

Railtalk Magazine

Issue 114 | March 2016 | ISSN 1756 - 5030



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Issue 114
March 2016
ISSN 1756 - 5030

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

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Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 114 and your monthly roundup from across the UK.

Welcome to March's magazine and who would have thought that February would have been so busy in the railway world, obviously that extra day give us all 24 hours more motivation.

So where do I start this month? - As both major news stories of late are featured in the below photo, I've covered that one nicely. If however you have missed it, five words.... Flying Scotsman & West Coast Railways. I will leave it there.

February (and the beginning of March) has welcomed back even more heritage locos to the main line with Class 37 254 working for Colas and Boden Rail's Class 50 050. I doubt that this will be the last either, and with an upturn in freight traffic and the emissions ban now in effect, could we have even more returning in future years? All I can say is watch this space.

As always, all the best for March and I hope you keep those cameras with you, just incase.

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Michael J Alderdice, John Alsop, Steve Andrews, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Grieg Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Colin Irwin, Jon Jebb, Colin Kennington, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: On the western fringe of Chat Moss, Class 66 514 heads a Sunday engineering train from Ordsall Lane Junction to Crewe Basford Hall. The Western Pennine Moors can be seen in the distance and, yes, that is blue sky! [Jeff Nicholls](#)

This Page: LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' works away from Hellifield on its loaded test run, February 4th. [Shep Woolley](#)



Charter Scene: Railway Touring Co. - THE VALENTINES WHITE ROSE

SR Battle of Britain Class 4-6-2 No. 34067 'Tangmere' speeds through Doncaster with this London Kings Cross to York charter on February 13th. [Richard Hargreaves](#)



Railway Touring Co. - THE VALENTINES WHITE ROSE

On February 13th, SR Battle of Britain Class 4-6-2 No. 34067 'Tangmere' speeds through Burn working this London Kings Cross to York charter. [Steve Thompson](#)



Pathfinder Tours - The Fifty - Niner

On February 20th, Class 59 202 stands at Bristol Temple Meads with the return leg of Pathfinder's "The Fifty-Niner" railtour celebrating the 30th anniversary of the Class 59s. [Mark Pichowicz](#)



Railway Touring Company - The Tin Bath

With trackside evidence of impending route electrification work at Ladybridge, LMS Class 5 4-6-0 No. 44871 and Jubilee Class 4-6-0 No. 45699 'Galatea' are in charge of 'The Tin Bath' special on February 14th. Gerald Nicholl



Railway Touring Company - The Tin Bath

On February 14th, 'The Tin Bath', running from Preston - Sheffield passes Grindleford with LMS Class 5 4-6-0 No. 44871 leading Jubilee Class 4-6-0 No. 45699 'Galatea' and running 50 mins late. [Steve Thompson](#)



Railway Touring Co. - The NORTH WALES COAST EXPRESS

On February 6th, LMS Royal Scot Class No. 46100 'Royal Scot' crosses Conwy Cob with the 15:00 Holyhead - Carnforth return 'North Wales Coast Express'.

Chris Morrison



Railway Touring Co. - The NORTH WALES COAST EXPRESS

On February 6th, LMS Royal Scot Class No. 46100 'Royal Scot' passes along the coast at Penmaenmawr, heading towards Holyhead from Carnforth via Crewe.
Colin Irwin



Railway Touring Co. - The NORTH WALES COAST EXPRESS

LMS Royal Scot Class No. 46100 'Royal Scot' speeds past Saltney Ferry on February 6th working her inaugural tour from Carnforth to Holyhead via Crewe.
Brian Battersby



Railway Touring Co. - The NORTH WALES COAST EXPRESS

LMS Royal Scot Class No. 46100 'Royal Scot' speeds past Fflint with the return 'North Wales Coast Express' from Holyhead to Carnforth on February 6th.
Chris Morrison



Railway Touring Co. - The NORTH WALES COAST EXPRESS

Another photo from the inaugural tour of LMS Royal Scot Class No. 46100 'Royal Scot' on February 6th, seen here passing a very wet Colwyn Bay. [Colin Irwin](#)



Railway Touring Company - THE WINTER CUMBRIAN MOUNTAIN EXPRESS

Having been looped at Grayrigg, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' is seen accelerating through Beckfoot in front of a large gathering of onlookers with the northbound 'Cumbrian Mountain Express' on February 6th. [Shep Woolley](#)



NRM - THE INAUGURAL RUN

On February 25th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' working it's official inaugural run, passes Eaton Lane, Gamston with the London Kings Cross to York special. [Steve Thompson](#)



West Coast Railway Company - THE PENDLE DALESMAN

Adding a splash of colour to an otherwise very damp and dreary scene at Scout Green, Jubilee Class 4-6-0 No. 45699 'Galatea' digs into the gradient towards Shap with sanders blowing heading 'The Pendle Dalesman' on February 17th.

Gerald Nicholl



West Coast Railway Company - THE PENDLE DALESMAN

LMS 5XP Class 4-6-0 No. 45699 'Galatea' speeds through Greenholme with the northbound 'Pendle Dalesman' on February 17th. [Shep Woolley](#)



West Coast Railway Company - THE PENDLE DALESMAN

LMS 5XP Class 4-6-0 No. 45699 'Galatea' slows on the approach to Kirkby in Furness station with the returning 'Pendle Dalesman' on February 17th.

Shep Woolley



West Coast Railway Company - THE PENDLE DALESMAN

LMS Jubilee No. 45699 'Galatea' is pictured crossing Eskmeals Viaduct (near Ravenglass) with 'The Pendle Dalesman' railtour on February 17th. The tour used the Cumbrian Coast line instead of the Settle - Carlisle line as the latter is blocked by a landslip. Just after photographing the train, news came through that West Coast Railway Company (operators of most steam and charter trains) had been issued with a second Prohibition Notice preventing it from running heritage rail services on the main line. So this could be the last mainline steam in Cumbria for some time. A big disappointment as the temporary closure of the Settle - Carlisle line, meant more steam specials were going to run via the Cumbrian Coast. [Colin Kennington](#)



Pathfinder Tours - The Mersey Weaver

Right: Class 60 054 enters Helsby station with the Latchford Sidings to Ellesmere Port leg of the Mersey Weaver railtour, on January 30th. [Tim Richardson](#)

Main: Class 60 054 heads south at Acton Bridge with the Folly Lane I.C.I. Sidings to Derby leg of the Mersey Weaver railtour on January 30th. [Tim Richardson](#)



ECS and Light Engine Moves

LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' is seen working away from Clapham during its test run around the Carnforth circle on February 4th.

