



Railtalk Magazine

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Welcome

Welcome to Issue 163 and your monthly roundup from across the UK.

It would be so easy to start this month by complaining about the lack of freedom that has been taken away from us due to the coronavirus, but most will agree that the main concern for every one of us is not to get the disease and if that means staying in for a few weeks, then so be it. Let us spare a thought for all those who have died and their families. I can't say how long this lockdown is going to carry on for, but I'm sure that being safe is better than being dead.

Passenger services during the current 'pandemic' have been badly affected and both Hull Trains and Grand Central have suspended all trains, CAF, Bombardier and Hitachi have stopped production of new trains and another casualty is Crossrail, which has also stopped work on the line being built.

The Department for Transport has given the franchised passenger train operators it is responsible for, the opportunity to move to temporary management contracts. On March 23rd DfT said it would temporarily suspend existing franchise agreements and transfer all revenue and cost risk to the government for a limited period, initially for six months. Under these Emergency Measures Agreements, the train operating companies would continue to provide day-to-day services in return for a 'small predetermined management fee'

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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 to 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

LMS Ivatt Class 2MT 2-6-2T No. 41241 with the safety valves lifting and the cylinder drain cocks open approaches Oakworth with the 09:40 from Keighley on March 6th.
Ken Abram

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London Overground's Class 378 219 approaches its destination of Clapham Jct. *Paul Godding*

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Class 66 791 stands outside EMD Longport on March 20th, being prepared for its UK debut in traffic. *Brian Battersby*





intended to allow them to 'act in the national interest in tackling Covid-19'. The fees which are 'intended to incentivise operators to meet reliability, punctuality and other targets' would be set at a maximum of 2% of the cost base of the franchise before the pandemic began. The maximum fee attainable would be 'far less than recent profits earned by train operators'. TOCs are free to accept these arrangements, or to choose to continue under the existing contractual arrangements. The government's Operator of Last Resort also 'stands ready to step in', DfT said.

Great Western and SouthEastern, both whose franchises were up for renewal, have been given direct awards to the current incumbent.

Also badly hit by the current crisis are preserved lines, all who have had to close until further notice. I'm sure that we all hope that they can survive and I think that everyone will need to support them in their hour of need. However I was appalled to read about people going for walks along preserved tracks and letting their kids play on wagons - where are these peoples brains?

All the best for the month ahead, please stay safe and do keep sending in those photos, but only if you can.

Andy Patten
Editor

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Railtalk Magazine

Charter Scene

Branch Line Society
The Devon Crompton

On March 8th, Class 33 207 leads 33 012 passed Wyke near Andover running on time with the Branch Line Society's 'The Devon Crompton' from London to Coleford Junction and return.
David Lindsell



Railtalk Magazine Charter Scene

Branch Line Society
The Devon Crompton

Class 33 012, with 33 207 on the rear, is seen arriving at Exeter St. Davids with the charter from London on March 8th. *Steve Andrews*





Railtalk Magazine

Charter Scene

Pathfinder Tours
The Hacienda

Class 66 093 arrives at Manchester Victoria on March 7th leading a Pathfinder tour from Swindon to various lines in the North West.
Brian Battersby











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Charter Scene

Saphos Trains
The White Rose

BR Standard Class 7 No. 70000 'Britannia' makes a steady restart from Newton-le-Willows as it heads west with 'The White Rose' from Shrewsbury to York on March 7th. *Jeff Nicholls*



Railtalk Magazine

Charter Scene

Saphos Trains
The White Rose

Standard Pacific No. 70000 'Britannia' approaches Chinley North Jct. with the Saphos Trains operated 07:00 Shrewsbury to York on March 7th. *Lee Stanford*







Spirit of the Lakes
The Liverpool Pullman

Class 47 746 and 47 826 top'n'tail 'The Liverpool Pullman' as it waits departure time at Doncaster on March 14th with the return Liverpool Lime St. - Cleethorpes working. *Andy*











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Charter Scene

Railway Touring Company
The Yorkshireman

On March 7th, with one of its last mainline railtours, Gresely A4 Pacific No. 60009 'Union of South Africa' accelerates away from Ilkestone and past the gallery at Langely Mill. *Mark Pichowicz*





Railtalk Magazine

Charter Scene

Railway Touring Company
The Cumbrian Coast Express

On March 14th, LMS Jubilee Class 4-6-0 No. 45562 'Alberta' speeds through Hincaster with the re-directed 'Cumbrian Coast Express' due to a landslip near Harrington. *Shep Woolley*







Avanti West Coast



▶ Avanti West Coast operated Voyager Class 221 139 leads an UID sister past Moore working the 08:52 Edinburgh to London Euston on March 12th. *Barry Longson*



▶ On March 6th, Class 390 156 speeds past Norton Crossing with a London Euston service. *Mark Enderby*







Caledonian Sleeper



Caledonian Sleeper reduces services and amends refund policy due to COVID-19

Caledonian Sleeper has introduced a special timetable from Sunday 22 March due to the ongoing outbreak of COVID-19. The decision to reduce services has been taken in full cooperation with Transport Scotland and will allow Caledonian Sleeper to protect the service and staff while ensuring vital links remain in place. Under the temporary timetable, the overnight rail operator will run an eight-carriage train from Glasgow Central and an eight-carriage train from Inverness. The two sections will join up at Edinburgh Waverley before making the journey southbound to London Euston. Similarly, one 16-carriage train will leave London before splitting at Edinburgh to carry on the journey to Glasgow and Inverness respectively.

Services will not run between Fort William and London or Aberdeen and London while the special timetable is in place. Caledonian Sleeper's refund policy is also being amended to reflect the special timetable.

Ryan Flaherty, Serco's Managing Director for Caledonian Sleeper, said: "We are absolutely determined that we continue to provide vital services during this difficult period, while taking into account the welfare of guests, staff and industry partners. The reduced timetable will see trains run on both our Highland and Lowland lines, providing crucial links to London for those who need to travel. The decision, taken alongside Transport Scotland, will increase the resilience of Caledonian Sleeper and we look forward to returning to a full timetable in due course."

Under the new timetable, trains will depart Inverness at 20:45 and Glasgow Central at 23:40 before joining at Edinburgh Waverley. Guests in Edinburgh can join the Glasgow portion of the train at 00:40. Services from London Euston will depart at 21:15. Guests can disembark at Edinburgh Waverley prior to 06:00 before the trains carry on to Glasgow and Inverness. All existing reservations with Caledonian Sleeper from March 22nd until May 30th 2020 will be cancelled and refunded except

for the Inverness route. Those due to travel to/from Inverness will be able to receive a refund should they choose not to travel. Guests who still wish to travel on operating services from Glasgow and Edinburgh should re-book via sleeper.scot where fares have been lowered to ensure that those requiring essential travel can access services.

In early March, Caledonian Sleeper took the decision to close its Club Car on all trains. No catering services are currently being offered in the evening and the breakfast service is simply a standard in-room offering. Station Lounges at Dundee, Fort Williams, Inverness, Perth and Stirling have also been closed.

Cleaning arrangements have been extensively reviewed, with Caledonian Sleeper implementing a more robust anti-bacterial treatment of hard surfaces and key touch points, including hand rails and door buttons.

After encountering problems between Preston and Wigan in the early hours of March 13th, the southbound lowland sleeper was terminated at Wigan and all passengers detrained. Some 8 hours later the stock was moved to Wembley behind Class 92 010 and is seen passing Crewe.
Lee Stanford









DB Cargo



▶ Class 66 114 on the Northolt to Severnside passes Newbury on March 6th. *Michael Bennett*



▶ In perfect lighting conditions on March 12th, Class 66 137 passes Moore in charge of the 10:40 Knowsley to Wilton loaded waste train. *Barry Longson*

▶ On March 3rd, a fairly mundane shot of 4E26 Dollands Moor - Scunthorpe RS bloom carriers, hauled by Class 66 014. But since the announcement of the sale of BSC to a Chinese steel-making firm, the name of which I'm not going to even try to pronounce, the trains of blooms to Hyange, to feed the french rail-making plant, have been suspended pending agreement with the French government, so this scene may not be available again for a while. *Steve Thompson*



DB Cargo



On March 12th, the DB pairing of Class 90 028 and 90 040 pass Moore in charge of the 06:06 Mossend to Daventry. *Barry Longson*



On March 5th, Maritime blue Class 66 090 comes off the King George V bridge with 6D61 Roxby - Rossington waste empties. *Steve Thompson*



On March 12th, Class 66 066 runs light engine through Crewe. *Richard Hargreaves*



DB Cargo



▶ Class 60 074 approaches Chinley North Jct. with the 09:07 Arpley sidings to Tunstead sidings empty hoppers on March 7th. *Lee Stanford*



▶ Just missing out on the sun, Class 66 090 works past Frodingham Junction on March 4th with 6D61 Roxby - Rossington waste empties. Unusually, there is a loco on the rear, 66 194, just visible in the distance. *Steve Thompson*



▶ Class 66 044 passes through York with the Wilton Efw to Knowsley Freight Terminal empties on March 4th. *Steve Beesley*



DB Cargo



▶ Class 60 074 passes Daresbury with the 09:27 Arpley sidings - Tunstead empty hoppers on March 6th. *Nick Clemson*



▶ On March 6th, Class 66 198 working the 6E26 Knowsley - Wilton is seen at Norton Crossing. *Mark Enderby*



DB Cargo



▶ Class 60 054 with the Theale to Robeston tanks heads through Newbury on March 6th.
Michael Bennett



▶ Class 66 198 passes Acton Bridge on March 6th with the Wilton Efw bound bin train.
Brian Battersby



▶ Class 90 028 and 90 040 head south through Acton Bridge on March 6th with a southbound intermodal. *Brian Battersby*



DB Cargo



On March 22nd, Class 66 054 passes Willington with a Chaddesden - Carlisle working.
Mark Pichowicz



Class 60 074 passes south through Acton Bridge on March 7th with a rake of hoppers.
Brian Battersby



On March 5th, Class 66 114 passes through a very wet Reading.
Richard Hargreaves

DB Cargo



▶ Class 90 028 leads 90 040 through Acton Bridge on March 6th with the 4M25 06:06 Mossend Euroterminal - Daventry intermodal.
Nick Clemson

▶ On March 6th, Class 66 001 heads north through Acton Bridge. *Brian Battersby*

▶ On March 14th, Class 66 158 approaches Shrewsbury with a Dee Marsh - Margam steel train. *Richard Hargreaves*







DB Cargo



▶ Class 66 167 passes Ratcliffe on Soar on March 22nd with a Toton - Peterborough working.
Mark Pichowicz



▶ Class 60 074 passes Moore on March 6th with the 6H02 Arpley - Peak Forest. *Mark Enderby*



▶ On March 12th, Class 66 135 heads through Wellington with a rake of car transporters.
Richard Hargreaves



DC Rail Freight



Remember those days when we could roam around freely with our cameras, complaining about the sun going in at the critical moment, or bemoaning the chilly wind blowing straight through you? Ah, what memories. This was Althorpe and DCR's posh loco, Class 60 028 hauling a tatty rake of JRAs loaded with Angerstein Wharf's finest en route to Roxby. *Steve Thompson*

On March 5th, the last of the day's rays of sunshine illuminate Class 60 028 as it approaches Scunthorpe station with 6Z42 Roxby - Willesden empties. *Steve Thompson*

Class 56 091 runs light engine through Reading on March 5th. *Richard Hargreaves*



Direct Rail Services



▶ With the 'Flirts', Stadler units, now coming on stream fast, Class 37 401 passes through Ingatestone hauling redundant coaching stock to Newport for scrap in dismal conditions, March 12th. *Charlie Robbins*

▶ On March 19th, Class 66 434 with the Dagenham to Garston car train passes Acton Bridge. *Mark Enderby*

▶ On March 4th, Class 88 004 and 88 003 on a late running 4S44 head past Acton Bridge. *Mark Enderby*





Direct Rail Services



▶ On March 19th, Class 66 304 on the Garston to Dagenham empties, passes Acton Bridge.
Mark Enderby

▶ Class 66 421 working the 4S43 Daventry - Mossend passes Daresbury on March 14th.
Mark Enderby

Direct Rail Services



▶ A slight change of motive power for the morning 'Tesco Express' on March 11th. Class 66 425 leads a dead 88 002 through Winwick spot on time in spite of the load! *Jeff Nicholls*

▶ Now DRS worked, Class 66 421 is seen on March 4th at Acton Bridge with the Garston - Dagenham. *Mark Enderby*

▶ On March 7th, Class 88 007 heads through Acton Bridge with a northbound intermodal. *Brian Battersby*







Direct Rail Services



▶ Class 88 004 on the 4S44 Daventry - Mossend passes Moore on March 6th. *Mark Enderby*



