door anti-drag safety features previously only seen on underground trains.

Ian McConnell, Greater Anglia franchise and programme director, said: "It's fantastic to have one of these new Bombardier trains now on our patch. Our test drivers have been very impressed with them. They said it was like going from a bottom of the range small car to a Rolls Royce compared to driving our old trains. We're confident our customers will be equally pleased with the quality of the new trains, as they should greatly improve their journeys with us. The drivers will now spend many hours in the cab of the new trains as we test how the trains interact with

overhead wires, signals and points, their performance at different speeds, double-checking them at platforms in stations across the network to make sure new signage is in the right place."

The Bombardier electric trains are expected to enter passenger service this spring and should all be in service by spring 2021.

Will Tanner, Communications Director for Bombardier said: "These British-designed and built trains have been delayed by a range of factors, but production is now being ramped up with extra staff recruited at our Derby factory so that Greater Anglia's customers can benefit from these state-of-the-art trains as quickly as possible."

Kevin Tribbley, CEO of Angel Trains, Angel Trains, which is procuring and financing the 665 Bombardier carriages which make up the 111 trains, said: "The modernisation of Greater Anglia's network is a major boost to the future of the UK rail industry and the communities this network serves. We are delighted that, through the supply of 665 Class 720 Aventura vehicles, Angel Trains is investing in improved service and experience for passengers in the region. This project, one of the largest private investments into rolling stock in the last 20 years, reiterates our ongoing commitment to creating the railway of the future that modern Britain deserves."



Railtalk Magazine

National Rail



Under a threatening sky and a sprinkling of snow on the hills, Class 56 312 hauls loaded box wagons towards the sidings near Great Rocks, before returning light engine and starting again with another set on January 28th.

Barry Longson

National Rail Passenger Survey puts St. Pancras top while stations across the Southern region see an increase in passenger satisfaction

Passenger satisfaction at Network Rail's stations across the Southern region has increased, according to the National Rail Passenger Survey published recently. The survey, carried out by independent watchdog Transport Focus, asked around 30,000 passengers nationally for their views.

St Pancras station was the top performing Network Rail managed station with a passenger satisfaction score of 96%, up 2% from last year. The station is highly regarded for the 'Upkeep of the station building' (95%) and 'Connections with public transport' (94%).

A Spokesperson for HS1 Ltd, who own the 30-year concession to operate St Pancras International, said: "We are delighted to see St Pancras International Station return to first place for passenger satisfaction in the UK. Staff across the station and our service operators maintain the highest level of customer service and we are thrilled to see their hard work rewarded. St Pancras is a commuter hub, gateway to Europe and a destination in its own right and we look forward to welcoming even more passengers to the station in the years ahead."

London Bridge station achieved the second highest increase year-on-year of any Network Rail station nationwide with 7% and an overall satisfaction score of 91%. Passengers were most happy with the 'Facilities for bicycle parking' (up 32%) and 'Availability of seating' (up 23%).

Charing Cross station also achieved the fifth highest increase nationwide with a score of 85% satisfaction. Passengers appreciated the 'Ticket buying facilities' (up 6%) and 'Facilities for bicycle parking' (up 20%).

In the South West, customers are already benefitting from 5,000 extra seats following the refurbishment of mainline trains and 80 extra services per week have been introduced since the new year. However, there is more work to be done and a Joint Performance Improvement Centre has been set up to continue the improvements in service information and the availability of staff.

John Halsall, Managing Director for Network Rail's Southern Region, said: "We know that the most important thing for passengers is a punctual and reliable journey. These scores reflect the hard work taking place with our partners, the train operators and our efforts in Putting Passengers First. We recently devolved greater responsibilities to our teams across

the Southern region and this is ensuring closer working between our partners to improve passengers' travelling experiences."

Jay Khan, Head of Stations Strategy & Delivery at Network Rail High Speed, which manages St Pancras, said: "We are delighted with the results of the Autumn 2019 NRPS survey at London St Pancras. The 96% satisfaction score is our best result for five years and is testament to all the hard work that has gone into delivering passenger improvements at the station over the course of the last 12 months."

Passenger satisfaction with Southern Rail services is at its highest level for seven years. Satisfaction with Southern rose 8 points year-on-year to 82% in the autumn 2019 survey. Sister company Gatwick Express is also at a seven-year high, at 89%, and Thameslink has risen 4 points, to 82%.

Passengers rated Southern and Gatwick Express staff very highly, with satisfaction rates of 88% and 93% (a massive 16-points increase) respectively, reflecting a drive towards more proactive customer assistance.

Southern and Gatwick Express Managing Director Angie Doll said: "Our passengers are telling us through this independent survey that we have really turned a corner, with the best satisfaction for seven years. Passengers clearly rate our people highly and they are responding positively to the quality of our trains, the free Wi-Fi onboard and our investment in new technology such as smart ticketing. A separate independent survey also shows that trust in Southern has been climbing steadily for two years. However, I know we have much more to do, especially with our partners at Network Rail, to further improve punctuality."

These scores highlight the close collaboration with our train operating partners and our efforts in Putting Passengers First. Network Rail has also embraced the 'One Team' approach at all our major stations, allowing us to work together under one common identity with our train operating partners.

In total, 80% of passengers on the Southern region are satisfied with their overall journeys – up 4%.



▶ 70 806 working a Mountsorrel - Carlisle Yard ballast heads past Acton Bridge on January 21st. *Alan Rigby*

▶ On January 25th, Class 66419 is seen descending Appleby Bank on a dreary old day, working 4C75 coal empties from Scunthorpe CHP to Immingham BT. *Steve Thompson*

West Coast main line spring railway improvement plan revealed

Network Rail has revealed its schedule of vital West Coast main line engineering upgrades this spring, to make the railway more reliable and improve future journeys.

To stay on the move, train passengers are advised to plan journeys in advance and to check before travelling at www.nationalrail.co.uk/westcoast.