Shep Woolley



ECS and Light Engine Moves

On February 4th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' speeds through Ramsgrave & Wilpshire with a Carnforth bound test run. [Michael Lynam](#)



'Flying Scotsman' emerges from Daisyfield tunnel on the approach to Blackburn station goods loop working 5M50 10:05 Carnforth Steamtown to Carnforth Steamtown test run on February 4th. [Dave Felton](#)



'Flying Scotsman' is seen arriving into Retford on February 24th whilst heading to London Kings Cross ready to work a tour the following day. [Steve Thompson](#)



On February 23rd, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' heads under the roof at York heading out on a test run to Scarborough. [Steve Thompson](#)

ECS and Light Engine Moves

On February 24th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' passes through Huntingdon working as 5Z44 09:43 York NRM to Wembley. [Derek Elston](#)



ECS and Light Engine Moves

LMS Stanier Class 5 4-6-0 No. 44871 gets a once-over by Ian Riley and his team at Heywood on the ELR on February 15th following its run with 'The Tin Bath' special on the previous day. Gerald Nicholl



LMS Stanier Class 5 4-6-0 No. 44871 is pictured in the gloom at Hoghton on a positioning move from the ELR at Bury to Blackburn on February 13th in preparation for heading 'The Tin Bath' excursion the following day. Gerald Nicholl

ECS and Light Engine Moves

West Coast's Class 47 854 'Diamond Jubilee' and 37 518 ease through Northampton on February 3rd working as 0M43 10:19 Southall West Coast depot to Carnforth Steamtown. [Derek Elston](#)



ECS and Light Engine Moves

On February 24th, LNER A3 No. 60103 'Flying Scotsman' passes Lolham, north of Peterborough, heading south ready for railtour duty the following day.
Geoff Barton



ECS and Light Engine Moves

Back where it belongs on the ECML, freshly painted A3 Pacific No. 60103 'Flying Scotsman' passes Ryther Grange on February 24th with its support coach heading south for the following day's inaugural Kings Cross to York run. [Gerald Nicholl](#)



Pictures:

Arriva Trains Wales

The 09:50 Manchester Piccadilly - Holyhead shows off its full Arriva Trains Wales livery as it descends Earlestown Bank on a sunny February 12th. The cottages behind the train were built for workers at the now-demolished Vulcan Foundry, birthplace of many thousands of steam, diesel and electric locos. [Jeff Nicholls](#)



On February 24th, DVT No. 82307 leads Class 67 001 working the Holyhead - Manchester Piccadilly service through Winwick Jct. Michael Lynam



Caledonian Sleeper

Class 86 101, stands on the blocks at London Kings Cross station on February 15th, having arrived with the ECS for the Caledonian Sleeper which was diverted via the East Coast main line due to ongoing Lamington Viaduct repairs. This loco is actually no stranger to Kings Cross, as it used to work for Hull Trains. [Class47](#)



Freightliner's Class 90 043 stands at the head of the Inverness and Fort William sleeper at London Kings Cross on February 15th. [Class47](#)



On February 16th, Class 73 967 and 67 007 call at Gleneagles whilst working the 1M16 Inverness - London Kings Cross sleeper. [Robert Duff](#)



Right: Class 47 847 is seen here in Platform 11 of Glasgow Central Station on February 23rd after arriving with the sleeper ECS prior to its departure for London Euston. [Greig Gibson](#)

Main: Class 73 967 and 73 968 stand at Taynuilt on February 21st, working the 5B01 13:02 Polmadie Car. M.D. - Oban sleeper empty stock. [Jonathan McGurk](#)



Colas Rail

Class 56 302 and 56 113 are seen stabled in the engineers yard at Doncaster on February 6th. This appears to be the new location for Colas locos stabled at Doncaster. [Richard Hargreaves](#)



On February 2nd, Class 60 026 had disgraced itself by failing at Barnetby on 6M11 Lindsey - Rectory Jct. and is seen being dragged through Scunthorpe by fellow 60 087 to Toton. [Steve Thompson](#)



On February 3rd, Class 56 113 approaches Cherry Tree on a route learning run from Doncaster - Preston. [Michael Lynam](#)



Class 56 087 hauling the 6E07 Washwood Heath - Boston covered steel wagons, passes Nemesis Rail, Burton on February 16th. [Stuart Hillis](#)



Following repairs, Class 37 057 (D6757) heads through Burton running light engine as 0Z56 Washwood Heath - Derby on February 11th. [Stuart Hillis](#)

Class 60 085 working the 6E32 08:40 Preston Dock - Lindsey, passes Bamber Bridge on February 29th. [John Balaam](#)



Cross Country

1V50 the 06:06 Edinburgh to Plymouth speeds past Stenson Junction on February 2nd with power car No. 43301 leading and 43285 on the rear. [Derek Elston](#)



DB Cargo

Class 66 031 passes near Dorrington working the 6V75 09:30 Dee Marsh - Margam steel on February 9th. [Keith Davies](#)



Class 60 011 working the 6M57 Lindsey - Kingsbury loaded oils, heads through Burton on February 2nd. [Stuart Hillis](#)



Class 66 125 approaches Settle on February 4th with a stone train from Ribbleshead, heading to Huncoat. [Michael Lynam](#)



Class 67 013 stands in the sunshine at Doncaster West Yard on February 18th. [Michael Lynam](#)



Class 90 037 and 90 024 are seen passing Burn on a training run from Doncaster to Tyne Yard on February 18th. [Robert Bates](#)



On February 3rd, Class 66 140 heads past Bayston Hill with the 6V75 09:30 Dee Marsh - Margam steel. Keith Davies



Class 66 117 with the Southampton Eastern Docks to Halewood (Jaguar Cars), heads north near Acton Bridge on January 30th. Tim Richardson