▶ Class 88 004 passes Acton Bridge on March 6th with a Daventry - Mossend intermodal. *Brian Battersby*



▶ Class 88 006 with a Mossend - Daventry intermodal passes Acton Bridge on March 7th. *Brian Battersby*



Direct Rail Services

▶ On February 29th, Class 37 423 and 37 424 are seen at Derby, with a Crewe bound light engine move. *Richard Hargreaves*

▶ Class 88 006 passes Acton Bridge on March 19th on 4Z27 Mossend to Daventry intermodal. *Mark Enderby*







East Midlands Railway



▶ Class 222 104 stands at Nottingham on March 14th working a service to London St. Pancras.
Andy



▶ Class 158 773 is seen at Nottingham on March 14th on the rear of a service to Liverpool Lime St. *Andy*



▶ Class 158 889 is seen departing Nottingham on February 29th. *Richard Hargreaves*





East Midlands Railway

▶ Power car No. 43045 is seen shortly after passing Beeston with the 1B41 09:50 Leeds to London St. Pancras service. *Mark Pichowicz*

▶ Class 156 916 arrives into Nottingham on February 29th with a terminating service. *Richard Hargreaves*

▶ Class 153 383 and 153 374 depart Nottingham on February 29th with a service to Norwich. *Richard Hargreaves*





Freightliner



▶ On March 6th, Class 59 201 with the Whatley to Churchyard stone is seen at Enborne.
Michael Bennett



▶ On March 7th, Class 66 419 working the Crewe Basford Hall to Southampton Maritime liner passes Popham near Micheldever, running some 12 minutes late.
David Lindsell

▶ On March 12th, Class 59 203 leads a stone train through Pewsey.
Ken Mumford



Freightliner



▶ Class 70 003 is seen at Acton Bridge on March 6th with the 11:12 Runcorn Folly Lane - Brindle Heath rubbish train. *Nick Clemson*



▶ On March 5th, Class 66 514 hauls a stone train through Reading. *Richard Hargreaves*



▶ Class 66 623 with the Woking stone empties passes Andover in the wet on March 4th. *Michael Bennett*

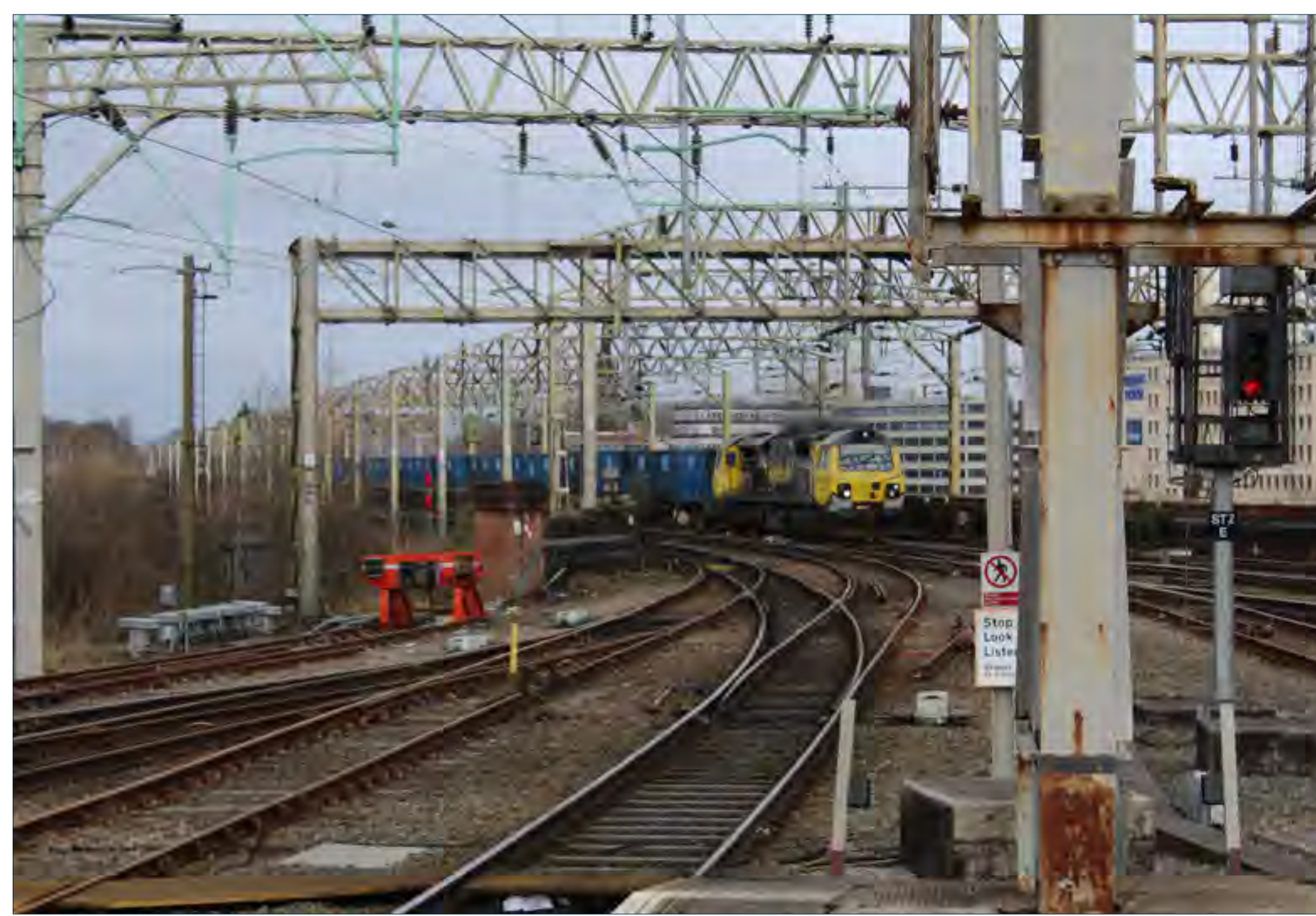
Freightliner



▶ Class 70001 heads through Stockport with 10:40 Knowsley - Wilton rubbish train on February 19th. *Nick Clemson*



▶ Class 70020 approaches Stockport with the Bredbury RTS - Runcorn Folly Lane bins on March 7th. *Steven Beesley*



▶ Class 70008 on the Hardendale to Peak Forest passes Acton Bridge on March 19th. *Mark Enderby*



Freightliner



▶ Class 66 418 passes Newbury on March 5th with a Banbury Road to Whatley working.
Michael Bennett



▶ Class 66 571 hauling a rake of VTG hoppers, heads through sunny Pewsey on March 12th.
Ken Mumford



▶ On March 6th, Class 70 002 passes Acton Bridge with a southbound liner. *Brian Battersby*





G&W UK Celebrates International Women's Day

On Thursday March 5th, female colleagues from Genesee & Wyoming Inc. (G&W) subsidiaries, Freightliner and Pentalver, came together to celebrate International Women's day at their training hub in Birmingham.

Hosted by HR Director for G&W UK/Europe Region companies, Glynis Appelbe, the day focused on diversity and inclusion, an area where the G&W UK companies are making steady progress.

Attended by circa 30 predominately frontline colleagues, including female train and truck drivers, the event provided a valuable opportunity to gain their insight on how both companies can improve diversity and encourage more females into frontline roles with G&W.

"Research clearly demonstrates that diverse organisations perform better, leading to more discretionary effort, improved collaboration and increased team commitment," said Appelbe. "The constructive feedback from our female operational colleagues about what is important to them will help deliver further positive changes to our diversity and inclusion approach so that we can continue to recruit more women into our industry."

Guest speaker, Network Rail's Director of Diversity and Inclusion, Loraine Martins outlined how Network Rail's diversity and inclusion strategy is positively impacting the rail industry with their CP6 strategy 'Everyone Matters' delivering for both passengers and employees.

Gary Long, CEO of G&W UK/Europe Region companies said: "When we hire and promote talent that is diverse, we become a smarter, better functioning and forward-thinking organisation."

Tim Shakerley, Engineering & Operations Services Director for G&W UK/Europe Region companies, commenting on the void between numbers of engineers entering the workforce versus the number required, and the inevitable impact on lack of diversity, was quoted as saying, "I welcome more diversity in our UK Engineering team as I recognise that with diversity comes innovation, productivity and different ways of working."

This latest event is part of a long-term strategy to attract and develop highly skilled talent from all backgrounds.

In recent months, Freightliner also became a WORK180 endorsed employer for women, highlighting the company's commitment to increased diversity and a supportive work culture for all employees.

Class 47 830 heads through Crewe on March 12th with a Railvac in tow. *Richard Hargreaves*





GBRf



Class 66 738 with an Eastleigh to Mountsorrel working passes Worting on March 9th.
Michael Bennett



At Ribbleshead on the Settle - Carlisle line, Class 66 703 'Doncaster PSB' is seen stabled in the loop with 6M37 Arcow - Pendleton loaded quarry train, March 20th. *Ben Bucki*



On March 5th, at Althorpe, a somewhat uncharacteristically scruffy Class 66 724 heads 6D62 Thrislington - Ent C sand train.
Steve Thompson

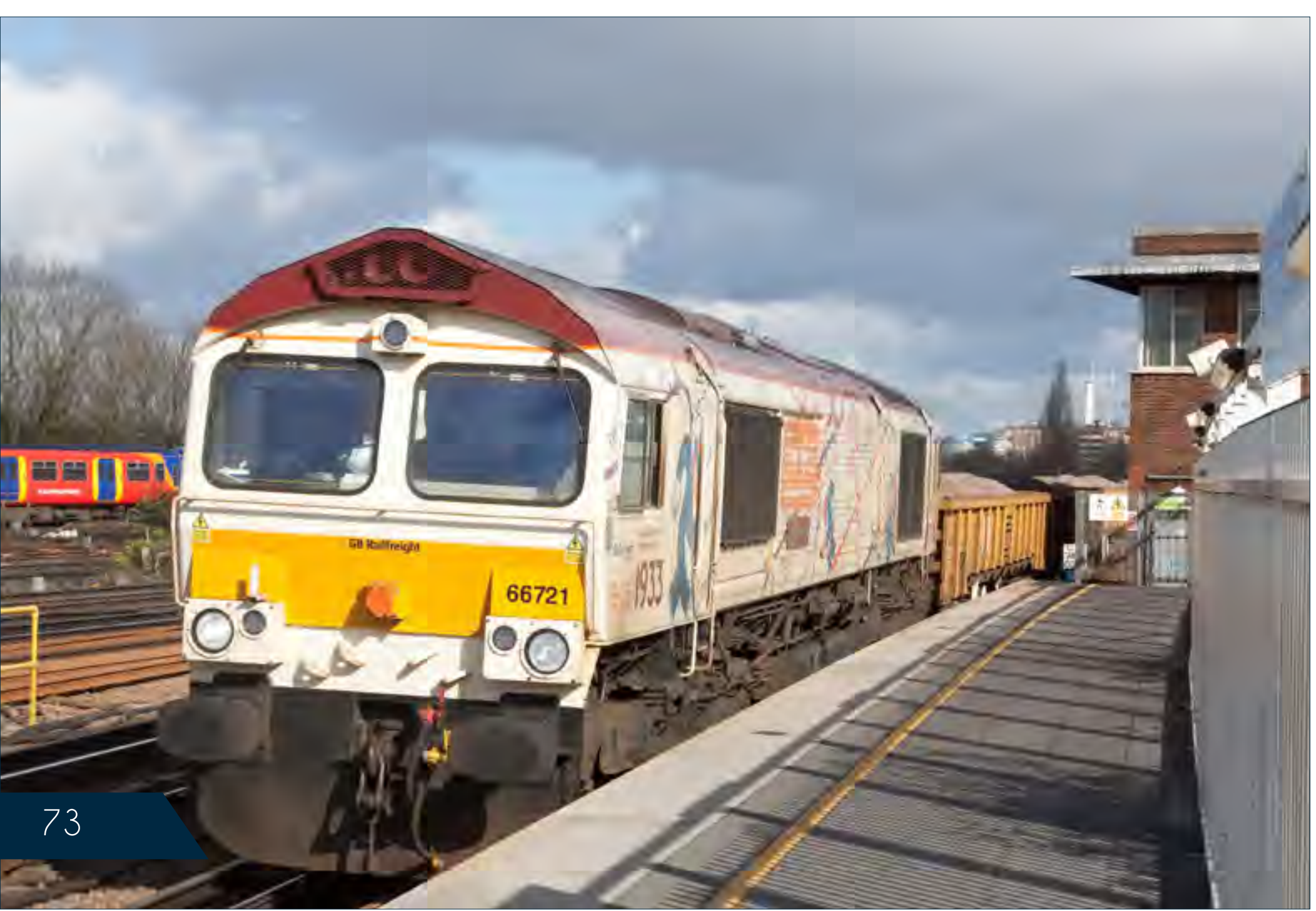


GBRf

▶ On March 10th, Class 66 781 worked the Kineton MOD to Ludgershall MOD consisting two KFA and one VGA wagons, seen arriving at Andover at 10:17. The return load to Kineton was a solitary VGA departing Andover at 13:30 and ran via Salisbury. *David Lindsell*