The key weekends of Railway Upgrade Plan work, all agreed with train companies, are as follows:

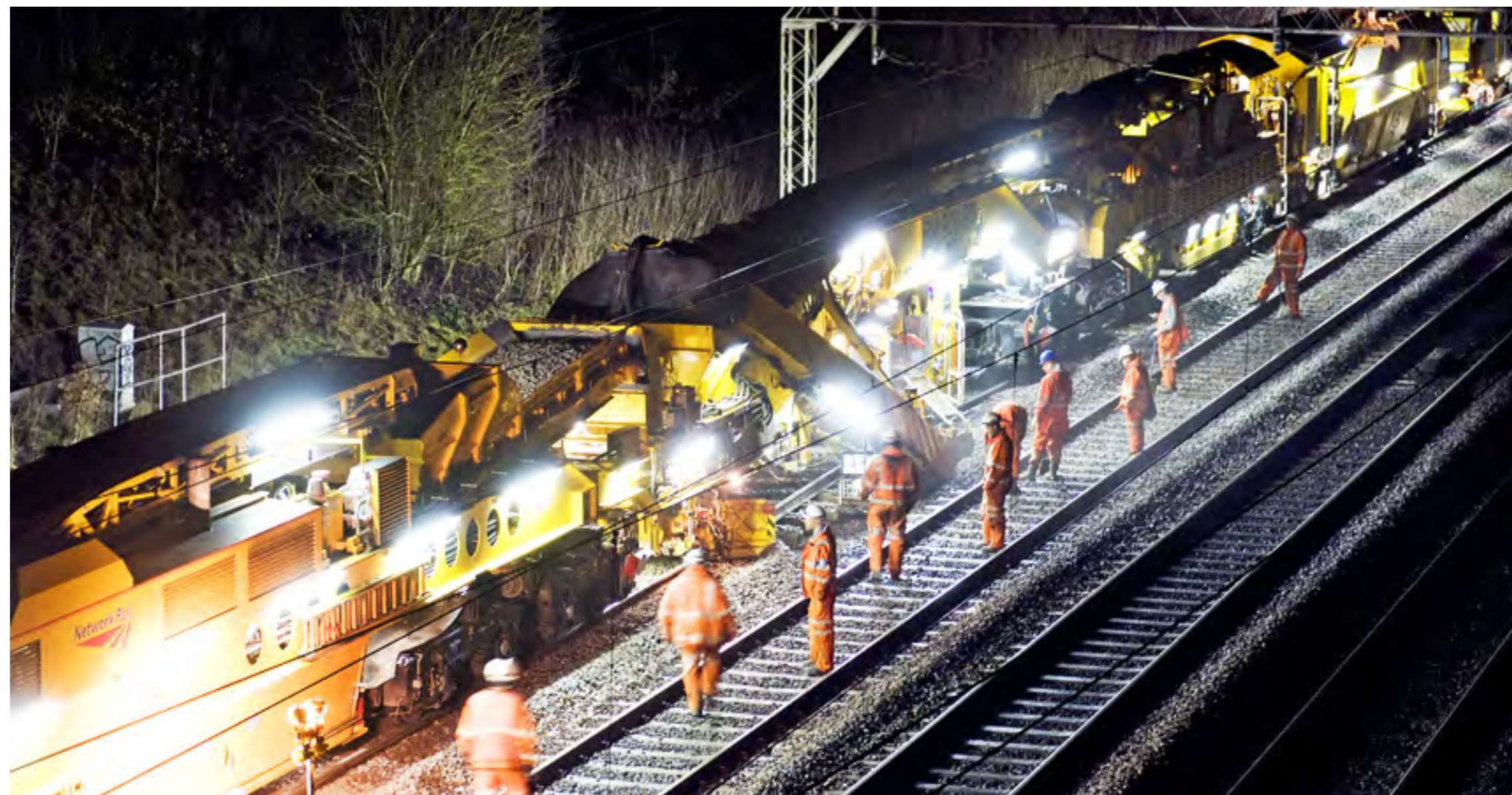
- 10–13 April (Easter weekend)
- 2–3 May
- 9–10 May (after VE Day bank holiday Friday)
- 23–25 May (late May bank holiday)
- 10 weekends of work between Carstairs and the border in Scotland (Saturday 4 April – Sunday 7 June)

Tim Shoveller, managing director for Network Rail's North West and Central region, said: "There's never a perfect time to close parts of the railway to make improvements, but bank holidays and weekends are the quietest times when the fewest people use the railway. We work closely with our industry colleagues to get as much work done as possible during the closures and minimise its impact on people's journeys. Network Rail has also reorganised our Railway Upgrade Plan improvements to keep trains running for this year's very special VE Day."

Susie Homan, director for planning, engineering and operations at the Rail Delivery Group, representing the rail industry, said: "Although there is a never a good time for improvement work, it's essential to make journeys more punctual, maintain a safe railway and support our plans to run 11,300 more services by the mid-2020s. We are asking passengers to check before they travel to ensure they can still have a smooth journey."

This year there will be no May Day bank holiday Monday. Instead the bank holiday will be Friday 8 May so the country can come together to mark the 75th Anniversary of the end of the Second World War.

Major engineering projects take years to plan, so Network Rail and the rail industry have carefully rearranged its work for 2020 to protect Friday 8 May. This means veterans and their



families can use the railway to get to and from major commemorations around the country.

Passengers are advised that some work will resume along the West Coast main line on the Saturday and Sunday after VE Day (9 and 10 May) and so they should also check before they travel on those days to see if their journeys will be impacted.

A large programme of work is planned to be delivered over each weekend, including:

- A major track overhaul on Euxton Junction, located on the West Coast main line near Chorley
- Signalling improvements in Ditton, Liverpool City Region
- The removal of a railway bridge near Stockport station
- Bridge work in Aylesbury Vale area, alignment of railway sidings in West Ruislip areas and improvement work on platforms 12 - 16 at Euston station to help prepare the way for HS2
- Renewal of over 17km of track at over 20 locations between Carstairs and the border.
- A bridge renewal, embankment strengthening and drainage work near Beattock, Scotland.
- Track improvements between Coseley and Wolverhampton and between Currock and Carlisle



Class 60 055 'Thomas Telford' is seen as it approaches Wellingborough working as OZ60 10:13 Toton T.M.D. to Acton Lane Reception Sidings light loco move, January 17th.
Derek Elston

On January 25th, TPE Class 802 213 is seen at Manchester Victoria working a Newcastle - Manchester Airport service. *Steve Stepney*

Network Rail unveils updated plan to protect vital south west rail line



The vulnerable section of railway was closed for six weeks following a landslide in 2014 and it needs to be better protected from cliff falls, landslips and damage caused during extreme weather.

On January 20th, updated proposals were published for a series of potential changes to a section of railway line in south Devon that is bordered by steep cliffs on one side and the sea on the other.

Views are being sought from residents, communities, businesses and rail users across the south west as part of a second round of public consultation which runs for six weeks until March 1st as Network Rail looks to protect a 1.8km stretch of railway between Parsons Tunnel, near Holcombe, and Teignmouth.

The vital rail artery is the only line which connects Cornwall and Devon with the rest of the country and the plans would see the railway realigned away from hazardous cliffs.

The updated design means that most of the beach is retained as it only moves the railway away from the most potentially hazardous areas of the cliffs and keeps the existing railway alignment at both Parsons Tunnel and at Teignmouth end of this stretch of railway.

A realigned coastal footpath, which is 1m wider and safer than the current South West Coast Path, as it will have edge protection, will also be built with the new coastal path not extending any further out than the current extent of Sprey Point.

Further, a landward footpath will also be created with the new enhanced coastal path with more than 1km of new path with full coastal views will be added to the landward side of the railway between Holcombe and Sprey Point, where users can cross over the railway on a new, accessible footbridge.