Class 60 011 leads the 07:15 Lindsey oil refinery to Kingsbury oil sidings past Stenson Junction on February 2nd. [Derek Elston](#)



On a damp February 8th, Class 66 078 working the 6E08 Wolverhampton - Immingham heads through Burton on Trent hauling unusually only 6 covered steel carriers. [Stuart Hillis](#)



On January 30th, Class 66 200 heads south through Acton Bridge with a Halewood (Jaguar Cars) to Southampton Eastern Docks working. [Tim Richardson](#)

The low winter sunshine catches the matching DB red pairing of Class 90 029 and 90 036 on the 4M25 Mossend - Daventry Intermodal passing through Red Bank on February 24th. Jeff Nicholls



The driver opens up after a signal check at East Stafford Junction and Class 60 020 'The Willows' responds as it lifts the 10:39 Kingsbury oil sidings to Humber oil refinery on February 20th. [Derek Elston](#)



On February 16th, Class 66 005 passes Dorrington working the Margam steel. [Keith Davies](#)



Class 90 029 and 90 036 pass through Acton Bridge on February 23rd working the 06:06 Mossend Euroterminal to Daventry Int. [Tim Richardson](#)



A lack of crossover facilities in Chelmsford Yard necessitate a period of wrong line running through Chelmsford station as seen on February 25th with Class 59 102 hauling empty box wagons to Acton from this now busy stone terminal.
Charlie Robbins

0A06, the 13:35 Crewe TMD (E) to Wembley Euro Freight Ops Centre passes Northampton on February 11th formed of a pair of former Chiltern liveried Class 67s, Nos. 67 014 and 67 012. [Derek Elston](#)



On March 3rd, Class 66 101 stands at Springburn station whilst working the 0Z66 07:57 Mossend D.Y. - Mossend D.Y. via Glasgow Central high level DB Schenker route learner. [Jonathan McGurk](#)



Class 60 020 passes through Scunthorpe station on February 21st working the 6E68 Kingsbury - HOR discharged tanks. [Steve Thompson](#)



On February 5th, Class 66 083 passed Euxton Balshaw Lane on a Avonmouth - Clitheroe empty cement tanks working. [Michael Lynam](#)



Class 66 037 heads through Doncaster on February 18th, hauling a Wakefield Europort - Felixstowe liner. [Michael Lynam](#)



Class 66 034 working the 4D76 Bescot - Burton Maurice Hill siding with a rake of container flats, is seen reversing into its destination on February 29th. [Stuart Hillis](#)



Class 66 069 passes through York station with a Doncaster to Tyne Yard engineers train on February 29th. [Robert Bates](#)

Class 60 001 working the 6M57 06:53 Lindsey oil refinery - Kingsbury bogie tanks, heads past Stenson Jct. on February 10th. [Nick Clemson](#)



On February 24th, Class 66 029 shunts and prepares a rake of stone wagons at Peak Forest while 66 130 departs with a Peak Forest Cemex stone train to Selby Potter Group. Michael Lynam



Due to a landslip on the Settle and Carlisle line, Class 66 102 approaches Bamber Bridge on February 22nd, with a diverted Carlisle - Clitheroe empty cement train.
Michael Lynam



Class 66 174 passes through New Mills Central on February 24th with a stone train from Dowlow Brigg Sidings - Ashburys SS. Michael Lynam



Class 66 169 heads past Meole Brace hauling the 6V75 09:30 Dee Marsh - Margam steel on February 22nd. Keith Davies

Freshly painted Class 90 040 leads 90 039 through Winwick Quay with the 4M25
05:56 Mossend - Daventry on February 12th. [Nick Clemson](#)



On February 20th, Class 60 059 tops the bank at Scunthorpe with it's heavily-loaded 6D03 Tinsley - Immingham Nordic working. [Steve Thompson](#)



DB Schenker liveried Class 66 101 passes through Pleasington station hauling the 6M00 diverted 05:00 Mossend to Clitheroe Castle Cement empties on February 5th. [Dave Felton](#)



Class 66 083 working the 6C50 Avonmouth to Clitheroe empty cement tanks on February 4th, is seen here crawling through Leyland station about to branch off at Farrington Junction onto the East Lancs line towards Blackburn and then to Clitheroe at Daisyfield Junction. [David Hollowood](#)



Class 90 037 and 90 024 approach Hambleton Jct., Selby with the 13:30 Doncaster Up Decoy - Tyne Yard on February 18th. Neil Scarlett

On February 23rd, Class 66 139 heads through Acton Bridge with the Folly Lane ICI chemical train, heading for Warrington Arpley. [Michael Lynam](#)



On February 20th, Class 66 101 passes Frodingham Jct. working the 6D05 Lackenby - Ent C, hauling a rake of BAA/BBAs. [Steve Thompson](#)



Class 66 102 with the 4M00 Mossend to Clitheroe empty cement tanks, passes Pleasington on February 19th. [David Hollowood](#)



On February 4th, Class 66 033 is seen approaching Leyland station hauling the 6M90 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement empties. [Dave Felton](#)





Class 90 029 and 90 018 pass through Stafford on February 25th hauling a Mossend - Daventry Intermodal. Michael Lynam

On February 2nd, Class 67 023 leads 67 013 and 66 044 working the 6D75 Trent Yard to Up Decoy loaded RDT through Scunthorpe. [Steve Thompson](#)



Class 60 044 leading the 6E08 and a short 5 vehicle rake of covered steel carriers, passes Burton on February 22nd. [Stuart Hillis](#)



On February 25th, Class 90 029 and 90 018 are seen working the 4M25 06:06 Mossend Euroterminal - Daventry International Railfreight Terminal as they pass Heamies Farm. [Nick Clemson](#)

D.C.R.