▶ Cemex liveried Class 66 780 heads through Stockport on March 3rd working the 09:54 Peak Forest - Hope Street. *Nick Clemson*

▶ On February 29th, Class 66 721 heads through Clapham Jct. with a ballast working. *Paul Godding*



GBRf



▶ Class 66 747 on the Eastleigh to Hoo Junction engineers passes Worting on March 9th.
Michael Bennett



▶ Class 66 767 passes Bamber Bridge with 6M90 05:00 Avonmouth - Clitheroe on March 7th.
John Balaam



▶ Class 66 747 crawls round the back of Leicester station on February 29th with a Birch Coppice - Felixtowe liner. *Richard Hargreaves*

GBRf



▶ Class 66 750 and 66 722 haul ex LNER Mk4 stock and DVT 82203 through Winwick Jct. with 5Z18 Doncaster - Crewe CS on March 6th. *Dave Harris*



▶ LT liveried Class 66 718 passes Stockport on February 26th with 09:54 Peak Forest - Hope St. Peakstone sidings. *Nick Clemson*



▶ Class 60 096 is seen at Northenden Junction on March 13th, running 5 minutes early, while in charge of the STP 08:10 Tuebrook sidings to Drax loaded Biomass. *Barry Longson*

GBRf



▶ Class 60 021 is one of two GBRf Class 60s to carry the full GBRf livery and is captured after passing Skelton Jct. with the 07:11 Liverpool to Drax Biomass working. *Lee Stanford*



▶ Class 66 771 passes through Stockport on March 7th with a Peak Forest Cemex - Hope St. working. *Steven Beesley*

▶ The former LNWR warehouse at Heaton Norris can be glimpsed behind the trees as Class 60 085 passes with the 11:15 Liverpool to Drax Biomass service on March 24th. *Lee Stanford*



GB Railfreight invest £3 million in new Peterborough office

GB Railfreight are very excited to unveil the plans for a £3 million new ‘operational and training facility’ in Peterborough. Founded in 1999 and headquartered in London, GB Railfreight is the third largest rail freight operator in the UK, with a turnover in excess of £200 million. GB Railfreight is one of the fastest growing companies in the railway sector and transports goods for a wide range of customers.

To meet increasing demand for rail freight, GBRf are expanding operations by investing in new offices and training facilities. At present their fleet management and control centre is located in Peterborough, with a resource centre in Doncaster and additional offices across the UK. Nationwide GBRf have an 900 strong workforce.

Lindum have been appointed to undertake the construction of the three-storey office building on Maskew Avenue, on the edge of the city centre. The work will involve the demolition of existing temporary office buildings and construction of a new building to house a control room, three classrooms, a board room and staff welfare facilities. GBRf was granted planning permission for the development in December 2019, with Peterborough based construction company Lindum involved in the project since the early stages. The scheme will be completed in November 2020.

John Smith, Managing Director of GB Railfreight said: “The plans for our new Peterborough office have been a long time in the making and following planning permission being granted at the end of last year, we are eager to get shovels in the ground so that we can provide the

best possible facilities for our colleagues. Our decision to award Lindum with the construction contract was an easy one to make. Their reputation and track record sets them apart.”

Speaking about the scheme, Lindum Commercial Manager Steve Angus said: “It is great to see a market-leading company like GBRf reaffirming its commitment to Peterborough in this way and we are delighted to be involved in the project. This particular site is brown field land and was previously owned by Network Rail. It is positive to see it being regenerated in this way. The land is close to the city centre and, with the planned access road, car parking spaces and forty bike spaces, it will prove to be a much-improved home for GBRf.”

Dean Duthie, Head of Major Projects said: “This is a fantastic investment for us, bringing together a variety of teams under one roof. The training school will support our state-of-the-art class 66 simulators, whilst our control tower overlooks East Coast mainline bringing us closer to frontline operations. It is a privilege to have the opportunity to lead on such scheme”

On March 23rd, Class 50 007 leads power car No. 43091 with 50 049 on the rear as they are seen near Laira working the 5Z44 Long Marston - Laira move. *Steve Andrews*

GBRf



▶ 6D62 is quite a regular working, conveying sand from Thrislington to Entrance C, and on March 4th, Class 66 724 passes Frodingham Jct. as the train approaches journey's end.

Steve Thompson

▶ The 11:15 Liverpool to Drax Biomass service, headed by Class 60 085 is seen soon after passing Winwick Jct. on March 23rd.

Lee Stanford

▶ Class 60 096 passes Acton Bridge on March 7th with a LBT - Drax loaded Biomass.

Brian Battersby





Grand Central

▶ Class 90 019 and 90 036 speed through Acton Bridge on March 6th with a Grand Central route learning/test run. *Brian Battersby*

▶ Class 90 019 leads DVT No. 82231 through Acton Bridge with 3K83 11:51 Blackpool North - Crewe CS with 90 036 on the rear. *Nick Clemson*

▶ Another Grand Central test train/crew training run from Crewe to Blackpool heads north through a rather wet Winwick on March 11th behind Class 90 039. *Jeff Nicholls*







Grand Central



▶ On March 4th, Class 90 019 and 90 036 on the first day of test runs from Crewe to Blackpool are seen at Moore. *Mark Enderby*



▶ Class 90 036 and 90 019 on the 3K83 Blackpool - Crewe test run are seen at Norton Crossing on March 6th. *Mark Enderby*













LNER sandwiches shared with charity fighting food hunger

LNER is continuing to support its suppliers and communities during the COVID-19 outbreak by supplying fresh sandwiches that would have been served onboard LNER services to a charity fighting food hunger. LNER will provide up to 5,000 sandwiches each week which will be made and delivered by Bradford based supplier Tiffin to the charity FareShare Yorkshire's centre in Leeds. Onboard catering has been temporarily withdrawn and the number of LNER train services reduced as part of the nationwide effort to slow the spread of Coronavirus in the UK.

Claire Ansley, LNER Customer Experience Director said: "Our Catering and Community teams have formed a partnership with FareShare, which is dedicated to fighting hunger by redistributing surplus food. It's one of many steps LNER is taking to support our suppliers and communities during these challenging times."

FareShare is a national network of charitable food redistributors, which supports almost 11,000 frontline charities and community groups across the UK, including school breakfast clubs, older people's lunch clubs, homeless shelters, and community cafes. Gareth Batty, FareShare Yorkshire CEO has welcomed the support: "We're delighted that LNER's sandwiches will be put to good use and will be delivered to people who are vulnerable and at risk across Yorkshire."

Tiffin's Key Account Manager, Steven Dunn said: "During the pandemic we have seen our workload reduce significantly. As LNER is a key customer for Tiffin Sandwiches, being able to send their order to support local communities is inspiring and heart-warming."

The sandwich donation is one of many ways in which LNER is supporting communities along the East Coast route. As well as linking up with FareShare nationwide, LNER is also working with a number of other charities and organisations to provide help and support to key workers and those most in need.

More than 500 eggs that would have been used for First Class LNER breakfasts were donated to Matt Healy 'X The Foundry' in Leeds to make Yorkshire Puddings included in lunch for hundreds of NHS frontline staff. LNER is also supporting Food Revival in Leeds and other supplies have been donated to the Magic Hat Café in Newcastle-upon-Tyne and ambulance stations in Falkirk, Sauchie and Stirling.



Not a sight that was expected on March 11th, two LNER Class 91s, Nos. 91 130 and 91 121 standing side by side in the new bay platforms at Edinburgh Waverley. *Barry Longson*

L.N.E.R.



▶ March 11th sees Class 91 102 in platform 8 at Edinburgh Waverley, ready to work the 15:00 departure to London King's Cross. *Barry Longson*



▶ Class 801 221 stands at York on March 11th with a service to London King's Cross. *Mark Enderby*



L.N.E.R.

UK women missing out on job opportunities in rail

London North Eastern Railway (LNER) is calling on the rail industry to encourage more women to consider a career in the rail industry, following research that found 85 per cent of women of working age in the UK have never considered a career in rail. LNER's poll of women across the UK found the primary reason women are not considering the rail industry for their career is due to the perceived lack of a match between their skills and the jobs the sector offers, with six out of 10 women saying the industry is not relevant to their skills or expertise.

Launching the results of the research on International Women's Day, LNER's People Director Karen Lewis said the rail industry needs to work harder to promote itself to women, who are missing out on a rich source of career opportunities. "There is a clear need for the industry to work together to demonstrate the unique opportunities on offer with a career in rail, and by doing so to help drive an increase in the number of women in the workplace," Ms Lewis said. "LNER bucks the trend with women making up 42 per cent of our workforce, compared to an industry average of 16 per cent. Our diverse workforce is something we're extremely proud of at LNER and we're working hard to inspire and attract even more talented women to join the industry. LNER has many examples of women who have remained in the business and progressed their careers due to having the right amount of support to do things like further their education or have families. Rail offers competitive salaries and a multitude of opportunities to progress careers, which we know are important factors for women in the working world of 2020."

Since taking over the East Coast route in 2018, LNER has demonstrated a track record in its commitment to successfully recruit more women into the business. In addition to a gender diversity split currently at 42 per cent, half of its Executive Board is also female. The research found that, at a time of significant investment and progression in the rail industry across the UK, many women are unaware of the benefits that come from working in the industry. More than half (52 per cent) of women say that if they were aware of a competitive salary rate and benefits in the industry, they would be more attracted to applying for roles.

"The UK rail industry is at its most dynamic point in modern times with the roll out of new technologies, new fleets and big new projects that offer women a huge range of career opportunities," Ms Lewis explained. "With 60 per cent of women citing that the industry is not relevant for their skills, it's clear that women are not seeing the full spectrum of opportunities that rail offers."

dispatchers, chefs and legal and finance managers – all of which are critical in keeping services on the iconic East Coast route running.

To celebrate International Women's Day 2020, LNER has rebranded its most iconic service – the 'Flying Scotsman' which runs from Edinburgh to London King's Cross – and turning it into the 'Flying Scotswoman' for the month of March.

The campaign from LNER launches as Network Rail has launched a new target, aiming to increase female representation across its 41,000 strong workforce by 50 per cent by 2024, as part of its commitment to become more open, diverse and inclusive. The organisation has increased the number of women in the workforce by more than 500 in the last year alone, which contributes to a 21 per cent increase over the last five years. The rail organisation is committed to change and has introduced gender-neutral job descriptions, dedicated programmes to progress female workers into senior leadership roles, and a new returners programme to help women back into the workplace after long periods of time away.

Lorraine Martins, Director of Diversity and Inclusion at Network Rail said: "We've made positive strides in the last five years, such as making our job adverts gender-neutral, introducing maternity buddying and a Women in Leadership Programme to ensure that more women are being considered for senior positions. We also need to get the basics right, which is why we are committed to improving facilities for women working on the front line.

"This is about ensuring our organisation is as diverse as the communities we serve and valuing the contributions that everyone can make to our business. We will continue to work tirelessly to increase the proportion of women at Network Rail at all levels in our business, as well as developing the phenomenal talent that we already have."