Residents are invited to provide feedback on the proposals to help finalise the designs. The detailed proposals are available online at www.networkrail.co.uk/SouthWestRRP

Mike Gallop, route director for Network Rail's Western route, said: "We have listened to feedback from the first round of consultation and our updated plans will ensure a resilient railway line for the whole south west while maintaining most of the beach and adding improved walking and leisure facilities. The railway is a vital artery to the South West, which communities, businesses and visitors to the region depend on for connecting with the rest of the UK. We welcome views on our updated proposals before we apply for consent to undertake the work."

For the proposal to go ahead Network Rail need to make an application for a Transport and Works Act Order (TWAO) to the Secretary of State for Transport in order to secure the necessary permissions and rights to carry out the works.



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

There are various ways to help the C58LG:

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- 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 325 011 and 325 014 pass through Northampton on the 11:20 Crewe T.M.D. (E) to Willesden PRDC ECS working, January 21st.
Derek Elston



Glenfinnan Viaduct is the back drop to railway protection work

Work is underway to protect the railway from potential landslips and rock-falls from the hillsides and embankments around the iconic Glenfinnan viaduct, which stars in the Harry Potter film series.

Network Rail is investing £1.7m to remove loose vegetation from the slopes above the railway and install rock netting – proactively protecting the line that runs between Mallaig and Fort William.

The work will protect 14 rock cuttings over a two and a half mile stretch of single-track railway between Locheilside and Lochailort encompassing both Glenfinnan station and viaduct. It will improve the resilience and reliability of this line for passenger services.

The project will also include renewal of sections of boundary fencing to protect the thousands of visitors to the area who follow the tourist path up the hillside to get better views of the monument, mountains and viaduct, and to stop them from putting themselves at risk by straying onto the railway.

In advance of installing the rock netting, dangerous trees on the slopes above the railway are cut down before specialist abseil teams remove smaller vegetation and debris from the rock-face. Top and bottom anchors are drilled and grouted into the hillside before the metal mesh is secured. On some sections at higher risk of rock fall, this mesh is high-tensile to give further protection.

Diane Jones, Network Rail’s project manager for the work at Glenfinnan said, “The work on the line between Fort William and Mallaig is part a wider maintenance programme which identifies areas prone to land-slip or rock fall and proactively works to protect the railway from this.

“With an ever-growing number of tourists visiting the area, it is important that we deliver these works out-with the main tourist season, where possible, or in the evenings so people can continue to get to Glenfinnan by rail.

“Doing this proactively to protect the railway reduces the likelihood of having to carry-out costly emergency repairs but more importantly, it helps avoid any potential closure of this key rural route which is a lifeline connection for passenger and freight.”

In total the project will clear 11,500m² of vegetation, scale 8,800m² of rockface, insert 89 three-metre-long rock reinforcement dowels, install

7,000m² of draped rockfall netting and 2,800m² of high tensile rockfall netting.

The work is being delivered by QTS on behalf of Network Rail and will be ongoing until April this year.



▶ A Worcester TC to Newbury Racecourse Stoneblower move is seen passing Enborne on January 15th. *Michael Bennett*

More than one thousand carriages on Scotland's Railway

More than one thousand carriages are delivering additional seats for customers across Scotland's Railway, following the arrival of ScotRail's brand-new fleet of trains.

ScotRail completed its rollout of Class 385 trains into passenger service last month, and the final addition to the 70 strong fleet of electric trains has brought the train operator's total number of carriages across Scotland's Railway to 1,016 – an increase of 28 per cent since the start of the Abellio franchise.

This follows the retirement of ScotRail's Class 314 trains, which operated on routes across Strathclyde since 1979.

The state-of-the-art Hitachi built Class 385 trains operate on routes across Central Scotland, and the completion of platform extensions at Glasgow Queen Street station by Network Rail has enabled ScotRail to operate eight-carriage Class 385 Express trains between Glasgow and Edinburgh via Falkirk High.

ScotRail is also in the process of introducing 26 refurbished high-speed Inter7City trains to connect Scotland's seven cities.

When the Inter7City rollout is complete, it will allow the train operator to make better use of its existing trains, with even more carriages deployed to Fife and the Borders.

The introduction of new and upgraded trains is part of Abellio's £475million investment in Scotland's Railway.

Alex Hynes, Managing Director of Scotland's Railway, said: "We know that one of the biggest concerns for our customers is busy trains, so to now have more than one thousand carriages delivering more seats across the network is another import milestone for ScotRail. The introduction of our new and upgraded trains has also helped improve journey times and provide a better experience for our customers. It's all been made possible by the unprecedented investment in Scotland's Railway over the last few years."

Record investment delivers improved service on trains and at stations across Scotland

Record investment across Scotland's Railway, including £475 million on new and upgraded trains, is delivering a better service for customers, according to new figures published. The Service Quality Incentive Regime (SQUIRE) report released by Transport Scotland has shown that the service on ScotRail trains and at stations improved significantly between 15 September to 7 December 2019 compared with the same period the previous year. Continued investment in CCTV, station environments, customer information and train cleanliness has led to a £190,927 year-on-year reduction in contributions to the SQUIRE fund; from £814,002 during 16 September to 8 December 2018 to £623,075 (excluding RPI) in the same period in 2019.

Customers have seen improvements in security on trains and at stations following the upgrade of ScotRail's CCTV network, with station and on-train CCTV availability improving by an accumulative seven percentage points compared to the same period last year. Litter and contamination at stations continues to improve thanks to a closer working relationship with Network Rail. This has contributed to a 20 per cent improvement in the repair of platform surface issues, from 59 per cent to 79 per cent compared with the same period in 2018.

The availability of on-train toilets has improved as a result of new controlled emission tank facilities at Yoker depot. The new equipment means more trains

can be serviced simultaneously and has resulted in year-on-year improvement of four per cent. Customer service from ScotRail staff on trains and at stations has improved by an accumulative five percent points.

SQUIRE is used by Transport Scotland to assess facilities on ScotRail trains and at stations. If something is found during routine SQUIRE inspections that does not meet the expected high standard, ScotRail contributes to the SQUIRE investment fund. All money raised through the SQUIRE fund is reinvested into projects across Scotland's Railway.

The regime is the toughest of its kind in the UK and is a fundamental part of both Transport Scotland and ScotRail's efforts to improve customer experience. Other improvements include the trial of integrated transport information screens Livingston North and North Berwick.

David Lister, ScotRail Sustainability & Safety Assurance Director, said: "It's great to see the hard work and effort of our people, to deliver the level of service our customers expect and deserve, continuing to pay off. The £475 million spent on new and upgraded trains, and continued investment in better stations, and better facilities will ensure we continue to make improvements in the areas that matter most."