Class 56 303 trundles into Northampton on February 9th working as 0Z56 12:06
Washwood Heath Met. Cammel to Willesden Euroterminal. [Derek Elston](#)



Class 31 452 pauses at Swindon on February 8th whilst working the 5Z34 Bristol Barton Hill to Wembley, hauling Chiltern Mk3 coach No. 12620. [Colin Pidgeon](#)



A resumption of the 6Z34 Cardiff - Stockton empty scrap metal open wagons after several months absence as Class 56 103 heads north through Burton on February 22nd. [Stuart Hillis](#)



Direct Rail Services

On February 4th, Class 68 018 and 68 019 move from Kingmoor to Longport for heavy repairs to alternators and oil seals. Running as 0Z16, 68 018 is seen here trailing as the pair pass through Leyland. [David Hollowood](#)



Class 68 003 with a well laden 12:21 Crewe Basford Hall - Bescot Up Engineers Sidings heads past Heamies Farm on February 23rd. [Nick Clemson](#)



On February 8th, Class 68 017 passes through Burton working the 6U77 Mountsorrel - Bescot (instead of Crewe) ballast. [Stuart Hillis](#)



Class 68 017 speeds through Leyland on February 19th working the 5Z20 Gresty Bridge to Carlisle Kingmoor with DBSO No. 9704 in tow. [David Hollowood](#)



Scotrail liveried Class 68 006 'Daring' approaches Stenson Junction on February 2nd working 0Z68 09:27 Crewe Gresty Bridge to Derby Etches Park. [Derek Elston](#)

Class 68 017 powers through Stenson Junction on February 10th with the 13:42 Mountsorrel Sidings - Bescot Up Engineers Sidings. [Nick Clemson](#)



Now in BR large logo livery, Class 37 402 works the 11:00 Derby RTC (Network Rail) to York Parcels Sidings through Burton Salmon on February 29th. [Colin Irwin](#)



On February 23rd, Class 68 003 has just a single wagon in tow as it heads along the West Coast main line near Heamies Farm with the 15:15 Bescot Up Engineers Sidings - Crewe Basford Hall. [Nick Clemson](#)

Class 37 218 and 37 716 working the 6E44 Kingmoor - Seaton power station are seen departing Seaton Carew, heading for the power station branch, February 16th.
Michael J Alderdice



Class 68 002 and 68 004 are seen parked up at Derby on February 20th, the pair having recently been employed on test train duties. [Class47](#)



Class 37 218 and 37 610 negotiate the Outward line at Scunthorpe on February 5th, having worked light engine from Up Decoy this was the 6Z52 Trent Yard - York Works. [Steve Thompson](#)



Class 68 008 'Avenger' leads the 6U77 13:42 Mountsorrel Sidings to Crewe Basford Hall S.S.N. approaching Wychnor Junction on February 2nd. [Derek Elston](#)



Class 66 433 is seen working the 6U77 Mountsorrel - Crewe loaded ballast as it passes through Burton on February 26th. [Stuart Hillis](#)

Class 66 301 and 66 302 power their way through the frosty landscape of north Cheshire as they climb out of Warrington through Red Bank with the Tesco Express on February 24th. [Jeff Nicholls](#)



Class 57 308 and 57 311 are seen stabled at Crewe on February 13th, employed on 'Thunderbird' duties. [Paul Godding](#)



Northern Belle liveried Class 57 312 'Solway Princess' complete with headboard eases through Northampton working 0Z12, 11:00 Crewe Gresty Bridge (Drs) to Norwich Crown Point T&RSMD on February 18th. [Derek Elston](#)



Class 37 607 is pictured here passing Winwick Jct. working the 4Z42 Crewe - Carlisle IDA wagon move on February 23rd. [Dave Harris](#)

Class 37 405 stands in platform 5 at Norwich Thorpe station on ready to work the 2J80 14:55 to Lowestoft. On the rear of the train is Class 37 419. [Andy Pratt](#)



Class 68 019 and 68 018 pass Euxton Balshaw Lane on February 4th, heading light engine from Carlisle - Crewe. [Michael Lynam](#)



Class 66 429 heads south through Stafford on February 25th working a Crewe - Bescot engineers. [Michael Lynam](#)



Class 66 434 is seen stabled at York Parcels Siding on February 29th. [Robert Bates](#)



On March 1st, Class 66 430 and 37 069 lead the 6E44 Kingmoor - Seaton power station flask through Hartlepool. [Michael J Alderdice](#)

Virgin Trains East Coast

Right: Newly vinylled power car No. 43300 'Craigentinny' is seen on the rear of a London Kings Cross bound service as it departs Doncaster on February 13th.
Richard Hargreaves

Main: Power car No. 43257 arrives into Doncaster on February 13th with a London Kings Cross bound service. Richard Hargreaves

Below: NRM liveried power car No. 43238 calls at Doncaster on February 13th whilst heading a northbound service. Richard Hargreaves



Right: DVT No. 82212 is seen on the rear of the 12:30 London Kings Cross - Newcastle service as it passes Great Heck, Selby on February 11th. [Neil Scarlett](#)

Main: Power car No. 43310 leads the 07:52 Aberdeen - London Kings Cross as it rushes past Colton Jct., York on February 3rd. [Neil Scarlett](#)



DVT No. 82219 speeds through the countryside, north of Alnmouth on February 10th whilst leading the 1E19 14:30 Edinburgh Waverley - London Kings Cross service. [Jonathan McGurk](#)



East Midlands Trains

Power car No. 43064 (with 43055 on the rear) passes Harrowden Junction working the 1F39 13:40 London St. Pancras International to Sheffield on February 7th. [Derek Elston](#)



First Great Western

Power car No. 43172 'Harry Patch' calls at Bristol Parkway on February 6th working a London Paddington to Bristol Temple Meads service. [Richard Hargreaves](#)



Freightliner

Class 70 005 leads the 05:01 4L93 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on February 11th.
Derek Elston



On February 11th, the 09:32 Felixstowe North FLT to Crewe Basford Hall SSN passes through Northampton behind a very tidy looking Class 90 042. [Derek Elston](#)



Class 66 602 departs Peak Forest on February 24th, running light engine to Hope (Earls Sidings). [Michael Lynam](#)



Class 90 043 is pictured taking a break from Caledonian Sleeper duties and is seen stabled at Edinburgh Waverley on February 9th. [Greig Gibson](#)



Powerhaul liveried Class 66 504 works the 4095 Leeds - Southampton modal through Burton on February 11th. [Stuart Hillis](#)