Class 91 112 stands at York on March 11th working a service to London King's Cross.
Mark Enderby



Network Rail



On March 14th, Class 37 424 is seen stabled at Doncaster prior to working a returning test train to Derby RTC. *Andy*

On February 29th, Class 73 201 passes through Clapham Jct. with a SITT working. *Paul Godding*

On March 19th, Class 37 612 passes Collins Lane crossing, Purton at the head of the Ultrasonic test train with DBSO 9702 at the rear. *Ken Mumford*



Network Rail



▶ The NMT passes Moore on March 4th with a Craigentenny - Crewe working. *Mark Enderby*

▶ On March 9th, the NMT is seen at London King's Cross. *Class47*



Rail Operations Group



▶ Class 37 800 passes Winwick Junction on March 23rd hauling Class 317 344 from Kilmarnock Bonnyton depot to Wolverton. *Lee Stanford*

▶ Class 91 117 and 91 120 are seen stabled at Leicester on March 14th. *Andy*





TransPennine Express

▶ Class 68 019 is seen ready to depart York on March 4th with the 12:28 service to Liverpool Lime St. *Steve Beesley*

▶ Unbranded Class 802 211 sits in Edinburgh Waverley ready to work the 15:33 service to Liverpool Lime St. on March 11th. *Barry Longson*

▶ On March 16th, Class 68 026 is seen departing Leeds with a Liverpool Lime St. - Scarborough service. *Mark Enderby*



TransPennine Express



▶ Class 802 212 has just arrived at York from Newcastle forming the 11:06 service to Manchester Airport, March 4th. *Steven Beesley*

▶ Class 802 206 arrives at Leeds on March 16th with a service to Manchester. *Mark Enderby*

▶ Class 68 023 working the 1F64 Scarborough - York service is seen at its destination on March 11th. *Mark Enderby*



TransPennine Express



▶ Class 802 211 departs York on March 11th with a Liverpool Lime Street - Edinburgh service.
Mark Enderby

▶ Driving trailer No. 12801 leads the 08:21 Carlisle - Bletchley training run through Acton Bridge with Class 68 030 on the rear, March 6th.
Nick Clemson

Transport for Wales



On March 12th, Class 158 837 and 158 836 stand at Wellington working a service to Birmingham International. *Richard Hargreaves*

Class 158 839 and 158 835 wait departure time at Shrewsbury on March 14th with a service to Birmingham International. *Richard Hargreaves*

On March 11th, Class 67 001 on a Manchester - Holyhead service passes Newton-le-Willows. *Mark Enderby*



Transport for Wales



▶ An unidentified Transport for Wales Class 175 is reflected in a flooded field at Winwick Junction as it heads south with the late-running 08:50 from Manchester Piccadilly to Llandudno Junction. Much of the water here is from a culvert beneath the West Coast Main Line and at its deepest point is about four feet deep! March 4th. *Jeff Nicholls*

▶ Class 67 001 with a Manchester - Llandudno service calls at Warrington Bank Quay on March 16th. *Mark Enderby*

▶ Class 153 333 and 153 367 stand at Crewe on March 12th working a service to Chester. *Richard Hargreaves*



Transport for Wales



▶ TfW operated Class 175 102 passes a flooded field on the approach to Winwick Junction with the 12:54 Llandudno Junction to Manchester Airport service. *Lee Stanford*

▶ Class 175 107 arrives at Shrewsbury on March 14th with a service to Manchester Piccadilly. *Richard Hargreaves*

▶ Class 175 105 approaches Shrewsbury on March 14th with a Manchester Piccadilly - Cardiff Central service. *Richard Hargreaves*





Transport for Wales

▶ Class 142 080 departs Pontypridd on February 27th with the 15:17 Treherbert - Cardiff Central service. *Chris Morrison*

▶ Class 158 829 and 158 818 depart Shrewsbury on March 14th with a service to Birmingham International. *Richard Hargreaves*

▶ Former East Midlands Trains, Class 153 313 stands at Shrewsbury on March 14th with a terminating service from Newport. *Richard Hargreaves*





Units: DMUs and EMUs

▶ Northern's Class 144 010 stands at Doncaster on March 14th with a Sheffield - Adwick service.
Andy

▶ Northern's Class 195 123 stands at Newton le Willows with a Leeds - Chester service on March 11th.
Mark Enderby

▶ South Western Railway's Class 158 885 approaches Clapham Jct. on February 29th with a London Waterloo - Exeter service.
Paul Godding

Units: DMUs and EMUs



▶ Northern's Class 319 converts Nos. 769 450 and 769 442 pass Wigan Wallgate on March 5th on an ECS move to Allerton depot after a day of testing between Southport and Wigan. Of note is that all the seat covers had been removed, leaving just the seat frames inside.

Barry Longson

▶ Still in active service on March 5th, Northern's Class 142 058 prepares to depart Manchester Victoria with the 14:23 Wigan Wallgate to Blackburn service. *Barry Longson*

▶ Northern's Class 155 343 stands at York on March 11th having arrived on a service from Leeds via Harrogate. *Mark Enderby*





Units: DMUs and EMUs



▶ South Western Railway's Class 159 007 departs Clapham Jct. on February 29th with a service to London Waterloo as Class 444 026 approaches. *Paul Godding*



▶ Northern's Class 170 454 departs York on March 11th with a service to Harrogate. *Mark Enderby*



▶ Northern's Class 170 458 waits departure time at Doncaster on March 14th with a Sheffield - Bridlington service. *Andy*

Units: DMUs and EMUs



▶ On February 29th, Class 170 511 and 170 517 stand at Wellington on February 29th with a service to Birmingham New St.
Richard Hargreaves

▶ On March 5th, Northern's evolved (if that's a word) Class 144 012 working the 2P11 Doncaster - Scunthorpe service approaches Althorp.
Steve Thompson

▶ Southern's Class 377 418 arrives at East Croydon on February 29th.
Paul Godding



Units: DMUs and EMUs



▶ A location not often featured is Salford Crescent but it is a busy junction where services to Manchester Piccadilly and Victoria diverge. Here Northern's Class 319 385 approaches with a service from Preston to Manchester Victoria on March 4th. *Lee Stanford*

▶ Northern's Class 150 109, still in its old London Midland livery, departs Stockport on a miserable February 19th with the 11:17 Southport - Alderley Edge service. *Nick Clemson*

▶ South Western Railway's Class 456 009 departs Twickenham on February 29th with a service to London Waterloo. *Paul Godding*



Units: DMUs and EMUs



▶ Northern's Class 331 015 calls at Lea Green on March 16th with a service to Liverpool Lime St.
Mark Enderby

▶ Northern's Class 195 006 departs Nottingham on February 29th with a service to Leeds.
Richard Hargreaves

▶ Gatwick Express' Class 387 227 departs Battersea Park with a service to London Victoria on February 29th.
Paul Godding



Units: DMUs and EMUs



▶ ‘Back to Grey’, a livery similar to the one worn when the Class 350’s were introduced in between Central and London Midland franchises, as LNWR Class 350 129 heads through Acton Bridge with 11:05 Liverpool Lime St. - Northampton service on March 6th. *Nick Clemson*



▶ South Western Railway’s Class 455 706 approaches Clapham Jct. on February 29th with a London Waterloo - Kingston via Richmond service. *Paul Godding*



▶ Northern’s Class 331 009 leads 331 013 into Stockport on February 19th with the 13:03 Hazel Grove - Blackpool service, which was curtailed at Preston. *Nick Clemson*

Units: DMUs and EMUs



▶ Northern's Class 195 128 arrives at Frodsham on March 7th with a Leeds - Chester service. *Brian Battersby*



▶ Chiltern Railway's Class 165 017 approaches Leamington Spa on March 7th with a terminating service. *Paul Godding*

▶ A Leeds - Chester service in the hands of an unknown Northern Class 195 passes a flooded field at Winwick on March 4th, whilst a pylon reflects on life. *Jeff Nicholls*





Units: DMUs and EMUs

▶ Southern's Class 455 817 departs Clapham Jct. on February 29th with a service to London Victoria. *Paul Godding*

▶ Northern's Class 319 369 stands at Wigan North Western on March 5th with a service to Liverpool Lime St. *Mark Enderby*

▶ Merseyrail's Class 508 140, 508 143 and 507 031 are seen at sunny New Brighton on March 1st. *Brian Battersby*





Scotrail



▶ Class 158 733 departs Haymarket on March 11th with the 13:45 to Glenrothes with Thornton.
Barry Longson



▶ Class 334 032 and 334 005 enter Haymarket on March 11th, working the 10:56 Helensburgh Central to Edinburgh Waverley service.
Barry Longson



▶ Class 156 433 stands at the blocks at Glasgow Central awaiting its next turn of duty on March 11th.
Barry Longson



Scotrail



▶ Class 170 432 slows for the Haymarket stop on March 11th working the 11:51 Glenrothes with Thornton to Edinburgh Waverley service.
Barry Longson



▶ Power car No. 43168 stands at Edinburgh Waverley on March 15th on the rear of a service to Aberdeen.
Andy

▶ On March 11th, Scotrail base liveried Class 170 420 slows for the Haymarket stop, while working the 12:08 Arbroath to Edinburgh Waverley service. This is one of several Southern units on loan to Scotrail but remains unbranded.
Barry Longson

West Midlands Metro



▶ Tram No. 32 departs Centenary Square stop running on battery power, heading towards the city centre. *Richard Hargreaves*



▶ Tram No. 17 is seen at the new Town Hall tram stop, March 5th. *Richard Hargreaves*



▶ Tram No. 21 passes Warwick Passage, Birmingham on March 5th with a service to Wolverhampton. *Richard Hargreaves*

Greater Anglia to retain on-train catering on its intercity services on Sundays

Greater Anglia is to retain on-train catering on its Norwich-London intercity services on Sundays, with the provision of an at-seat trolley service, following a review of the company's on-train catering arrangements.

In December, the train operator announced that it would no longer provide catering on some early morning Intercity services on Monday to Saturdays and all day on Sundays, as they were being under-used.

But now the company has decided to provide an at-seat trolley service on all Norwich – London Sunday services from March 15th (except on those Sundays where engineering works are taking place on the Norwich – London line).

A Greater Anglia spokesperson said: "Following a review, we are pleased to be able to confirm that we will continue to provide on-train catering on our intercity services on Sundays. We hope that customers will enjoy the excellent range of refreshments available from the at-seat trolley service and that the opportunity to have a drink and a snack during their journey adds to their experience of travelling by train.

"We continue to provide catering on the majority of our intercity services throughout the week. Our new intercity trains have been built with a café bar, so we can provide a café bar service or an at-seat trolley service or both. We have invested heavily to improve the quality and choice of food and drink outlets at our stations, giving customers even more choice about where and what they choose to buy."

A range of snacks including bacon ciabattas, sandwiches, cakes and pastries, snacks, hot and cold drinks, including fresh Lavazza coffee, wine, beer and spirits - many locally sourced - are on sale from the café bar. There is a full vegan range available too.

The at-seat trolley service offers sandwiches, snacks, hot and cold drinks and wine, beer and spirits.



Fares Advice with RailUK

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

Can I claim Delay repay from more than one TOC ?

Q: I had a first class Advance ticket valid from Glasgow - Accrington. I travelled on the 1840 from Glasgow to Preston (booked to arrive 2056) it arrived 2129.

My 2144 train from Preston to Accrington was cancelled therefore I got the 2157 ended up getting to Accrington 25 minutes late.

As the journey involved Avanti and Northern am I allowed to claim delay repay from both companies ?

A: *No. Delay repay is based on the delay to your journey as a whole. It seems that the late arrival at Preston did NOT delay your whole journey as you had a long connection time there. This means Avanti did not delay your journey. Your Northern service was delayed by over 15 minutes and as such they delayed your journey as a whole. You should claim from Northern for a 15to29 minute delay which is 25% of the total ticket cost.*

Is TfW & Trans-Pennine Conspiring to deprive Avanti of Revenue?

Q: I have just been www.nationalrail.co.uk & put in for a one way journey from Cardiff to Edinburgh departing at 10am. I get a 10.05 TfW service to Crewe (arr. 12.29 & change for 13.09 Avanti to arrive. EDB at 16.18 (6 hours 13 minutes) with a fare of £192.60. (Cross Country comes up as the fare supplier - even though I would not even be on their trains). Next option says depart CDF at 10.51 on TfW for Manchester - arr. 14.13 & change for 14.26 Trans-Pennine Express to Arr.EDB at 17.37 with a fare of £51. (6 hours 46 minutes).

So, what the hell is going on? Are Cross Country setting fares for services that people would not use? Is Transport for Wales & Trans-Pennine Express conspiring to deprive Avanti of revenue? Why is the Transport for Wales fare between Cardiff & Crewe not combined with the separate Avanti fare from Crewe to Edinburgh? Seems to me that people are being induced to use slower services for this long trip because of the fare differential on the through ticket?

A: *Because that's not how the fare system works. If you want to do that, just book those tickets separately, perhaps using Trainsplit or something. The fare being set by XC appears to suggest they expect you'd do Cardiff-Bristol/Cheltenham then Bristol/Cheltenham-Edinburgh, which is probably what most people would do rather than faff about with multiple changes via the WCML.*

It is over 1 hour longer going via Bristol & up to Edinburgh via Newcastle. The quickest & shortest route between Cardiff & Edinburgh is via The Marches (Hereford) to Crewe with 1 change to Avanti to reach Edinburgh. It does not make sense that a company you would never use is setting a fare for a longer route between the Welsh & Scottish capital cities. Many members of the public are not aware of split ticketing and as a result, will go for the cheaper option of changing in Manchester.