GWR 4575 Class 2-6-2T 'Small Prairie' Nos. 5542 and 5526 are seen operating at the Battlefield line's 'Winter Warmer' gala on January 3rd.

John Alsop



Network Rail announce major improvement to Beverley railway station

Network Rail has announced that £600,000 will be invested at Beverley railway station to improve passenger experience and enhance the look and feel of the station. The significant investment will be used to fully refurbish the footbridge at the station, including renewing both the steps and the walkway on the structure, as well as strengthening the bridge and repairing any corrosion which is present. Network Rail workers will also paint the bridge to help protect it from future wear and tear.

This is a significant scheme and Network Rail is currently working on detailed plans for the project. As the bridge is listed, Network Rail is working with East Riding of Yorkshire Council to secure permission to upgrade the bridge and make sure the work is carried out in a way which preserves the heritage of the bridge. Work is expected to begin on site in early 2022 and complete later the same year. Whilst the work takes place, passengers will still be able to access both platforms via a temporary footbridge.

Matt Rice, Route Director for Network Rail's North and East Route, said: "We are delighted to announce this much needed investment at Beverley station which will greatly improve the appearance of the station and provide a more pleasant experience for users of the bridge. Beverley station is a listed building, so it is really important that this work is carried out in a way which will preserve the heritage for years to come. We look forward to beginning work and to passengers feeling the benefit once complete."

Graham Stuart, MP for Beverley and Holderness, said: "Last year, I was contacted by constituents travelling from Beverley railway station regarding the condition of the footbridge. As a user of train services to and from Beverley I shared their concerns about the sad state of the station bridge. I contacted Network Rail who are responsible for the overall structure and repair of the bridge and was pleased to hear that complete refurbishment and maintenance are now being planned. Together with the additional direct services to London now being run out of Beverley it is welcome news that this renewal of this grade 2 listed footbridge will make the train station an even more attractive place to start your journey."

Councillor Chris Matthews, portfolio holder for strategic management at East Riding of Yorkshire Council, said: "I am delighted that Network Rail is able to invest in this much needed work at Beverley railway station, which will significantly improve its appearance and attractiveness for rail passengers, while at the same time preserving its unique heritage. We are happy to encourage as many people as possible to use the trains in this area and I am confident that this work will help to achieve just that."

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.

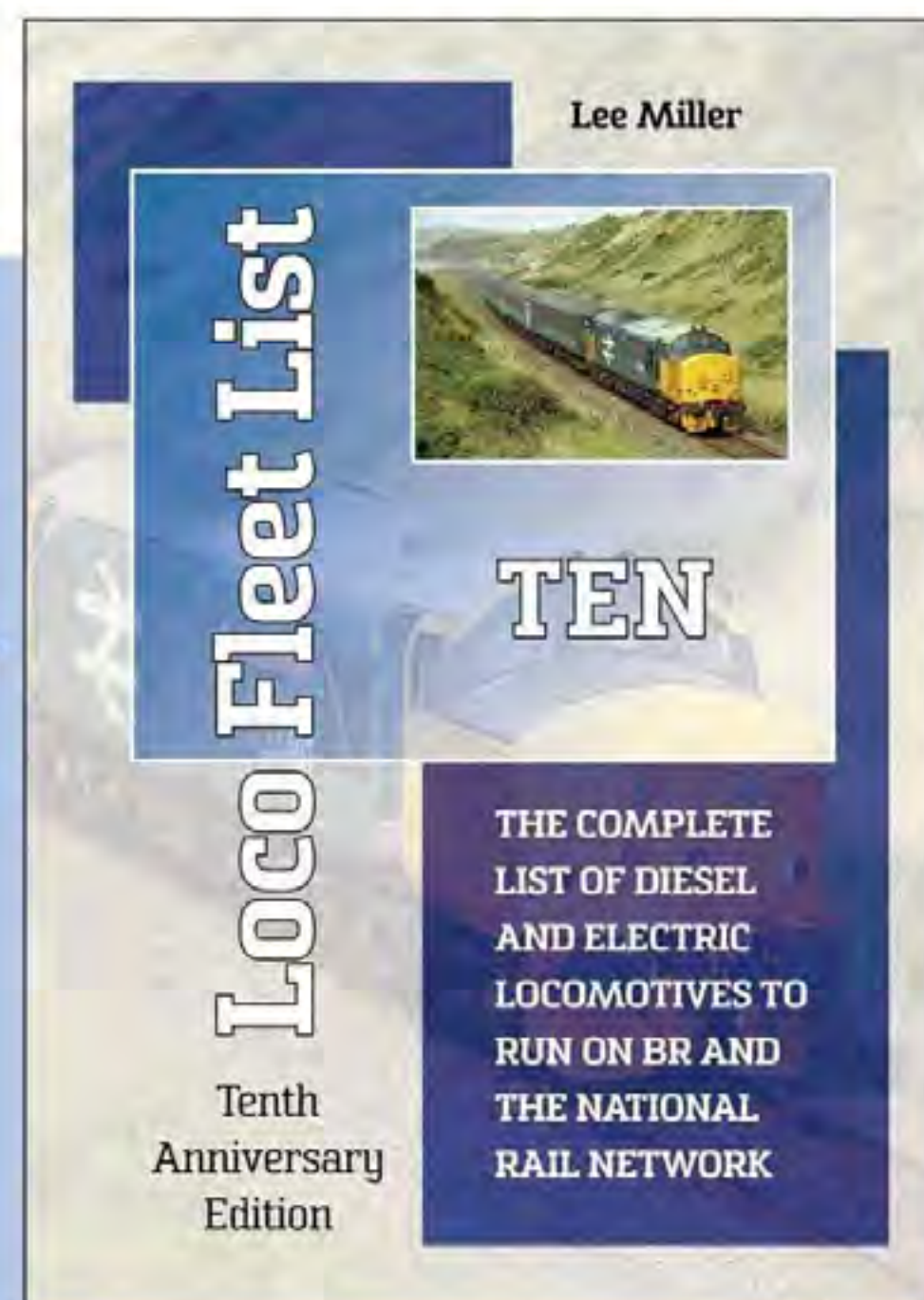
Features:

- 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



Having moved one loaded rake of box wagons on January 28th, Class 56 312 couples up to another set of wagons to start the loading process once again. *Barry Longson*

Maintenance contract awarded for Network Rail's 'Flying Banana' train

Network Rail has awarded a contract to Loram UK for the maintenance of its New Measurement Train following a competitive tender in 2019. The contract, awarded in December, is budgeted for £8million over five years.

The New Measurement Train monitors and records track condition information at speeds up to 125mph. Known as the Flying Banana because of its distinctive yellow livery, it is the fastest train in Network Rail's infrastructure monitoring fleet, which identifies faults on the railway before they become a safety issue or affect performance.