Right: The 09:12 Felixstowe North FLT to Ditton (O'Connor) liner approaches Northampton with Class 86 610 and 86 607 at the helm, February 9th. [Derek Elston](#)

Main: Class 70 005 heads along the WCML near Heamies Farm with the 07:38 Carlisle New Yard - Daventry International Railfreight Terminal on February 23rd. [Nick Clemson](#)



Class 86 610 and 86 607 are seen working the 11:46 Garston FLT - Crewe Basford Hall near Hartford on February 16th. [Nick Clemson](#)



Class 70 020 leading the 12:06 Daventry Int Raifreight Reception Fl to Southampton MCT, passes through Northampton on February 18th. [Derek Elston](#)



Class 66 541 passes by Scunthorpe on the weekly 6E53 Ipswich Yard - Lindsey oil refinery on February 2nd, with a bogie tank in the middle of the usual 4-wheelers. [Steve Thompson](#)



The 10:00 Rugeley 'B' power station (Fhh) to Barnetby Down Reception Sidings coal empties, passes Willington behind Class 66 601 on February 2nd. [Derek Elston](#)

Right: The 10:08 Lawley Street FLT to Felixstowe North FLT is seen passing through Northampton on February 5th with Class 66 533 'Senator Express' and 66 537 at the helm. [Derek Elston](#)

Main: Some Freightliner Anglo-Scottish services have recently gone over to Class 70 haulage, as seen here with Class 70 005 at the head of the 4Z27 05:25 Coatbridge - Daventry service passing Red Bank on February 24th. [Jeff Nicholls](#)

Below: Class 70 018 passes through Stockport on February 25th with a diverted Felixstowe - Trafford Park liner. [Michael Lynam](#)



Class 66 956 stands at Law Jct. waiting to head back to Carlisle after engineering duties. Greig Gibson



Class 70 002 waits the road at Northampton with the late running 10:08 Lawley Street FLT to Felixstowe North FLT on February 25th. Derek Elston



Class 66 551 approaches Acton Bridge on February 23rd with a Carlisle - Daventry intermodal. Michael Lynam



Class 66 413 leads a very late running 04:00 Coatbridge F.L.T. to Daventry Int Rft Recep Fl through Winwick on February 15th. Tim Richardson



Class 66 569 passes Kempseye Shrewsbury with the 6Y41 09:30 Severn Tunnel Jct. - Crewe Basford Hall ballast working on February 7th. [Keith Davies](#)



Right: Class 66 563 and 66 523 run light through Stockport on February 18th working from Leeds Midland Road to Crewe Basford Hall. [Brian Hewertson](#)

Main: The driver opens up Class 70 020 as it leads the 12:06 Daventry to Southampton MCT through Northampton on February 18th. [Derek Elston](#)





Left: Class 66 554 and 66 956 pose for the camera at Crewe station on a very wet February 6th. [Keith Chapman](#)

Main: Class 66 526 passes Slitting Mill with the 09:45 Mountsorrel Sidings - Tyne SS, on February 11th. [Nick Clemson](#)



Class 66 604 hauling the 09:19 Earles Sidings, Hope - Walsall freight terminal, passes a sunny Stenson Jct. on February 10th. [Nick Clemson](#)



On February 23rd, Class 66 599 approaches Acton Bridge hauling a defective wagon from Fiddlers Ferry power station - Crewe Basford Hall. [Michael Lynam](#)



Class 90 016 heads through Stafford on February 25th hauling an empty rake of freightliner 'flats' from Crewe Basford Hall - Felixstowe. [Michael Lynam](#)



Hauling the Daventry - Coatbridge, Class 70 004 waits for a path northwards at Stafford on February 24th. [Michael Lynam](#)



Class 70 004 passes Winwick Junction on February 24th with a late running Daventry - Coatbridge intermodal. [Michael Lynam](#)

Class 66 619 hauling its rake of loaded stone from Tunsted to Brigg ICI sidings, passes through Peak Forest on February 24th. [Michael Lynam](#)



Class 66 544 working the 06:44 York Yard South - Hunterston High Level coal empties is seen passing Newton on March 3rd. [Jonathan McGurk](#)



Class 90 046 passes through Acton Bridge hauling the 11:46 Garston FLT to Crewe Basford Hall SSM on February 23rd. [Tim Richardson](#)



On February 22nd, Class 86 610 and 86 607 pass through Acton Bridge with the 14:03 Ditton (O'Connor) Freightliner to Felixstowe North FLT. [Tim Richardson](#)

GBRf

Class 66 719 'Metro-land' heads through the countryside at Charlton on February 15th working the 6V09 10:51 Tinsley Yard GBRf - Coton Hill GBRf . [Keith Davies](#)



Class 66 718 passes through Stockport on February 18th hauling a Liverpool to Drax Biomass working. [Brian Hewertson](#)



Class 66 765 passes through Walcot on February 23rd working the 6V09 10:51 Tinsley Yard GBRf - Coton Hill GBRf. [Keith Davies](#)



On February 4th, Class 66 759 approaches Hellifield with a stone train from the new loading facility at Arcow Quarry, heading for Bredbury Tilcon. [Michael Lynam](#)

On February 23rd, Class 66 763 is photographed crossing Northwich Viaduct, heading over the River Weaver at Hunts Lock working the 4M12 06:00 Drax - Liverpool Bulk Terminal empty Biomass. [Nick Clemson](#)



On February 18th, Class 66 765 speeds through Doncaster in charge of a Selby - Felixstowe liner. Michael Lynam



Class 66 706 passes through Acton Bridge on February 23rd with a Liverpool - Drax power station Biomass train. Michael Lynam



Class 66 762 rattles through Willington with a rake of empty coal hoppers on February 2nd. Derek Elston



Class 66 715 heads the 6E10 08:20 Liverpool Biomass Terminal GBRf to Drax Aes GBRf past Winwick on February 10th. Tim Richardson

Class 66 710 hauling the 10:52 Doncaster Up Decoy Yard - Toton North Yard heads past Slitting Mill on February 11th. [Nick Clemson](#)