Trainsplit.com brings the price down for the 10.05am train (£192.60) to £57 splitting at Crewe So, if we get a combined 'through' ticket price of £51 using TfW & TPE, why can't the system offer a through price of £57 using TfW & Avanti? Why is a Cross Country price coming up on National Rail when this trip is nothing to do with them? I could understand it coming up if say using XC from Cardiff to Birmingham (or Cheltenham) & then changing for another XC train heading to Edinburgh - the long way round via Newcastle. Indeed, you would think that such a routing would undercut the prices offered via the quicker Marches route? Surely, it would be in all of the TOC's interests to offer the lowest fares between 2 points rather than have people be induced to use the split sites? Perhaps they hope that those not in the know will just pay their higher prices? This is not good for the rail industry - or the environment for that matter as the very high fares set by Cross Country for example, just encourage people to drive.

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

Colas Rail's track machine No. DR73905 heading from Westbury to Reading passes Enborne on March 6th. *Michael Bennett*

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 EACH For 5 plus. (Not shown)

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



10+ Price: £25.50 EACH

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Harsco RGH20C Rail Grinder Nos. DR79262 and DR79272 heads through Acton Bridge with the 09:58 Crewe PAD - Carlisle High Wapping Sidings on March 6th. *Nick Clemson*

Network Rail's Plasser & Theurer 09-2X-D-RT Tamper/Liner/DTS No. DR73121 is seen passing Pewsey on March 12th. *Ken Mumford*

Maiden voyage to London for first of Greater Anglia's brand new electric commuter trains

The first of Greater Anglia's new electric trains which will replace the company's old trains used on lines into London from Essex, Cambridge, Hertfordshire and Ipswich has completed its maiden voyage to Liverpool Street. Made by British manufacturer Bombardier, the train successfully completed a test run into Liverpool Street recently. Technicians were checking how the new train interacts with the signalling system. It is one of a series of "network tests" due to take place over coming weeks, to check the train's compatibility with the Greater Anglia network.

It will have to travel over all of the electrified network at least twice in various different conditions. As part of this testing, the train has also been on West Anglia line up to Cambridge and Kings Lynn. On the Great Eastern Main Line, the train has been to Norwich, although the 111 trains Greater Anglia is getting from Bombardier will mainly be used south of Norwich.

Ian McConnell, Greater Anglia franchise and programmes director, said: "We are continuing with our new trains programme during the coronavirus outbreak because we still need to replace all of our old trains. The new trains have much better accessibility features than our existing trains, as well as all the mod cons that 21st rail passengers expect – and more seats. We are very grateful to the drivers, engineers, technicians, depot staff, control staff, the project team and our colleagues in other railway organisations who are coming to work everyday in these worrying times to carry out this important work. We are following all Government guidelines to keep them safe during the coronavirus outbreak while they are at work."

The new trains are all longer with more seats, plug and USB sockets, air conditioning, under floor heating in addition to air conditioning and improved passenger information screens.

They 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.



New trains have to undergo a series of performance and safety tests before they can come into passenger service, starting later this year.

Greater Anglia staff including drivers and station staff also need to be trained to work with the new trains.

The new electric trains are all five or ten carriages – with each carriage longer than carriages on existing trains. The five carriage trains have 544 seats and the ten-carriage trains have 1,145 seats.



Railtalk Magazine

National Rail

◀ Class 59 002 approaches a wet Reading on March 5th with a stone train from Acton.
Richard Hargreaves

The power of 'Quartz' to help Greater Anglia reduce delays

A new rail industry tool will help Greater Anglia to ensure more trains depart on time at stations across its network.

The train operator is using a new piece of software called Quartz – an online programme, commissioned by Network Rail, which helps train operators and their staff to better understand the performance of trains at individual stations and even at individual platforms.

The system filters through thousands of streams of data to quickly and simply present to-the-second punctuality of trains at any chosen station or any chosen platform.

It can even flag to staff when and where issues are occurring – such as a train regularly spending too long at a platform – so that they can take steps to find a solution.

The system uses data that is already being gathered from monitoring points that have long been installed in the railway infrastructure to tell train operators how trains are performing.

The new Quartz software then makes this easily accessible and understandable for anyone and provides a level of detail – down to individual platforms and / or the time of the day – that was not previously possible.

Keith Palmer, Greater Anglia's Head of Performance and Planning, said, "At Greater Anglia our performance team has over 50,000 lines of data coming in from the monitoring system about train performance every single day, with punctuality being reported for every station a train arrives at, passes or leaves, which is built into reports so that the business can see where improvements need to be made.

"Quartz will help us to take this to a new level – making information instantly available in an easy to understand dashboard format so that any member of staff can simply log in and get all the information they need, when they want it, to make meaningful changes at their stations to improve punctuality for the benefit of our passengers."

Greater Anglia has just started to get to grips with the new system but hopes that they will soon see successes in identifying and resolving problem areas to reduce the number of delay minutes experienced by passengers.

The software developers – Amey Consulting – have already used the system to improve performance elsewhere.

At East Croydon station Quartz identified that platforms 3 and 4 were the main causes of delay. Upon further investigation it was found that this was a result of staff being overstretched during the very busy peak hours. As a result, six additional full-time staff were added, resulting in a 40% decrease in daily delay minutes.

Teddy Chadd a Senior Consultant at Amey Consulting said: "I have visited stations all across Greater Anglia's network and I have been hugely impressed with the station staff I have met and their wish to improve their railway and get customers home on time. Everyone I have met is thrilled about the information that Quartz gives them and I am excited to see how Greater Anglia use this tool to reduce delays across their services.

"In the last four weeks alone Quartz has provided a huge wealth of information for performance analysts and station managers alike to delve into and generate improvement ideas. We have seen this type of station-focused performance really make a difference to the way that stations are managed for the passengers elsewhere on the rail network."

Ellie Burrows, Network Rail's route director for Anglia, said: "We all know that a second here and a second there can very quickly add up to a long delay on the rail network. That's why we're using Quartz to identify where time is being lost, second by second, so we can fix these issues and ultimately keep trains on schedule."

Smart way to travel now available from a railway kiosk near you

Photo: Touch-screen smart travel: Thameslink Managing Director Tom Moran tries out the new self-service Key smartcard kiosk. ©TSGN



Thameslink, Great Northern and Southern passengers can now pick up a free, highly convenient reusable Key Smartcard directly from kiosks at 12 of the operators' busiest stations outside London. It takes just two minutes Instead of having to apply online and wait five days for a card to arrive in the post.

As soon as they have a card, passengers can buy and load tickets onto it from a nearby ticket machine, then tap in and go.

Key Smartcards save passengers time and are more secure and robust than paper tickets. They can also automatically identify and generate compensation claims for delays.

The stations with Key Smartcard kiosks are: Eastbourne, Brighton and Worthing on the south coast; Haywards Heath, Horsham and Three Bridges on the Brighton Main Line; and St Neots, Hitchin, Stevenage, Bedford, Luton and St Albans north of London.

Tom Moran, Managing Director for Thameslink and Great Northern, said: "With these new kiosks, we are making it easier for customers to make the switch to the Key Smartcard. Passengers no longer have to wait to have a smartcard delivered to them in the post.

"I am delighted that more of our customers will be able to enjoy the benefits of travelling smart. The Key Smartcard lasts longer than paper tickets, and if lost, can be easily cancelled and replaced with all tickets intact."

Norwich Victoria sidings now in use: the biggest infrastructure project in Greater Anglia history

Greater Anglia has opened new sidings just outside Norwich station to help store its new trains when they're not in service. The sidings are next to the mainline just outside Norwich station. There are four new tracks with enough space to hold up to four 12-carriage trains. The first Greater Anglia train to use the new facility entered the sidings on Tuesday March 3rd. Greater Anglia is replacing all of its old trains with 169 brand-new state of the art trains and the new sidings create extra space to keep them - which is needed as there are more carriages in the fleet as a result of the £1.4 billion new trains investment programme. Greater Anglia directly managed the project, in the franchise's biggest infrastructure scheme to date, with the company's project management, engineering and commercial teams delivering the works, alongside principal contractor Keltbray. The project was also carried out in close collaboration with Network Rail's Asset Protection team.

Ian McConnell, Greater Anglia franchise and programmes director, said: "It was great to see the first train enter Norwich Victoria sidings. These sidings will help us to improve the reliability of our service and make maintenance and cleaning of our trains much easier."

The design and build contract took just over nine months to complete, starting in May 2019 with construction works being completed over the weekend of 29 February - 1 March. During the project, old sidings were removed, the site was re-levelled and four new tracks were installed. Three new sets of points were installed and an existing set of points on the mainline at the entrance to the sidings underwent heavy maintenance, to be brought back into use for the first time in 15 years.



Over Christmas and January, new overhead line structures and wires were installed. The project also included associated signalling works, such as moving the exit signal, upgrading an adjacent mainline signal and other related works. In addition to the sidings, a new shunter's cabin has been provided, as well as drivers' walkways with bollard lighting and CCTV. A new compound area with three parking spaces and an

accommodation building with an office for the site security and welfare facilities for drivers and shunters has been created next to the sidings.

As part of the wider investment programme to prepare the network for its new trains, Greater Anglia has also been redeveloping its Crown Point train maintenance depot and has recommissioned the Wensum sidings adjacent to the depot. The retention of train servicing facilities for maintenance, repair, cleaning and stabling of trains in Norwich is good news for the local economy in Norfolk, as it means those jobs, resources and local support services linked to train maintenance are retained in the city.

Cricklewood's heritage honoured with colourful mural at Thameslink station



A colourful new mural at Thameslink's Cricklewood station is honouring the area's rich heritage.

The eye-catching imagery of Handley Page biplanes on the walkway up to platform one was created by Cricklewood-based artist Alistair Lambert. The idea for the mural was put forward by the NorthWestTwo Residents' Association and funded through Govia Thameslink Railway's Passenger Benefit Fund, set up

to provide tangible benefits to passengers across the train operator's network.

Frederick Handley Page went down in history for his pioneering role in aviation. He founded the first British public company to build aircraft in 1909 and he established a factory in Cricklewood in 1912. After the First World War, for a few years, Cricklewood was home to one of the very first commercial airlines in the world.

By converting the large biplanes developed during the Great War, Handley Page Air Services flew passengers and post between Cricklewood and Paris. These amazing machines, with wing spans of one hundred feet were built in Cricklewood at the same site that they flew from, not far up Claremont Road from where Cricklewood station still stands.

The pilots were out in the open air with their flying goggles on whilst the passengers enjoyed the luxury inside of wicker chairs and spectacular views that few had ever seen before.

Alistair said: "I wanted to capture something of the hope and excitement of those early interwar years. Nowadays flying is a luxury we take for granted and continue at our planet's peril, but back then the sky was the limit and Cricklewood was there at the very start of it."

Thameslink's Radlett to Cricklewood Station Manager Marc Asamoah said: "Local residents take huge pride in their station here at Cricklewood and it's wonderful to see their ideas being brought to life. The new mural has been admired by all who use the station and has generated much interest."

NorthWestTwo Residents' Association Secretary Marie Hancock said: "We're delighted to work with Alistair to celebrate Cricklewood's rich heritage and at the same time, enhance the station environment. This is the first of several projects being delivered at the station thanks to the Passenger Benefit Fund."

At the mural unveiling on March 5th, former Handley Page employee Alan Dowsett made a special trip from his home in Epping to see the piece of artwork. Alan, 79, said: "I'm very impressed with the mural. Handley Page was a good place to work; it was like a big family. Old employees still keep in touch."

Cricklewood's station partners Cricklewood Town Team have done plenty to enhance the station in the past, including planting at the entrance to the station and the display of 30 welcome signs in different languages. The group's future plans include a garden area on platform one, which the residents' association plans to complement with a sculpture and seating. The Town Team are also looking to install a series of history panels in the waiting shelter on platform one, also linking with the Handley Page mural.



Railtalk Magazine

National Rail

Key railway workers enable 370,000 tonnes of vital food, medicine and other supplies to be moved in a week

During the last week of March alone, key workers from Network Rail enabled more than 370,000 tonnes of freight to be moved between west London and Cornwall and into and across Wales to support the economy, the NHS, petrol at the pumps and

The amount of food being moved on the railway by freight across Wales and between west London and Cornwall this week has increased by 20%.

It has been possible to meet this demand thanks to dedication of Network Rail teams who have continued to work as they are listed as key workers by the Government and the help of passengers who have taken advice of only to travel when it is essential.



Mark Langman, managing director for Network Rail's Wales and Western region, said: "I am

food in shops.

Network Rail teams have kept the railway open throughout the coronavirus outbreak and have put steps in place to ensure key workers can get to their critical jobs and to move thousands of tonnes of vital supplies by freight.

A reduced passenger timetable was introduced on Monday so a reliable service would be in operation to get key workers, such as NHS staff, to work while allowing more freight trains to run to meet demand.