The New Measurement Train will be maintained at Loram UK's Derby facility, where Network Rail's other infrastructure monitoring trains have been maintained since 2010.

Equipped with high-tech measurement systems, track scanners and high-resolution cameras, the New Measurement Train is a converted Intercity High Speed Train that has been travelling around Britain's railway network for 15 years.

The train's speed means it can measure large distances in a single operating shift. It covers 115,000 miles in a year and captures around 10TB of image data every 440 miles. Engineers use the data that the train collects to make repairs and plan maintenance.

Earlier in December, Loram UK completed a three-month overhaul of the New Measurement Train coaches as part of the infrastructure monitoring fleet operations contract. The overhaul process happens every four years and involves taking apart the train completely, testing all its parts, making any improvements or fixes and then rebuilding the train.



Mike Black, supply chain services director, Network Rail, said: "This contract simplifies the maintenance of the New Measurement Train. It will not only deliver savings to Network Rail and ultimately the taxpayer, but also ensure that the train is maintained to a high standard so it can continue to work for the safety of passengers and other railway users."



Class 59 005 hauling a Merehead - Acton stone train heads through West Ealing on January 22nd. *John Sloane*

Colas Rail tamper No. DR73806 'Karine' passes through Northampton working the 09:00 Northampton Castle Yard to Northampton Castle Yard via Willesden on January 29th. *Derek Elston*



Did you Know - Ken Mumford

Some more of the nations oddities, this month: Bob Grainger was a great railway friend of mine, who passed away in January 2019. Here is one of his stories....

**Organising your own ramble?
Yes! Over Axminster footbridge!**

After an interesting time in the North West of England during mid-April 1965 in which my friend and I travelled in the Preston area behind locomotives Nos. 70027 'Rising Star', 45424 and 42297 and later photographed 7029 'Clun Castle' on a freight at Banbury, we travelled overnight to London with the intention of travelling from Waterloo to Bournemouth behind a steam locomotive. Arriving at Waterloo we noticed a ramblers excursion to Seaton in Devon advertised. The railway enthusiasts at the end of the platform at Waterloo said that it was going to be diesel hauled, but soon we saw a pretty filthy 34007 'Wadebridge' backing down onto this train. Going back to the barrier we asked if we could use Privilege tickets on this train - the answer if we were ramblers!! We became instant 'members' of the Ramblers Association!! Please don't ask 'how?'



It was pleasing to see the character Harry Pope driving 34007 with 11 coaches on its drawbar - some 399½ tons; a good performance being given after picking up passengers at Surbiton e.g. 71 mph at West Byfleet and 77 near Andover. A signal failure near Surbiton caused us to leave there 13 minutes late but the arrival at Salisbury was only ½ minute late! The photo shows Harry Pope checking around 34007 in readiness for Fred Hoare to take over BUT LOOK CLOSELY - why is Harry's pocket bulging? An official from the Ramblers Association had given Harry a can of beer!! Do note the thoughtfulness of Harry Pope in checking 34007 for the driver who was taking over - one of the best drivers [Fred Hoare] at Salisbury depot (72B) took over for the run to Yeovil Junction with a top speed of 78 mph being attained at Gillingham. As we journeyed west enjoying the delights of steam haulage, a Ramblers Association official came through the train asking if we were going to organise our own ramble. We told him in the affirmative but didn't tell him where we were going to ramble. Our ramble? Over the footbridge at Axminster to catch a diesel-hauled train back to Salisbury so that we could reach Southampton to travel to Waterloo behind steam.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

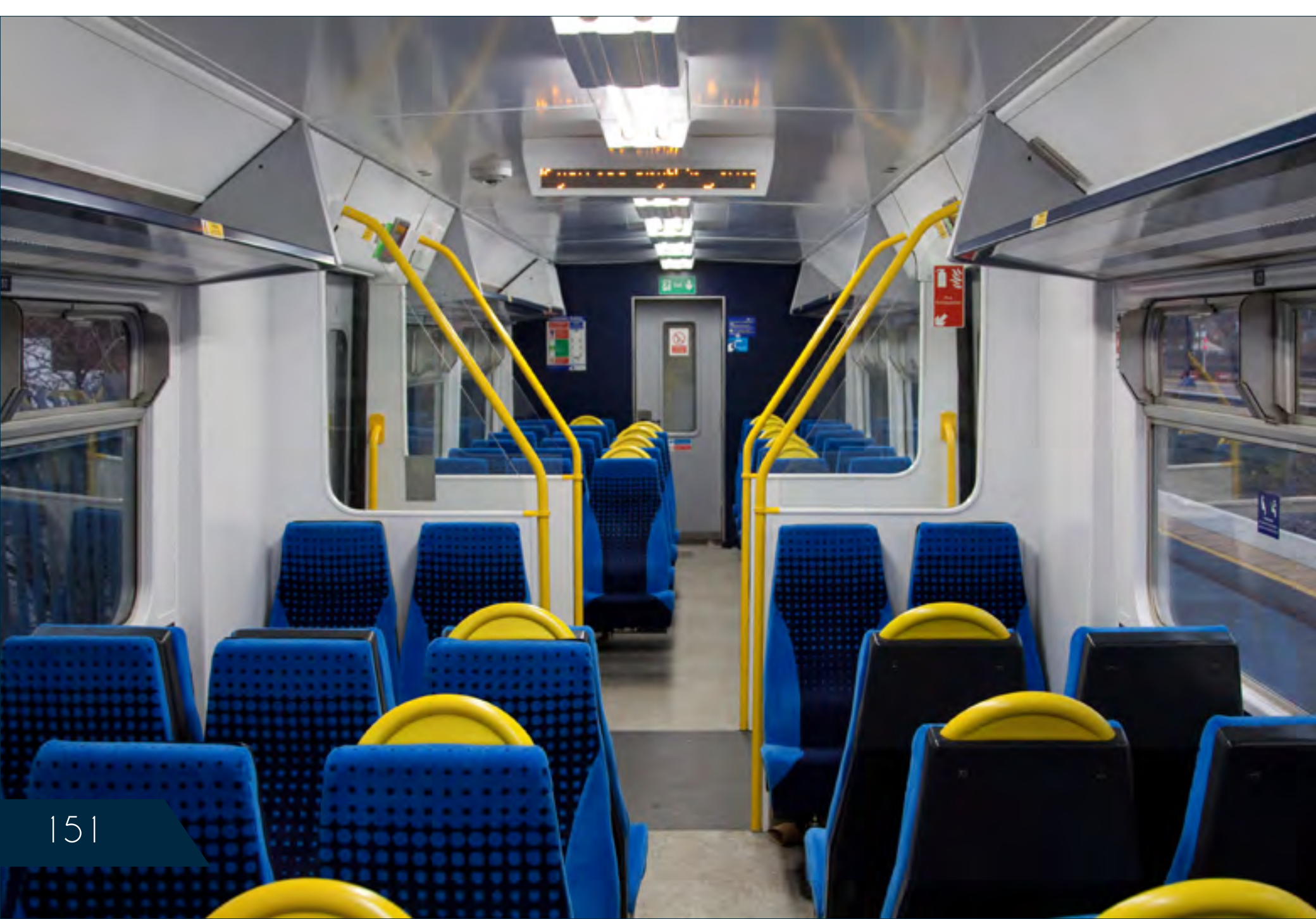
On January 22nd, SouthEastern's Class 375 608 calls at Westenhanger working a service to Dover. *Steve Stepney*