0Z21, the 14:30 Wembley North Yard No. 1 Road to Butterley MRC, formed of Class 20 142, 20 189 and 20 205 approach Lidlington on the Bletchley to Bedford line on February 23rd. [Derek Elston](#)



On February 16th, Class 66 708 'Jayne' hauled GBRf's latest and final batch of Class 66s to Doncaster Roberts Road. Shown here are Class 66 776, covered up 66 779, 66 778, 66 774, 66 773 and 66 775. with 66 777 just out of sight. [Stuart Hillis](#)

Class 66 707 'Sir Sam Fay' heads the 6E10 loaded Biomass, heading for Drax power station, through Winwick Jct. on February 23rd. [Dave Harris](#)



Class 92 018, taking a break from Caledonian Sleeper duties, is seen heading south through Acton Bridge with the 6L48 Garston Car Terminal to Dagenham Dock on January 30th. [Tim Richardson](#)



On February 10th, Class 66 703 catches the afternoon sun at Barrow-on-Trent whilst working the 6K50 15:13 Toton North Yard - Crewe Basford Hall. [Nick Clemson](#)



Class 66 718 'Sir Peter Hendy CBE' in the rather eye catching London Transport Museum advertising livery is seen here at Winwick Jct. on February 26th, working the 6E10 from Liverpool to Drax power station with loaded Biomass. [Dave Harris](#)

On February 24th (with Class 20 096 and 20 314 leading), Class 20 107 and 20 132 bring up the rear of the 7X09 Old Dalby - West Ruislip as it passes Moira on the freight only Leicester - Burton line. [Stuart Hillis](#)



On a wet February 17th, Class 66 761 passes Preston Boats with the 6Z36 14:00 Coton Hill GBRf - Wellingborough. [Keith Davies](#)



Grand Central

A Grand Central HST speeds south through Doncaster on February 18th working a Sunderland - London Kings Cross service. Michael Lynam



Network Rail

Class 37 606 and 37 608 stand at Manchester Piccadilly on February 4th working the 1Q18 18:42 Crewe C.S. (L&NWR Site) to Crewe C.S. (L&NWR Site) test train.
Andy Parkinson



Colas Rail's Class 37 421 brings up the rear of the 02:19 Exeter Riverside New Yard - Derby RTC test train, led by Class 97 301 and seen passing Stenson Junction on February 10th. [Nick Clemson](#)



Right: Class 37 421 and 37 057 top'n'tail the 3Q68 Derby RTC - Euston - Derby RTC as it heads through Burton on February 2nd. [Stuart Hillis](#)

Main: Class 37 219 (with Class 97 301 on the rear) approaches Newton station on March 3rd working the 1Q18 09:53 Mossend D.Y. - Mossend D.Y. [Jonathan McGurk](#)



Class 97 304 and 97 303 stand at Sutton Bridge Jct. with the 6C70 20:26 Bescot
- Newtown ballast working on February 17th. [Keith Davies](#)



Class 37 667 is pictured stabled at Derby on February 20th, having arrived with a test train from Craigentenny. [Richard Hargreaves](#)



Class 37 057 blasts through Keynsham on February 23rd working the 3Z18 to Bristol High Level Siding via Swindon. [Sam Bilner](#)



Class 37 421 and 37 057 top'n'tail the 3Q68 Derby RTC to Derby RTC via London Euston as it passes Stenson Junction on February 2nd. [Derek Elston](#)



Class 37 603 (with DBSO No. 9701 on the rear) leads the 3Z09 Eastleigh Arlington - Derby RTC test train through Burton on February 13th. [Stuart Hillis](#)

Class 97 303 and 97 304 top'n'tail the 6C70 Bescot - Newtown, pictured as it pauses at Wellington on February 11th. Carl Grocott



Rail Operations Group

Class 37 884 with SouthEastern's Class 375 622 in tow, passes Harrowden Junction with the late running 5Q57 12:00 Acton Lane Reception Sidings to Derby Litchurch Lane unit drag on February 7th. [Derek Elston](#)



Europoenix liveried Class 37 884 coasts past Red Bank at the head of 5Z37 from Kilmarnock to East Leake(Great Central North) with three repainted Mark 3 coaches on February 12th. The loco had travelled north light engine the previous day. [Jeff Nicholls](#)





Following their repaint at Kilmarnock, Class 37 884 is seen passing Winwick Quay with 06:30 Kilmarnock (Barclay Sdgs) - Hotchley Hill (East Leake), hauling the 125 groups Mk3 coaches on February 12th. [Nick Clemson](#)

Units: DMUs and EMUs

In full Gatwick Express livery, Class 387 210 paired with 387 211 pass Northampton with a Wembley to Crewe mileage accumulation run on February 5th. [Derek Elston](#)



Right: Northern Rail's Class 156 484 stands under the magnificent roof at Newcastle working the 2A16 13:02 Metrocentre - Morpeth on February 10th. [Jonathan McGurk](#)

Main: Northern Rail's Class 156 491 calls at Marple on February 14th working the 11:40 Manchester Piccadilly - Sheffield service. [Nick Clemson](#)

Below: Northern Rail's Class 158 906 passes Cherry Tree on February 3rd working a York - Blackpool service. [Michael Lynam](#)



A Northern Class 150/2 DMU is pictured about to cross Northwich Viaduct at Hunts Lock with the 09:59 Chester - Manchester Piccadilly service on February 23rd.
Nick Clemson



Northern Rail's Class 158 903 calls at Settle on February 3rd whilst working a Leeds - Carlisle service. Michael Lynam



New Gatwick Express EMU's Nos. 387 204 and 387 212 are seen on test as they depart Stafford on February 25th, heading for Crewe. Michael Lynam



Not often seen on the WCML south of Warrington, Arriva Trains Wales Class 150 238 passes Mill Meece working the 5Z54 13:55 Birmingham New St. - Chester empty stock move on February 23rd. Nick Clemson



On February 27th, Northern Rail's Class 156 429 arrives into Liverpool South Parkway working a service to Manchester Oxford Road. Paul Godding

Northern Rail's Class 142 071 stands at Newcastle on February 10th prior to working the 5N24 13:03 Newcastle - Heaton ECS. Jonathan McGurk