Of the 370,000 freight tonnes being moved this week it includes 1,200 tonnes every day of food and medicine for shops, 2,000 tonnes every day of tinsplate from Llanelli to create food cans and petroleum products from south Wales to keep the railway's vital supply chain moving.

Another vital service that has been maintained is the removal of household waste from major cities including London.

incredibly proud of the role Network Rail teams have played in keeping our railway open for key workers and critical freight supplies.

"Without them we wouldn't have been able to help the NHS or other emergency staff get to their places of work and we wouldn't have been able to help keep power stations going, petrol at the pumps, medicines available and vital supplies in our shops.

"It has been a challenge particularly operating and maintaining the railway where colleagues are required in the work place. We have had to reduce some of our work to prioritise vital supplies and key workers. We are working closely with government and transport partners and will continue to do so."



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

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

EMR power car No. 43050 leads a Nottingham - London St. Pancras service through East Midlands Parkway on March 7th. *John Alsop*



Shocking image shows young boys risking their lives taking photos at Cambridgeshire level crossing

Three young boys have been spotted risking their lives as they take photos at a level crossing in March on the busy Ely to Peterborough rail line.

The boys are completely oblivious to the dangers as they set up a tripod to take photos on the tracks. Passenger services are still running on this line and this is a busy freight route for the many ports in the Anglia region. Freight trains travel up to 100mph and over the last few weeks the number of freight services have increased to transport goods up and down the country.

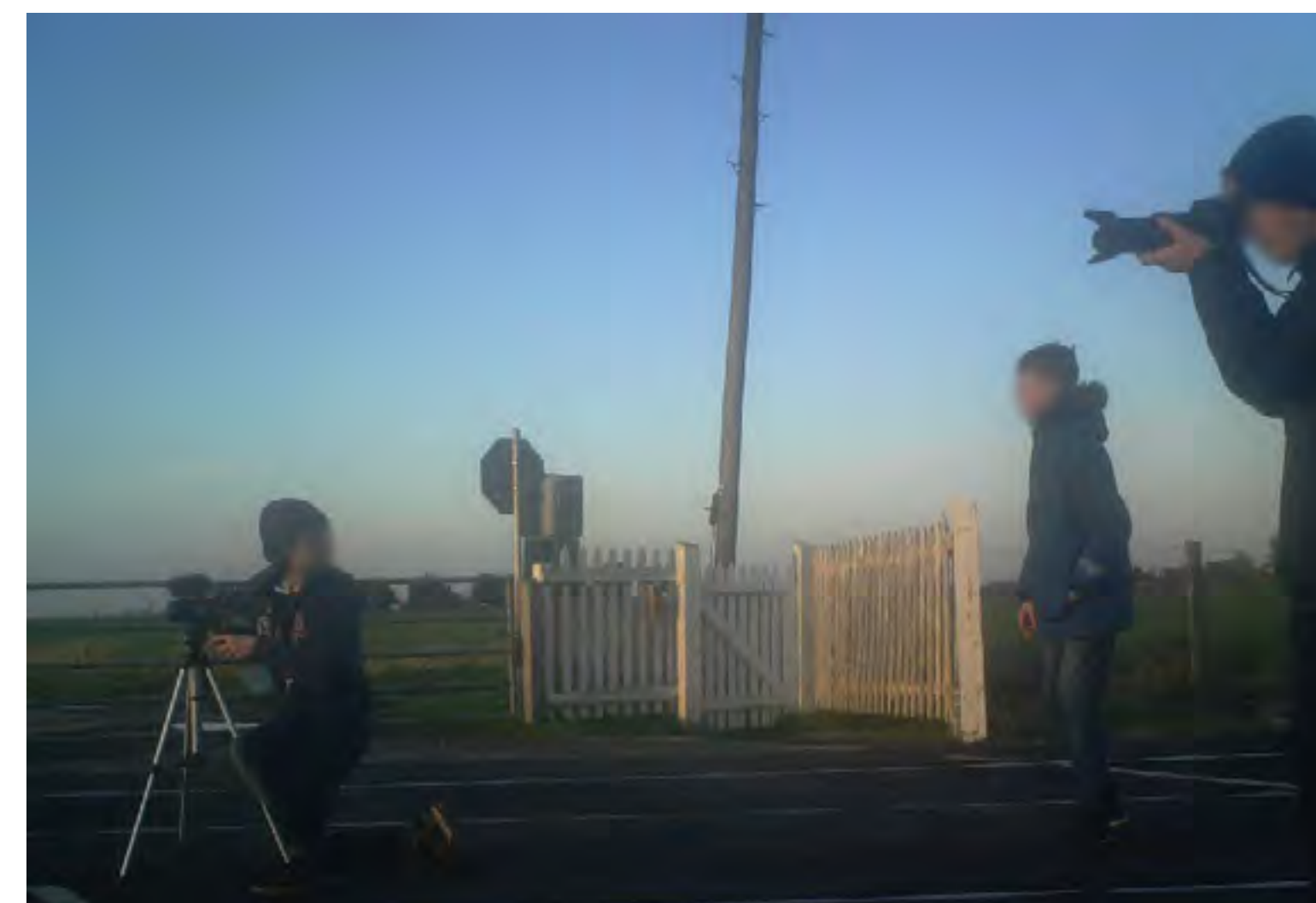
Parents and carers are being urged to hammer home the railway safety message – ‘keep off the tracks’ now schools are closed. Data shows that trespass incidents rise during the school holidays so children may be tempted to trespass or take a shortcut across the railway lines.

More than 1,800 trespass incidents occurred on Anglia’s rail network last year. Nationally, more than 13,500 trespass incidents occur on the rail network each year, a quarter of which involve youths.

Becky Crocker, Network Rail’s community safety manager for Anglia, said: “There are so many dangers on the railway, so it’s truly shocking to see these young boys risking their lives like this for a photo. This is a busy line and we are running more freight services to transport goods around the country right now.

“I urge all parents to please talk to your children, access our free school railway safety lessons and help us to help protect young people. Taking risks on and around the railway nearly always results in horrendous consequences for everyone.”

With the early closure of schools, parents have the opportunity to sign up for free online tutorials of the You Vs Train railway safety lessons, which are normally broadcast into schools via the rail industry’s educational partner LearnLive; visit <https://learnliveuk.com/trespass-awareness-week/> for more details.



Now owned by LSL, Class 87 002 ‘Royal Sovereign’ which is back in InterCity livery was found stabled at the Horse Landing at Crewe on March 13th. *Lee Stanford*

Four stations on Southern and Thameslink routes in the South to benefit from Network Rail-delivered accessibility improvements

Four stations on Network Rail's Sussex Route, served by Southern and Thameslink, are to benefit from new Access for All funding announced in the recent budget. Southern stations at East Grinstead, Eridge and South Croydon and Thameslink's Tooting station will gain accessible improvements, delivered by Network Rail. In addition, Thameslink's Flitwick station, near Bedford, will also be made accessible.

Network Rail's Investment Director for Southern Region, Paul Harwood, said: "This is great news for passengers and we are looking forward to working with Southern and Thameslink to deliver these schemes. We know there is a long way to go to create a fully accessible railway but travelling by train should be for everyone and we are committed to making it as easy as possible for all our passengers."

"We play an important role in local communities and look forward to working with local stakeholder groups as we develop plans for each scheme."

Christiane Link, Head of Accessibility for Southern and Thameslink, said: "We want everyone to be able to use our rail network as independently as possible. We are delighted that this funding for step-free access has been granted. This will make rail travel easier for disabled people, people with heavy luggage and those with baby buggies. We will now work closely with Network Rail and our community stakeholders to help develop schemes for each of these stations."

The next step will be to develop options for the various sites, which will then allow final costs and timescales to be estimated.

The four stations were part of a wider £50m investment in Access for All schemes across the country, including nearby Motspur Park in South West London.



Forth Bridge walks move a step closer with planning success

Plans for a Forth Bridge visitor centre and bridge walk experience moved a step closer to reality with Network Rail's proposals gaining planning permission from City of Edinburgh Council.

Network Rail submitted its proposals for the new hub at the iconic Forth Bridge – which is celebrating its 130th anniversary today – to the council last September.

Under the plans, the public will be able to access the world-famous structure and explore its heritage as well as the outstanding views from 367 ft (110m) above sea level.

The proposals will see construction of a bridge walk and reception hub on the south side of the UNESCO World Heritage site, which will be used for preparing those heading out on the bridge walk as well as providing an access point to the structure.

Groups of between 12 and 15 people will put on safety harnesses before being led out onto the bridge's south cantilever, walking up to a viewing point at the top using walkways built into the structure.

Up to three groups an hour will be permitted on the bridge, with each tour expected to last around two and a half hours.

It is estimated the bridge walk experience could attract around 85,000 visitors, bringing real benefits to the local community and creating around 35-40 jobs.

Longer-term plans to create visitor facilities at the north end of the bridge are also under development and could see future access to the top of the north cantilever, via a lift.

"The bridge walk experience will offer the public a unique and memorable visit to one of Scotland's most loved structures and bring extra tourists to the town."



Alan Ross, Network Rail Scotland's director of engineering and asset management, said: "We are pleased to have secured planning consent for the project."

"We are fully committed to working with the people of Queensferry to deliver our plans sensitively and with as little disruption as possible."



Network Rail announces new measures to support retailers and tenants

Network Rail has announced swift and significant measures aimed at supporting retailers in Britain's busiest and biggest stations, and small business tenants across their commercial estate, as the Coronavirus (COVID-19) pandemic begins to severely impact trading.

With immediate effect, Network Rail is cancelling all first quarter (25th March – 23rd June 2020) rent payments due from tenants in their commercial estate portfolio, providing significant relief for small businesses who are worried about the impact of the virus on their footfall.

Further, Network Rail will cancel all base rent payments for retailers in our managed stations for the first quarter of the new financial year (April-June 2020)*. Removing base rent payments for an entire quarter will help retailers during this tough time.



National Rail

Acquired for OHL testing purposes, former LNER stalwarts Class 91 122 and 91 128 stand back to back near the Horse Landing at Crewe awaiting their next movement on March 13th.
Lee Stanford

David Biggs, managing director for Network Rail Property, said: "We work in partnership with retailers and tenants to provide positive experiences for passengers and communities. In challenging times, it is important we step up to the plate and show our partners they are valued, and we are ready and willing to help. That is why we have taken this decisive action today.

"We also understand more support may be required as this situation develops. We will continue to liaise with central Government and will keep speaking with our retailers and tenants about how we can assist further."

Network Rail has written to all its retailers and small business tenants to make them aware of the new measures to support business.

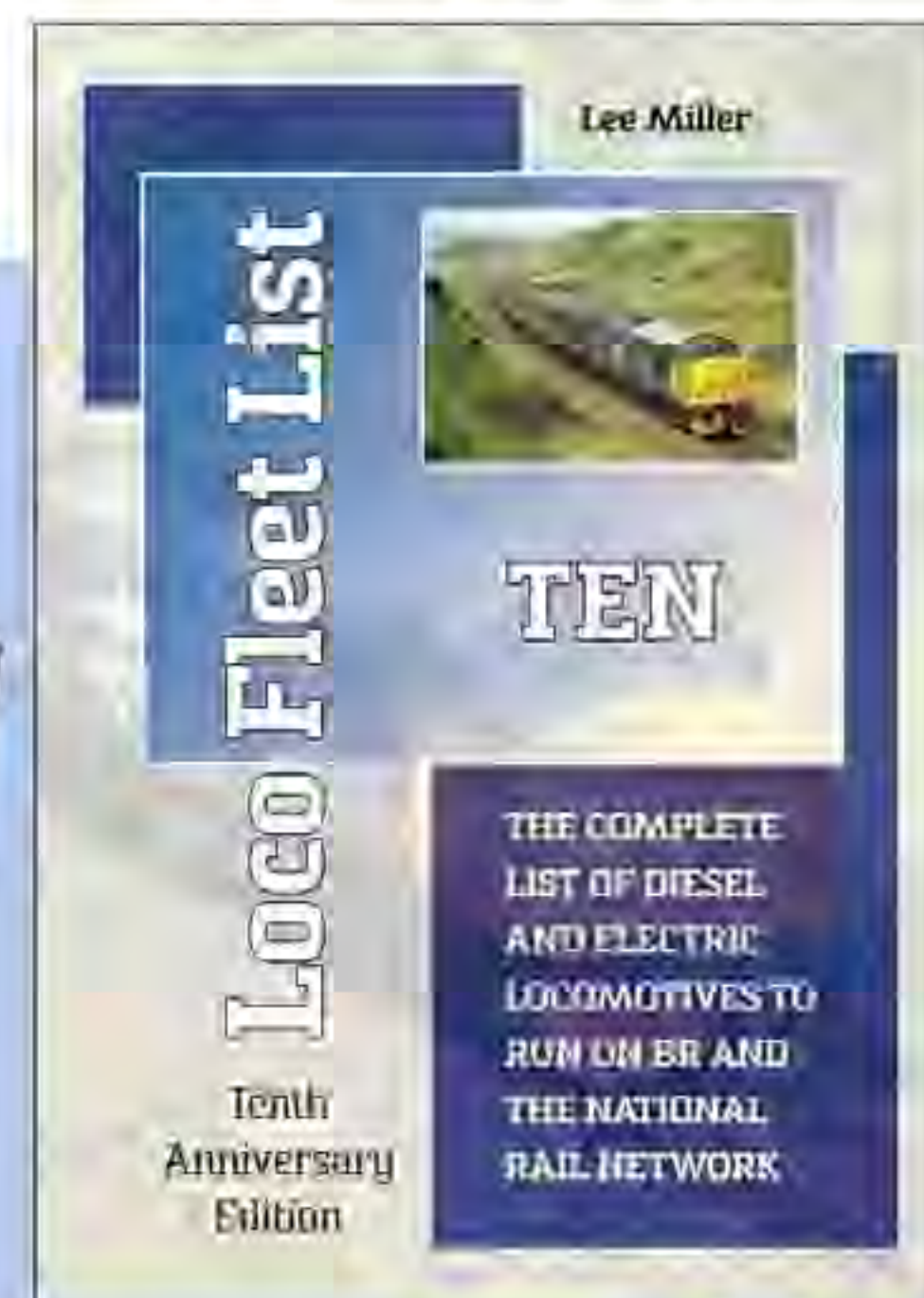
Loco Fleet List Ten

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.