A Different View



▶ A look at the interior of Northern's Class 142 056 whilst stabled at Stalybridge. *Paul Godding*



▶ On January 20th, Class 66 125 passes Burnage with a very lightly loaded 13:15 Trafford Park to London Gateway. *Barry Longson*

▶ The refurbished interior of Northern's Class 150 273 shows what can be achieved with these elderly units. *Paul Godding*



The first weekend of operation of 2020 saw the KWVR-liveried Ivatt tank No. 41241 and the Wagon und Maschinbau 4-wheeled railbus sharing duties on the timetable. In gloomy weather on January 4th, the 2MT sits at Oxenhope after arrival with a mid-day steam-hauled service from Keighley. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway

▶ Ex-Taff Vale tank loco No. 85 was seeing its first weekend of service for 2020 on January 11th and 12th. The 0-6-2 is seen at Ingrow, crossing the River Worth on the soon-to-be-replaced Bridge 11 on its way to Oxenhope. *Ben Bucki*

▶ With light fading on the January 5th, the Wagon und Maschinbau 4-wheeled railbus drifts beside the River Worth into Ingrow, with a service for Keighley. *Ben Bucki*





The unique English Electric prototype locomotive D0226 'Vulcan' (works No. D226/1956) was on Works Train duties on January 11th. The shunter is seen trundling north towards Keighley at Ingrow, crossing the River Worth on the soon-to-be-replaced Bridge 11. This structure, dating to the opening of the line and now life-expired, is set to be replaced by a modern concrete structure in the near future. *Ben Bucki*



Preserved Railways

Great Central Railway

▶ English Electric 350hp shunter (later Class 08) No. D4137 takes a spin on the main line with a short freight, January 24th. *Derek Elston*

▶ BR Class 8 No. 73156 leads a mineral train heading for Loughborough past Kinchley Lane on January 24th. *Derek Elston*

▶ GWR Hall Class No. 4935 'Pitchford Hall', visiting from the Epping & Ongar Railway, passes Kinchley Lane working the 11:45 Loughborough to Leicester North on January 24th, the first day of the 2020 Winter Steam Gala. *Derek Elston*





Railtalk Magazine Preserved Railways

Great Central Railway

Visiting LNER K1 No. 62005 passes Kinchley Lane with the 11:00 Loughborough to Leicester North on January 24th. *Derek Elston*









Preserved Railways

GWS Didcot

▶ Steam Railmotor No. 93 was operating on the branch line on January 1st. *David Lindsell*

▶ No. 31 'Sir Robert McAlpine' was built by Hudswell Clarke in 1913 for Sir Robert McAlpine & Sons. It was formerly based at the Hayes Depot which was a 30-acre site which housed the McAlpine railway locomotive and wagon fleet. *David Lindsell*

▶ GWR 2-8-0 No. 5227 is seen in 'Barry Condition' on January 1st. *David Lindsell*



Preserved Railways

GWS Didcot

One of a class of only two engines, unusually employing Kitson-Hawthorn valve gear with the link above the running plate, built for the Cardiff Railway in 1898. The Cardiff Railway was owned by the Marquis of Bute and was the smallest railway absorbed into the Great Western in 1923. It operated a 'main line' of 11 and a half miles connecting to the Taff Vale railway (also absorbed into the GWR in 1923) and 120 miles of dock and colliery sidings. It owned only tank locomotives of various sizes.

This attractive little engine was built as Cardiff Railway No. 5 in 1898 by Kitsons of Leeds (works number 3799), to replace an older No. 5. With its twin, No. 6, it was inherited by the GWR in 1923, who renumbered them 1338 and 1339. 1339 was cut up in 1934, but 1338 remained, initially in store but then loaned to Stewarts & Lloyds Ltd of Swansea during the second world war. On return it was transferred to Taunton depot in 1943 for working in Bridgwater docks, then to Swansea docks in 1960. From there it was finally withdrawn in September 1963, becoming the last withdrawal of all standard gauge locomotives absorbed into the GWR. It ran 354,000 miles in GWR and BR service, a huge mileage for such a small engine.

In April 1964, 1338 was saved from scrapping and moved to behind the up platform at Bleadon & Uphill (Somerset) station, where it could be detected amongst the bushes from passing expresses. In 1987 it was brought to Didcot, and was restored to working order, though the boiler certificate has now expired and the locomotive is on display in non-working condition. *David Lindsell*





AN AUDIENCE WITH THE PRINCE OF WALES - 2020 ROADSHOW DATES

The project to build Britain's most powerful steam locomotive will be holding a series of roadshows across Great Britain in 2020. The A1 Steam Locomotive Trust, also the builders, owners and operators of 100mph famous new steam locomotive No. 60163 Tornado, has announced that it will be holding a number of presentations on the project to build new Gresley class P2 No. 2007 Prince of Wales in 2020. Entry into each roadshow is free with the first at Darlington Locomotive Works, Darlington on Saturday 18th January 2020. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed, and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The first Roadshow is at Darlington Locomotive Works, Darlington. Each presentation will feature key Trust personnel including Mark Allatt (P2 Project Director) and/or David Elliott (Director of Engineering) and will cover the background to the project, progress to-date, future plans and details of how to get involved. The presentation will start promptly at 11:00hrs until 13:00hrs* on each of the days listed below and are open to existing supporters and members of the public:

- 18th January - Darlington Locomotive Works
- 29th February - London Transport Museum, Covent Garden, London
- 21st March - Great Northern Hotel, Peterborough
- 18th April - Darlington Locomotive Works
- 23rd May - Nene Valley Railway, Wansford*
- 6th June - Hallmark Hotel, Carlisle *
- 4th July - Darlington Locomotive Works
- 23rd July - Jurys Inn Aberdeen, Aberdeen *
- 22nd August - Darlington Locomotive Works
- 3rd October - Darlington Locomotive Works
- 10th October - Great Northern Hotel, Peterborough
- 21st November - Darlington Locomotive Works