A Northern Rail Class 150 DMU working the 13:49 Manchester Piccadilly - New Mills Central service, crosses over Stockport's 'other' viaduct at Reddish Vale on February 16th. Keith Chapman



Northern Electric Class 319 376 passes Winwick Junction on February 24th working a Warrington Bank Quay - Liverpool Lime Street service. Michael Lynam

TransPennine Express' Class 185 124 stands at Doncaster on February 27th, working a service to Manchester Airport. Note the different bodyside branding ahead of the franchise change. [Class47](#)



On February 10th, First TransPennine Express' Class 185 122 is pictured standing at platform 9, Newcastle prior to working an afternoon service to Liverpool Lime Street. [Jonathan McGurk](#)



Arriva Trains Wales' Class 175 009 approaches Hartford with the diverted 11:23 Manchester Oxford Road - Carmarthen on February 16th. [Nick Clemson](#)



Northern Rail's Class 144 002 stands at Sheffield on February 9th working a service to York. [John Alsop](#)



East Midlands Trains' Class 153 355 passes Stenson Junction on February 10th working the 10:42 Derby - Crewe service. [Nick Clemson](#)



A Grand Central Class 180 is seen working the 1N92 11:21 London Kings Cross to Sunderland through Peterborough on February 24th. [Derek Elston](#)



On February 3rd, Northern's Class 153 317 and an unidentified Class 150 approach Hellifield with a Leeds - Morecambe service. [Michael Lynam](#)

Northern Rail's Class 319 383 calls at St. Helens Central on February 27th working a Liverpool Lime St. service. [Paul Godding](#)



Northern Rail's Class 156 459 stands at Stalybridge on February 13th working a Stalybridge to Manchester Victoria service. [Brian Hewertson](#)



On February 25th, London Midland branded Class 319 013 eases through platform 2 at Northampton on an ECS working to Bletchley Carriage Sidings. [Derek Elston](#)



First TransPennine Express' Class 170 303 departs Doncaster on February 18th, working a Cleethorpes - Manchester Airport service. [Michael Lynam](#)

Springboard liveried Class 158 798 stands at Bristol Temple Meads on February 6th, working a service to Cardiff. Richard Hargreaves



Merseyrail's Class 507 003 is pictured at Sandhills on February 27th, working a service to Ormskirk. Paul Godding



Great Northern's 2P04, the 07:35 London Kings Cross to Peterborough formed of Class 321 404, is seen arriving at Sandy on February 25th. Derek Elston

First TransPennine Express' Class 185 115 working 1B79 Doncaster - Manchester Airport, emerges from Totley tunnel on February 14th. [Steve Thompson](#)



Northern Rail's Class 142 031 and 142 065 arrive into New Mills Central on February 24th with a terminating service from Manchester Piccadilly. [Michael Lynam](#)



New Gatwick Express EMUs Nos. 387 212 and 387 204 are seen passing through Northampton on the 10:33 Wembley to Crewe mileage accumulation run, February 25th. [Derek Elston](#)



London Midland's Class 350 249 approaches Acton Bridge on February 23rd working a Liverpool Lime Street - Birmingham service. [Michael Lynam](#)

Northern Rail's Class 150 268 stands at New Mills Central on February 23rd with a service to Manchester Piccadilly. Michael Lynam



Northern's Class 322 483 stands at Doncaster on February 13th working a local service to Leeds. [Richard Hargreaves](#)



Merseyrail's Class 508 124 calls at Sandhills on February 27th whilst working a service to Kirkby. [Paul Godding](#)



Arriva Trains Wales Class 175 011 approaches Acton Bridge on February 23rd working a diverted Manchester Oxford Road - Milford Haven service. [Michael Lynam](#)



As if to prove the old saying, "All that glistens is not gold", a pair of pacers, Class 142 040 and 142 067, emerge from the bay and prepare to go forward into Scunthorpe Station to form 2P79 to Lincoln. [Steve Thompson](#)

On February 13th, Arriva Trains Wales Class 150 250 stands at Crewe whilst working a service to Chester. [Paul Godding](#)



On February 12th, Virgin Trains Class 221 101 is seen standing in Glasgow Central having worked the special 1Z08 12:20 Carlisle - Glasgow Central High Level via Dumfries service. Virgin Trains West Coast operated this special working due to the West Coast Mainline being closed, between Glasgow and Carlisle, due to storm damage on Lamington Viaduct. [Jonathan McGurk](#)



East Midlands Trains' Class 158 806 and 158 862 emerge from Totley Tunnel on February 14th working the 1R78 Nottingham - Liverpool. [Steve Thompson](#)

News and Features: Scotrail - life north of the border

Scotrail's Class 158 732 arrives into Kirkcaldy on February 3rd working the 2K13 13:21 Glenrothes with Thornton - Edinburgh Waverley via Kirkcaldy. Jonathan McGurk



On February 3rd, a Scotrail Class 158 is seen crossing the Forth Bridge whilst working the 2K05 14:40 Edinburgh Waverley - Glenrothes with Thornton via Kirkcaldy service. Jonathan McGurk



On February 10th, Class 156 509 passes Bankhead, north of Haltwhistle, Northumberland, whilst working the 1E95 07:09 Glasgow Central high level - Newcastle via Dumfries Abellio ScotRail / Northern Rail service. Jonathan McGurk



Class 156 430 is pictured working the 2J07 Glasgow Central to East Kilbride on January 14th. The unit has just left Thorntonhall Station and is climbing up the incline to Hairmyres. Greig Gibson



On February 23rd, Class 318 254 calls at Partick Station working the 2L19 Dalmuir to Motherwell service. Greig Gibson

On February 3rd, Class 158 786, is seen approaching North Queensferry, whilst working the 2G33 15:18 Edinburgh Waverley - Cowdenbeath. Jonathan McGurk



On February 5th, Class 320 307 is seen in the snow sitting in Braidhurst loop waiting to work a service to Whifflet. Greig Gibson



On January 15th, Class 314 212 stands at Paisley Canal, working the 2D28 13:05 Paisley Canal - Glasgow Central high level service. Jonathan McGurk