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Goodrington Halt Events

On July 9th 1928, Goodrington Halt opened, but just 10 weeks later it was renamed - Goodrington Sands Halt.

Only one platform was provided on the 'up' side.

During July 1930 a new 'down' platform was added and the double line was extended southwards

During the 1930s it was proposed additional sidings and a turntable to eliminating the need to send stock to Newton Abbot for stabling, but the coming of WW2 caused this work to be postponed.

In 1956-57, the above pre-war development went ahead because of part of the finance for the 'BR Modernisation Plan'.

The siding behind the 'up' platform was turned into a loop with four additional carriage sidings put next to it.

Beyond that two further roads leading to a 65ft turntable, an inspection pit, a water tank and a mess room.

Halt had a booking office on a new road bridge with stairways giving access to the platforms.

In the early 1960s the Turntable was made redundant! but stayed at Goodrington until moved to Churston for use by the local preserved railway.

On June 8th 1980, the locomotive servicing area goes back to waste ground, but the carriage sidings continued for quite some time.

But this area (once known as 'Happy Valley') became redundant with loco-hauled and holiday trains, although in 1998-99 the sidings were used for stone train unloading, with the sidings relaid plus a loop next to the halt linked to branch again.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



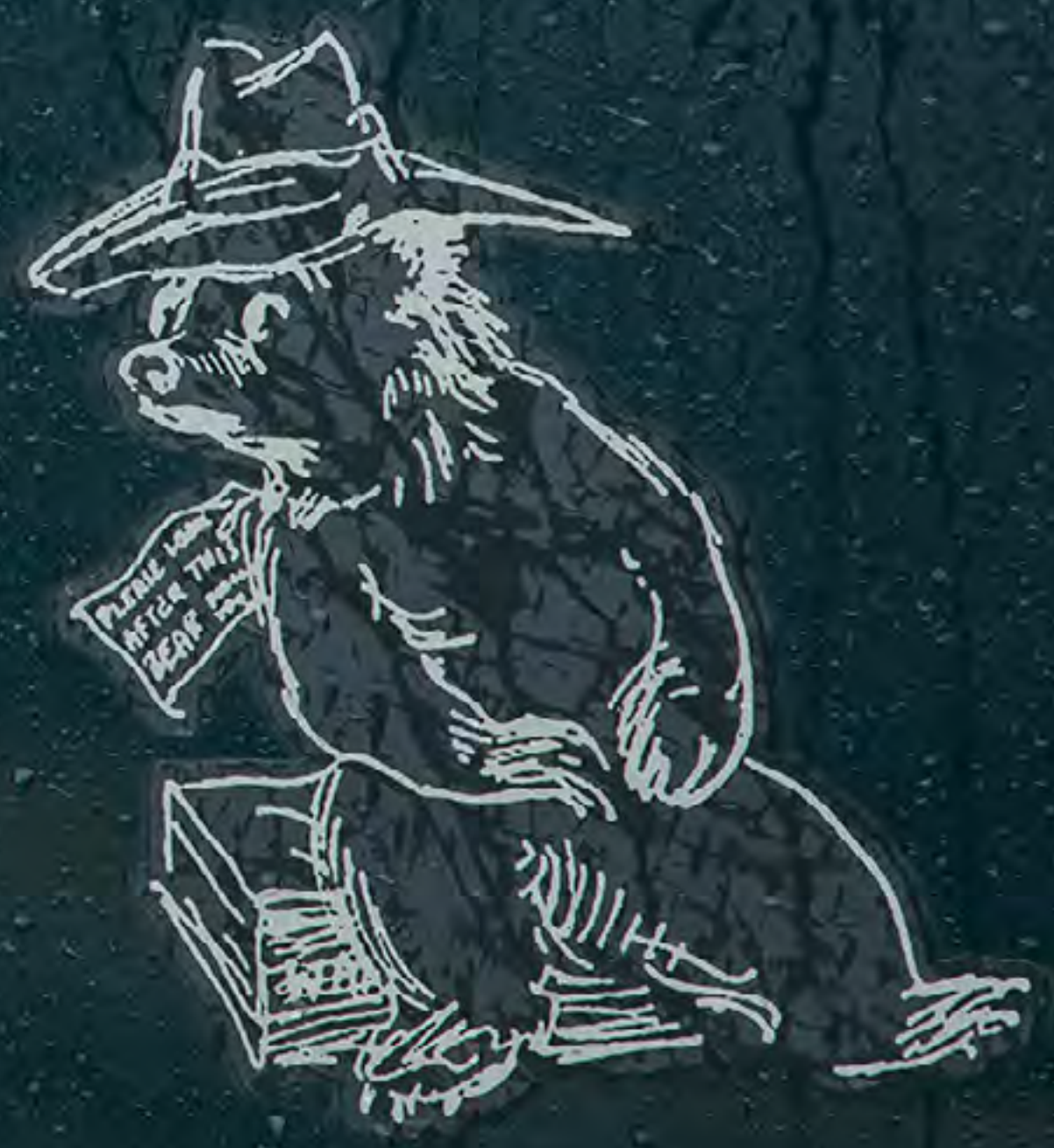
Railtalk Magazine

National Rail

◀ Class 59 005 is seen near Newbury on March 5th with a Merehead to Colnbrook working.
Michael Bennett



Michael Bond



A Different View

▶ On March 5th, Class 800 010 stands at Reading bearing the name of Paddington's creator.
Richard Hargreaves

▶ On March 8th, the tender of Black 5 No. 45212 is wreathed in steam as the loco waits at Ingrow, with an afternoon shuttle service from Keighley.
Ben Bucki

▶ An odd collection of luggage is seen on the station at Swanage, March 13th. *Ken Mumford*







Preserved Railways

East Lancs Railway

▶ A late addition to the line up for the Steam Gala was GWR No. 6412, on loan from the South Devon Railway. Here the auto-fitted Pannier tank is seen on the outskirts of Bury with a train from Heywood on the first day of the gala, March 6th. *Jeff Nicholls*

▶ No. 32 'Gothenburg' is seen about to depart Ramsbottom with a service to Bury. *Steve Stepney*

▶ BR Class 4MT No. 80097 departs Irwell Vale station on March 8th with a Rawtenstall bound service. *Alan Naylor*





Preserved Railways

East Lancs Railway

▶ BR Class 5MT No. 44871 approaches Irwell Vale station on March 8th with a Bury bound service. *Alan Naylor*

▶ For many people the highlight of the Spring Steam Gala was the pairing of two former Lancashire & Yorkshire locos. Nos. 51456 leads 52345 out of Irwell Vale en route for Rawtenstall on March 6th. *Jeff Nicholls*

▶ On March 6th, L&Y Class 27 (3F) 0-6-0 No. 52322 running as long lost classmate No. 52345 powers through Summerseat working the 10:30 Bury to Rawtenstall service. *Barry Longson*





Preserved Railways

East Lancs Railway

▶ On March 6th, ex 0-6-0 Austerity conversion No. 2890 takes on the guise of L&Y Class 27 No. 52322 as she crosses Roch viaduct working hard upgrade towards Heywood with the 12:20 from Bury. *Barry Longson*

▶ Masquerading as No. 52345, the real 52322, storms out of Ramsbottom bound for Rawtenstall on March 6th. *Jeff Nicholls*

▶ GWR Class 6400 Pannier Tank No. 6412 passes through Irwell Vale station on March 8th. *Alan Naylor*





Preserved Railways

East Lancs Railway

▶ BR Standard 4MT 2-6-4T No. 80097 and GWR 6400 Class 0-6-0 No. 6412 combine their power as they cross Brooksbottom viaduct on March 6th working the 11:30 Bury to Rawtenstall service. *Barry Longson*

▶ On March 6th, former Lancashire & Yorkshire locos. Nos. 51456 and 52345 have just arrived at Bury and are about to run light engine to the shed for water. *Steve Stepney*





Preserved Railways

East Lancs Railway

- ▶ Only recently returned to steam after a long absence, L&Y tank No. 51456 heads across Brooksbottom Viaduct on a sunny March 6th. Mercifully, the house on the left hides Thomas liveried 'Gothenburg' which was on the rear of the train! *Jeff Nicholls*
- ▶ On March 7th, GWR 64XX Class 0-6-0PT No. 6412 departs Burrs Country Park with the 14:30 Bury to Rawtenstall service. *Ken Abram*











Preserved Railways

Swanage Railway

▶ Devon Belle Observation Car No. 14 is seen stabled in the station at Swanage. *Ken Mumford*



▶▶ Class 33s Nos. D6515 and 33 111 are seen idle at Swanage on March 13th. *Ken Mumford*







TENDER TANK FOR NO. 2007 PRINCE OF WALES DELIVERED TO DARLINGTON LOCOMOTIVE WORKS

Donations and pledges toward the construction of Britain's most powerful steam locomotive passes 70% of required £5m

The project to build Britain's most powerful express passenger steam locomotive has announced that the tender tank for new Gresley class P2 No. 2007 Prince of Wales has been delivered to its Darlington Locomotive Works (DLW). The tender tank was manufactured by North View Engineering Solutions (NVES) of Darlington and was recently grit blasted at MIS North East of Peterlee. In addition, the tender frames, currently under construction by I D Howitt of Crofton are now structurally complete and the four tender wheelsets have been painted. The A1 Steam Locomotive Trust's financial appeal to raise £450,000 through The Tender Club has also already raised over £116,000, which means that over 70% of the required £5m to complete the new locomotive has either been either donated or pledged.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at DLW over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The construction of the new 60-ton tender has made significant progress over the past few months at four different sites across the UK. All four wheelsets were assembled – using eight 4ft 2in wheels cast by the Trust's principal sponsor William Cook Cast Products Ltd of Sheffield - by South Devon Railway Engineering at Buckfastleigh and delivered to DLW in September 2019. Since their arrival, the wheels have been filled, painted and polished in preparation for the fitting of their roller bearings.

Work on the tender frames continues at ID Howitt using axlebox and other castings also produced by William Cook Cast Products. I D Howitt is making good progress with machining the tender horn blocks and the first pair have been trial fitted to the frames. The completed tender frames are scheduled to be delivered to DLW in spring 2020.

Having been trial fitted to the frames, the tender tank base plate was returned to NVES who made rapid progress in erecting the coal slope and washplates (which prevent the water surging in the tender when moving). All four tender sides were then fitted and the Trust's specialist contractor Ian Matthews blacksmithed the curved sections of the two inch half round beading - part of the 160 feet produced by DLW volunteers over the past three years.

The completed tender tank was delivered to DLW and was unloaded from the wagon using the Trust's lifting jacks inside the works and then lowered onto the Trust's newly acquired accommodation bogies once the wagon had gone. The tender tank will remain inside the works whilst Ian Matthews fills, primes and undercoats it - at which time it can be sheeted over and parked outside until the arrival of the tender frames from Crofton.