* Please contact the office (01325 460163) for timings as these are being planned around trains hauled by 60163 Tornado.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high with around 930 people having already signed up to the 'P2 for the price of a pint of beer per week' (as little as £2.50 per week) Covenant scheme since its launch. In addition, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Cylinder Club (the target of 100 people to each pledge £1,000 each achieved – now closed), The Boiler Club (over 180 people have pledged £2,000 each - target of 300 people), The Motion Club (nearly 160 people have pledged £1,000 each - target of 175 people), The Tender Club (almost 50 people have pledged £1,500 each - target of 250 people), The Mikado Club (the target of 200 people to each pledge £1,000 reached – now closed), Dedicated Donations (around £400,000 from supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already raised – including Gift Aid – £2.7m and received pledges of almost £3.5m of the required £5m. Progress building Britain's most powerful steam locomotive continues at Darlington Locomotive Works and includes:

Frames: engine's frame erected; all frame stays, brackets, horn blocks, axle boxes & buffers cast and fitted; cab erected and cab side & spectacle window frames fitted; footplating & splashers fitted to frames

- Cylinders & valves: design studies into cylinder block manufacture and selection of valve gear complete; 3D CAD design of the cylinder block and valve gear substantially complete; weld details and assembly order being finalised
- Smoke box & fittings: smokebox assembled and trial fitted to the frames; chimney fitted
- Boiler: boiler design study completed; forged foundation ring corners manufactured & machined; regulator castings delivered; superheater header cast & machined; boiler cladding manufactured, trial fitted to frames and now in storage; boiler order placed with DB Meiningen for delivery in July 2021; foundation ring forgings and regulator castings despatched to Meiningen; the minor re-design of the banjo dome to suit the P2 cladding by has been completed by DB Meiningen; first firebox flange plates manufactured
- Fittings: many non-ferrous fittings are being cast and machined
- Brakes: work well advanced on manufacture of brake rigging
- Spring gear well underway; spring hanger brackets complete; coupled spring links bolts and spring cups manufactured, procurement of springs underway
- Wheelsets: study into ride & suspension completed using Vampire® software; crank axle re-designed to comply with modern standards, approved and manufactured; all engine wheelsets complete and fitted to engine; balance weights being fitted
- Motion: all heavy motion ordered from order with Stephenson Engineering Ltd of Atherton, Manchester; first 2 forgings completed – more underway
- Valve gear: updated poppet valve gear design almost complete; components in manufacture
- Pipework: design well advanced and installation under way
- Electricals: significant progress on electrical system with system architecture design frozen, electrical trunking layout design almost complete, battery boxes under construction, prototype of new axle driven alternator to be tested shortly and GSMR radios acquired
- Tender: axlebox and other tender castings produced by William Cook Cast Products; frames being assembled by ID Howitt at Crofton; tank construction under way by North View Engineering Solutions in Darlington; wheelsets returned from South Devon Railway Engineering to DLW, paint preparation completed, awaiting balancing and to have their bearings fitted
- Finishing: nameplates and chime whistle delivered.
- Over £2.1m spent, £2.7m raised and almost £3.5m pledged.

Over the next 12 months, the Darlington based team aims for the following:

- Pony truck complete
- P2 boiler substantially complete
- Tender structurally complete
- Electrical trunking approaching completion
- Brake linkage complete
- Pipework layout complete, installation well under way
- Heavy motion fully delivered, coupling rods fitted
- Cylinder block fabrication nearing completion
- Valve gear in manufacture

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "The past five years have seen dramatic progress towards our aim of completing new Gresley class P2 No. 2007 Prince of Wales by the end of 2022. We are holding a series of free roadshow presentations in 2020, starting at Darlington Locomotive Works, Darlington, to promote the £5m project and at each we will cover the background to the project, our progress to-date, future plans and details of how to get involved. These presentations are open to anyone interested in the project and we are encouraging our existing supporters to bring along interested family and friends. Now is the time to get on board this ground-breaking project and help the Trust to raise the £5m needed to ensure its completion in 2022."





UNIQUE AND REMARKABLE VICTORIAN BOOK OF LAND SURVEYOR'S DRAWINGS REVEALS THE BUILDING OF THE SWANAGE RAILWAY

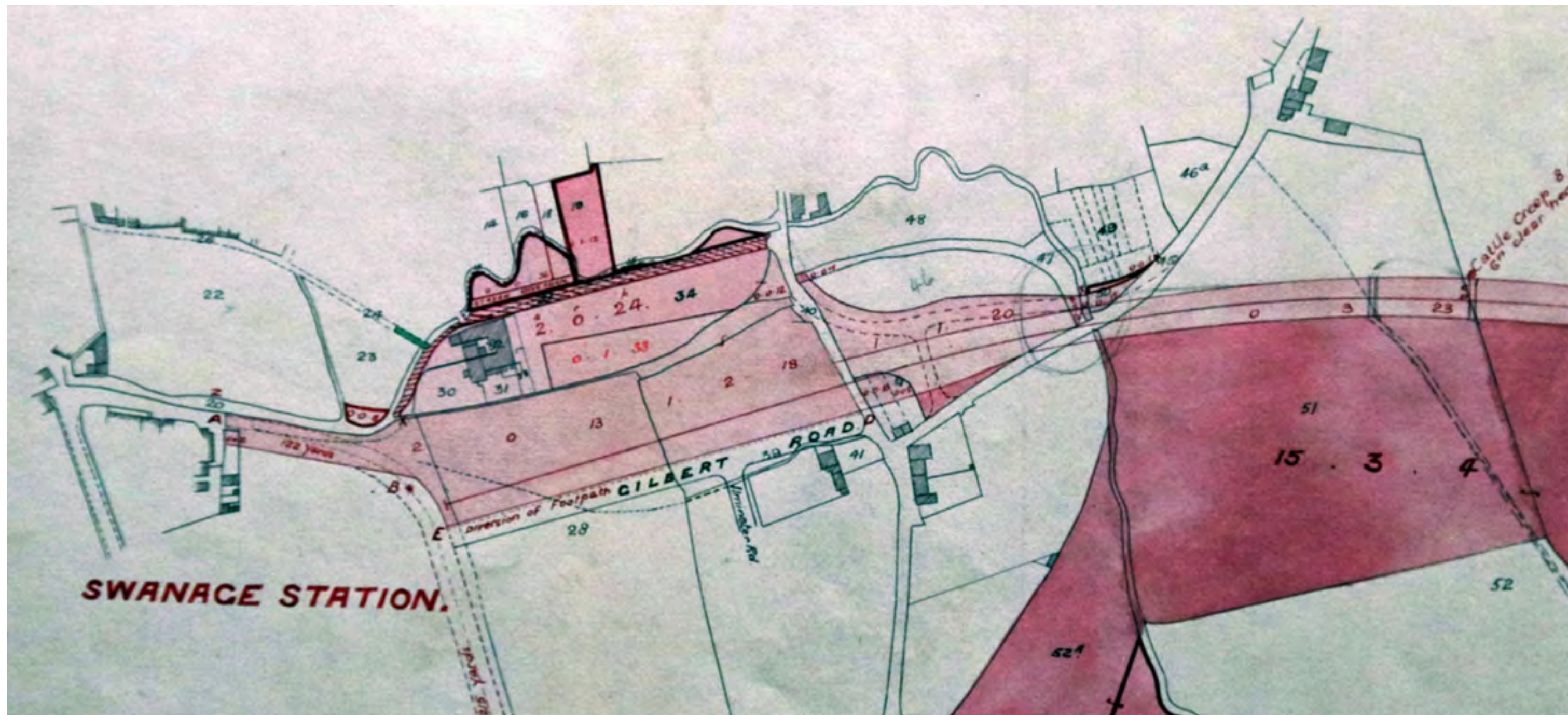
A unique and remarkable Victorian book of land surveyor's drawings has revealed how the branch line from Wareham to Corfe Castle and Swanage was built between 1883 and 1885 – thanks to a generous donation to the Swanage Railway Trust from the Isle of Wight Steam Railway. Showing, in detail, how the land along the route was changed by the railway's building, the large 45-page book – printed and bound for the London and South Western Railway Company in 1889 – is entitled 'Terrier of the Swanage Railway'.

Terrier is an old English legal term for a register or survey of land while Terra is Latin for land. Excluding the rails, the ten-mile railway cost £76,646 to build – that is almost £8 million in today's money – with London contractors Curry & Reeves of Westminster starting work south of Wareham as well as at Corfe Castle and Swanage in May, 1883. The completed single track branch line opened to traffic, two years later, in May, 1885.

More than 30 bridges and culverts had to be constructed, along with 12 embankments and eleven cuttings – including a

"The book details the land that had to be purchased so the Swanage branch line could be built – from whom, at what cost and under what terms – thanks to the construction of cuttings, embankments, bridges and farm crossings," he added.

Roger Silsbury, manager of the Isle of Wight Steam Railway's Heritage & Learning Department, said: "I was delighted to hand over a document of such fundamental interest to the Swanage Railway museum because the book is now in its rightful home."



graceful three-arched viaduct of Purbeck stone at Corfe Castle where a cutting had to be dug through the chalk rock of the Purbeck Hills.

Gavin Johns, chairman of the Swanage Railway Trust, said: "We are very grateful to the Isle of Wight Steam Railway for its very kind and significant gift which is a great visual record – a thrilling and startling time capsule that takes you back to the early 1880s to see the route of the branch line through the Isle of Purbeck before and after."

"I am delighted at the close co-operation between our two volunteer-run heritage railways and I hope that this will continue for many years to come. The book had been previously donated to the Isle of Wight Steam Railway," he added.

Chris Morgan, the Swanage Railway Trust's museums manager, said: "The kind donation of such a unique and remarkable book – showing how the building of the railway changed the landscape in the 1880s – is an exciting and important addition to the Swanage Railway Museum's collection."

"The book of detailed and annotated contemporary drawings dating from between 1883 and 1885 is an invaluable resource for people exploring the history of the Swanage branch line and the wider story of the Isle of Purbeck."

"The book will be catalogued, documented and safeguarded for future generations by the museum team at Corfe Castle station," added Chris.

Operated mainly by a team of dedicated volunteers – and open from 10am to 5pm when trains are running – Swanage Railway Trust's museum at Corfe Castle station safeguards, explores, shares and celebrates the fascinating story of the Swanage branch line to 1972 and the re-building of the Swanage Railway from 1976.

The Terrier of the Swanage Railway book can be viewed at the Swanage Railway Museum at Corfe Castle station by prior appointment by calling 01929 408490 or emailing museums@swanagerailway.co.uk. To volunteer at the Swanage Railway Trust's museum at Corfe Castle station – or at its Purbeck Mineral and Mining Museum next to Norden station – call museums manager Chris Morgan on 01929 408490, email museums@swanagerailway.co.uk or email iwanttovolunteer@swanagerailway.co.uk.

Photos: © Andrew PM Wright



GWR '4073' CLASS "THORNBURY CASTLE" TO BE RESTORED AND BASED AT THE GREAT CENTRAL RAILWAY

GWR 4073 Class number 7027 "Thornbury Castle" has been sold to a private buyer, the present owners JJP Holdings have announced. Under the sale and purchase agreement, the Great Western locomotive is to be restored at the Great Central Railway in Leicestershire and will run there for the duration of its next 10-year ticket.

The new owner, who is a significant supporter of the GCR, has confirmed that it will not be made available for any mainline operation. It requires significant restoration which will be carried out at the Great Central's locomotive works in Loughborough under the watchful eye of their Chief Engineer, Craig Stinchcombe.

The loco, currently housed at the West Somerset Railway's Willerton depot, was transported by road to Loughborough during week commencing 27th January.

Built in 1949 by British Railways at the Swindon works, NO. 7027 was initially allocated to Plymouth Laira before moving to Old Oak Common some 10 years later, with its last shed allocation being Reading before being withdrawn from service in 1963 and being transported to Woodham Brothers Scrapyard at Barry.

It was purchased by the Birmingham Railway Museum and left Barry in 1972. Subsequent to this it was purchased by the Waterman Railway Heritage Trust and remained in scrapyard condition for stays at Crewe Heritage Centre and Peak Rail until being purchased by the current owners in July 2016

Jonathan Jones-Pratt (JJP) said, "We are obviously sad in many ways to lose this iconic engine from the Group but, at the same time, very pleased as I always wish to see the right decision being made for these wonderful engines. For me, this is a good move for Thornbury and we have been pleased to play a key part in ensuring the engine is restored as a Castle and we are satisfied that there is the right commitment to rebuild the engine to the right standard. We wish the Great Central team well with the project and, personally, I welcome the chance to help them along the journey. The engine will now leave the WSR over the coming weeks for her new home where I am sure the team will be waiting to get started!"

GCR's Managing Director, Michael Gough commented "We are very excited that this iconic locomotive is coming to the GCR and very proud that the new owner has chosen to have it restored in our works and for it to run here at the Great Central once completed. This is a major project and will involve significant hours and expense but we are ready for the challenge and looking forward to its arrival."





From the Archives



▶ Making a rare appearance in the South West is 'Generator' Class 47 415 seen passing Totnes with a northbound express on September 3rd 1982. *Lee Stanford*



▶ Class 40 No. 203 is seen stabled at Wigan Springs Branch depot on July 7th 1973. *John Sloane*

▶ Class 37 509 stands outside Crewe works on June 29th 1986. *John Sloane*





From the Archives



Class 31 124 stands at Manchester Victoria on May 5th 1988. *John Sloane*



Class 50 007 'Hercules' in original condition stands on Bristol Bath Road depot awaiting its next diagram on August 13th 1982. *Lee Stanford*



Class 35 Hymek No. D7086 is seen at Old Dalby on December 29th 1980. *John Sloane*