If the project is to remain on schedule to complete No. 2007 Prince of Wales within the next three years, the Trust needs to have united the tender frames and tank during spring 2020. The Trust established The Tender Club in April 2019 to fund the construction No. 2007's tender. The aim of The Tender Club is to raise £450,000 from 250 supporters each donating £1,500 (plus Gift Aid) to the project in up to 15 payments of £100 by standing order.

In return for supporting this appeal, special benefits for members of The Tender Club include:

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times (DLW is currently closed to visitors due to the coronavirus)
- Opportunity to buy exclusive Tender Club badge
- Opportunity to join one of the teams building No. 2007



First choice of other components to sponsor

- Special Supporters' day with Tornado
 - Special limited-edition print of Stephen Bainbridge's 'Locomotives of the Future' painting
- The Tender Club has already attracted 62 members who have generously donated over £116,000.

The tender for No. 2007 Prince of Wales is based closely on the tender built for A1 class No. 60163 Tornado. The original P2 tenders were to the 1930s non-corridor design built for the new A3 Pacifics being built at that time. The water capacity of the original design was 5,000 gallons, which at a typical consumption of 45 gallons per mile would provide a range between water stops of 80 miles (with as safety margin). The tender for Tornado was re-designed to increase the water capacity to 6,250 gallons which increases the range to about 110 miles. The additional water capacity is at the expense of a reduction in coal capacity from 9 tons to 7½ tons.

...../continued on next page





TENDER TANK FOR NO. 2007 PRINCE OF WALES DELIVERED TO DARLINGTON LOCOMOTIVE WORKS

...../from previous page

The tender tank is a fully welded structure made from weathering steel (as used on motorway bridges and the Angel of the North) to provide improved resistance to corrosion. The main visible differences with the new tender, when compared to that of Tornado, will be the curving inwards of the side sheets at the front to match the shape of the cab sides, and the extensive use of half round beading along the front and top of the sides and the top of the back of the tank.

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

- Frames: engine's frames substantially complete and cab & and cab side & spectacle window frames fitted
- Cylinders & valves: 3D CAD design of the cylinder block and valve gear substantially complete
- Smokebox & 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; boiler order placed with DB Meiningen for delivery in July 2021; foundation ring forgings and regulator castings despatched to Meiningen
- Fittings: many non-ferrous fittings are being cast and machined
- Brakes: work well advanced on manufacture of brake rigging and spring gear well underway
- Wheelsets: crank axle re-designed to comply with modern standards and manufactured; all engine wheelsets complete and fitted to engine
- Motion: all heavy motion ordered from order with Stephenson Engineering Ltd of Atherton, Manchester; first four 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 design and manufacture of electrical system; battery boxes approaching completion, belt driven tender alternator nearing completion; turbine wheel for steam turbo alternator manufactured
- Tender: frames being assembled by ID Howitt at Crofton; tank construction completed by North View Engineering Solutions in Darlington and delivered to DLW; wheelsets returned from South Devon Railway Engineering to DLW
- Finishing: nameplates and chime whistle delivered
- Over £2.1m spent, £2.7m raised and £3.5m pledged of the required £5m.

In 2020, 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: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3.5m has now been donated or pledged – 70% of the required £5m. "We recently turned our attention to the tender which is now our major manufacturing challenge. Significant progress has been made with all three key parts of the tender – the wheelsets, the frames and the tender tank. We now need to raise a further £334,000 through The Tender Club over the next few months. This will allow us to remain on-track for completion of the new locomotive within the next three years. We are following Government guidelines with regards to the coronavirus and whilst our office-based staff are now working from home, our workshop staff are continuing to work at Darlington Locomotive Works where they are taking all necessary precautions. However, as many of our supporters and volunteers are from vulnerable groups, the works is currently closed to non-essential staff.

"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Tender Club or a 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board!"

Photos: © Daniela Filova/A1SLT



Preserved Railways

Keighley and Worth Valley Railway

▶ USA Class S160 No. 5820 departs Oakworth station on March 6th. *Alan Naylor*

▶ GWR Class 5101 No. 4144 departs Oakworth on March 6th with a service for Oxenhope. *Alan Naylor*

▶ BR Class 6P (5XP) No. 45596 'Bahamas' climbs Oakworth bank on March 6th. *Alan Naylor*









Preserved Railways

Keighley and Worth Valley Railway

▶ During the winter steam gala, No. 45596 'Bahamas' arrives at Damems with a midday train for Oxenhope. *Ben Bucki*

▶ Visiting GWR Large Prairie No. 4144 (from Didcot) kicked things off on March 6th with the demonstration freight train from Keighley to Oxenhope, and is seen climbing out of Keighley. *Ben Bucki*

▶ At the winter steam gala, whilst attention focused on the steam fleet, each day also saw the use of one of the diesel shunters which are based on the line. With Keighley - Ingrow - Keighley shuttle services running throughout each day, the R&H shunter James (which belongs to the Bahamas Locomotive Society) was used to shunt and release the steam locomotive, marshalling the train ready for the return journey. 'James', was built by R&H in 1959 for the Stewarts and Lloyd Steelworks in Bilston, has been in the care of the BLS since the 1980s. *Ben Bucki*













Preserved Railways

Keighley and Worth Valley Railway

▶ On March 24th, the rebuilding of the life-expired Bridge 11 at Ingrow was making good progress, when the Government restrictions on movement for Coronavirus came into effect. The hard-working engineer teams spent the day securing the work site and retrieving their equipment.

▶ Class 20 031 and 08 993 'Ashburnham' were in attendance as works locomotives, with the Bahamas Locomotive Society Cravens crane, and a visiting Emsley road crane, lifting the new components into place. By the close of play in the afternoon, the main deck beams were in place when the work site was cleared of equipment and personnel. *Ben Bucki*





The A1 Steam Locomotive Trust
New Steam for the Main Line

STEVE DAVIES MBE APPOINTED AS CHAIRMAN THE A1 STEAM LOCOMOTIVE TRUST

The A1 Steam Locomotive Trust - the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado and is currently building Britain's most powerful steam locomotive No. 2007 Prince of Wales - is delighted to announce that Steve Davies MBE has been appointed as Chairman.

A former Colonel in the British Army, Steve has been a lifelong railway enthusiast, and is involved in a significant number of heritage railway projects both on a professional and voluntary basis. His Army career saw him serve in a wide variety of countries, many on operations. He rose to become the Commanding Officer of his Regiment.

Steve enjoyed two tours in the Ministry of Defence in London engaged at the military/political strategic level, and his final military appointment was as Chief of Staff of a Division with responsibility for military planning across almost half of the UK. It was whilst on secondment to the Republic of Sierra Leone Armed Forces that he exercised his personal initiative to create the Country's National Railway Museum, in close cooperation with His Excellency President Kabbah, which continues to thrive today and with which he remains closely associated as President of the British Charity The Friends of The Sierra Leone National Railway Museum.

On retirement from the Army, Steve subsequently served as Director of the Museum of Science and Industry in Manchester – site of the world's oldest surviving railway terminus (circa 1830) – then as Director of the National Railway Museum in York, during which time he devised, negotiated and implemented the repatriation of class A4 Pacifics No. 60008 Dwight D. Eisenhower and No. 4489 Dominion of Canada from North America to take part in an award-winning exhibition marking the 75th anniversary of No. 4468 Mallard achieving the World Record for Steam Traction of 126 mph.

Steve, who lives in North Yorkshire, is the Founder and Managing Director of The International Railway Heritage Consultancy Limited which provides a one-stop-shop for railway heritage organisations internationally, in order that they might access the skills they need to support their respective operations. Amongst its many projects, Steve's company is supporting - Pro Bono – the extension of the Bala Lake Railway, and was heavily involved in planning and delivering a Channel 4 TV programme focusing on carriage restoration. Last year he advised the government of Nigeria on improving the Railway Museum in Lagos, including an assessment of the potential to return British-built 'River Class' 2-8-2s to working order for main line use. Steve joined the Board of Trustees of The A1 Steam Locomotive Trust in October 2019.

Commenting on his appointment, Steve said:

"It's a great honour be appointed chairman of The A1 Steam Locomotive Trust. I've worked closely with the organisation for many years and was delighted to welcome Their Royal Highnesses The Prince of Wales and The Duchess of Cornwall on board The Royal Train to the Museum of Science & Industry in Manchester, hauled by Tornado, on my final day as Director. I look forward to working with the other Trustees, Staff, Volunteers and Supporters to deliver on the Trust's promises – keeping No. 60163 Tornado operating successfully on the main line, completing the construction of No. 2007 Prince of Wales, starting work on Gresley class V4 No. 3403, and expanding the Trust's base in Darlington. I have always been attracted to exciting, ambitious and very professionally delivered projects and organisations, and in that respect, I know I am going to feel very much at home with The A1 Steam Locomotive Trust.

"I have been a lifelong railway enthusiast and enjoyed the privilege of growing up in the 1960s in Darwen in the industrial heartland of Lancashire, bearing witness to the final years of main line steam. My grandfather was a driver at Lower Darwen Shed (24D) and I undoubtedly derived much of my interest and passion for the subject from him. My subsequent Army career also provided me with the opportunity to explore railways at an international level, and fond recollections of cabbing locos in the Berlin area during the final days of Deutsche Reichsbahn steam, discovering working steam in former Yugoslavia, and establishing the now-thriving National Railway Museum of Sierra Leone, are never far from my mind.

"Subsequently I became Director of the National Railway Museum and was lucky to be able to make a contribution to the gathering of all six surviving A4s to commemorate Mallard's epic world speed record for steam traction, bringing considerable pleasure to many. I am, therefore, by nature attracted to prestigious and ambitious projects, which is why I am so thrilled to have been invited to become Chairman as I cannot think of any other organisation in British – nay, international – railway heritage whose objectives, excitement, uniqueness, prestige and ability to deliver precisely what our covenantors donate their hard-earned cash for, can match what we stand for and achieve. Thirty years ago, we were looked on as an oddity. Now we represent steam's best hope of still operating on the main line thirty years from now.

"There is something exhilarating and reassuring in equal measure in building brand-new steam locomotives, designed from the outset to be compatible with the contemporary railway network, and our business model is stable, sustainable and efficient thanks to the money we receive from our supporters, and the long hours given to our organisation by our many volunteers.

"These are challenging times for the whole of our country and railway heritage is not immune from the privations of an increasingly difficult economic situation. I and my Council colleagues are already taking the necessary steps to protect the Trust from the worst effects of the situation, and I believe that we are well placed to weather the storm. But I would be doing you a disservice if I gave the impression that it will be easy – it won't be. Your continued support will give us the resources and thinking time we need to steer the ship through these choppy waters; better still – and I know these are difficult times financially – perhaps this is the moment to make that extra contribution you may have been putting off for another time?"

The Board of Trustees, The A1 Steam Locomotive Trust, added:

"We are delighted announce the appointment of Steve Davies MBE as the Trust's fourth Chairman. Steve is an internationally recognised and respected leader in the world of heritage railways and we are honoured that he has agreed to serve as Chairman of The A1 Steam Locomotive Trust. Steve's vast knowledge and experience will help us to continue to transform our organisation as we move towards the completion and operation of our second new main line steam locomotive, the commencement of the project to build our third, and the development of our facilities in Darlington."



Preserved Railways

Mid Hants Railway

▶ On March 15th, Urie S15 No. 506 is seen at Ropley with the 11:15 Alton to Arlesford service.
David Lindsell

▶ Class No. D8059 working the 13:00 Alton to Alresford service passes Class 47 579 at Ropley on March 15th.
David Lindsell

▶ Out of boiler ticket 9F No. 92212 stands in Ropley Yard on March 15th alongside 2MT No. 41312.
David Lindsell







Preserved Railways

National Railway Museum York

▶ HST power car No. W43002 is seen in the main hall on March 11th. *Mark Enderby*

▶ Pioneer Class 40 No. D200 is seen on display in the main hall. *Mark Enderby*

▶ Built in 1829, and described as one of the UK's most historically significant objects. The original 'Rocket' is seen at the museum on March 11th. *Mark Enderby*







From the Archives



Pioneer Pacer Class 142 001, in so-called 'Jaffa Cake' livery, is photographed at Manchester Victoria on February 8th 2009. *Jeff Nicholls*



Class 47 817 and 47 375 are seen at Tinsley open day on April 27th 1996. *Brian Battersby*



Class 73 106 is seen on display at Crewe during an open day on October 15th 1995. *John Sloane*





From the Archives



Class 47 134 is seen passing Abbey Foregate with an Albion Gulf Oil Terminal - Waterston tank train on July 29th 1983. *Keith Davies*



Class 37 201 with empty steel wagons, stands at Warrington Bnk Quay, heading to Ravenscraig. *Brian Battersby*



Class 90 128 'vrachtverbinding' is seen at Crewe Electric Depot on October 15th 1995. *John Sloane*