Class 158 871 passes 170 431 on the Edinburgh - Glasgow line at Lenzie, on February 24th. Clearly visible are the new masts in place for the overhead wires that are being fitted this year. [Greig Gibson](#)



Class 170 470 departs Kirkcaldy whilst working the 1L52 12:34 Dundee - Edinburgh service on February 3rd. [Jonathan McGurk](#)

Class 158 738, working the late running 2K11 Glenrothes with Thornton to Waverley, is pictured here after its departure from North Queensferry about to cross the Forth Bridge. [Greig Gibson](#)

On January 16th, Class 314 208 is seen at Whitecraigs Station on Glasgow's south side working a service in the heavy snow from Neilston to Glasgow Central. Greig Gibson



Class 156 494 working the 2J62 10:22 Glasgow Queen St. - Falkirk Grahamston arrives into Springburn railway station on March 3rd. [Jonathan McGurk](#)



Class 334 031 operating the 2V58 09:09 Dalmeir - Cumbernauld calls at Springburn on March 3rd. [Jonathan McGurk](#)



Arriving into Paisley station on March 3rd, Class 380 016 with the 1G10 13:54 Gourock - Glasgow Central high level. [Jonathan McGurk](#)



On March 3rd, Former London Midland Class 321 411 (now Class 320 411) is seen stabled in the East End Yard At Yoker C.S.D. [Jonathan McGurk](#)

Class 314 204 stands at Glasgow Central on March 3rd about to work the 2P12 11:20 service to Newton via Kings Park. Jonathan McGurk



Class 320 304 calls at Newton on March 3rd whilst working the 2L04 12:23 Dalmuir - Larkhall. Jonathan McGurk



On March 3rd, Class 318 256 working the 2C34 12:42 Milngavie - Cumbernauld calls at Newton. Jonathan McGurk



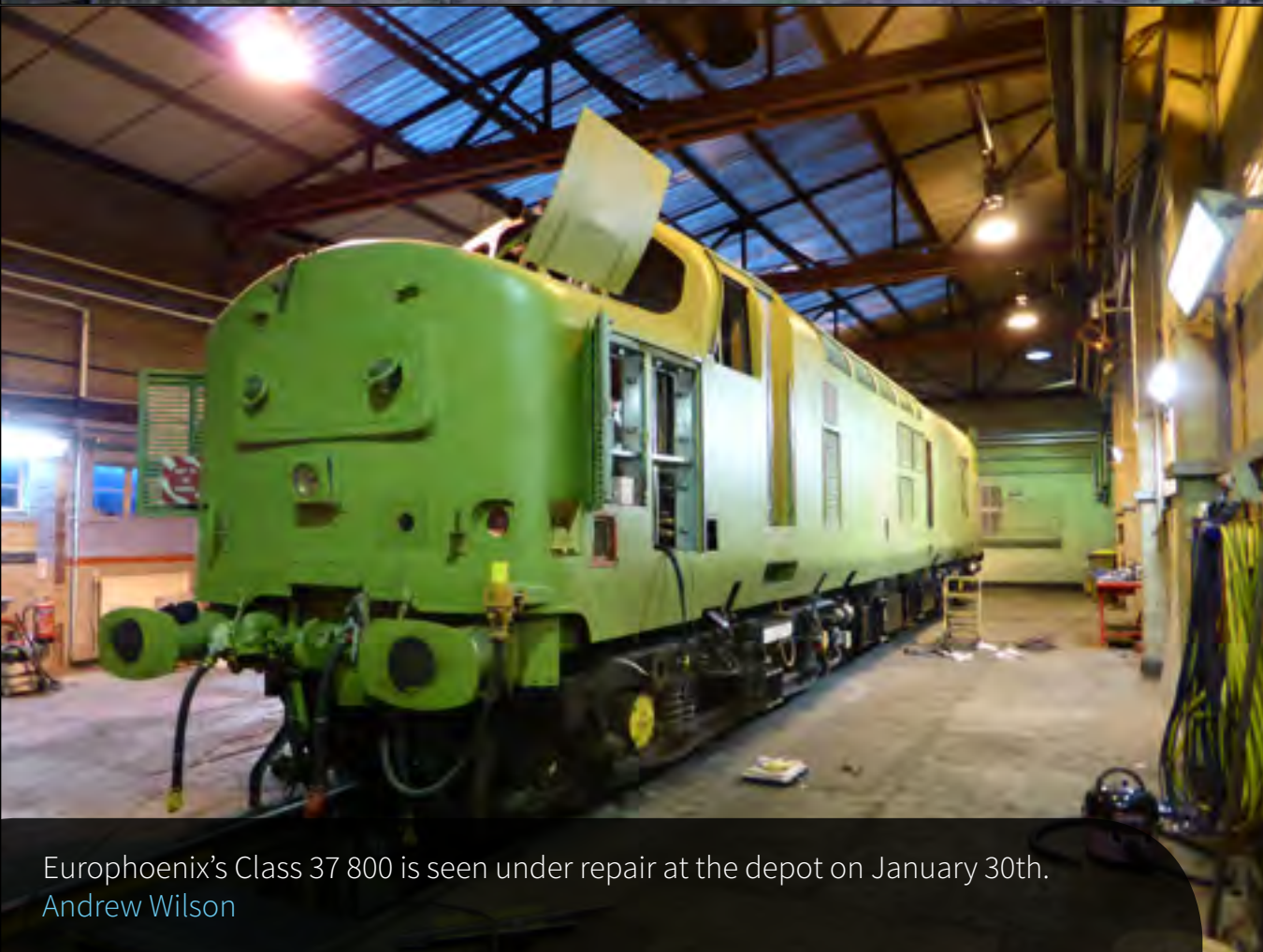
Still in its First group livery, Class 158 738 stands at Bellshill on March 3rd whilst working the 2Y67 15:26 Edinburgh - Glasgow Central. Jonathan McGurk

UK Rail Leasing - Leicester

The Class 56 groups, Class 56 006 is now a resident at Leicester, having moved here from Barrow Hill. [Andrew Wilson](#)



Another loco to move from Barrow Hill to Leicester in recent months has been the Class 58 groups, Class 58 016. [Andrew Wilson](#)



Europhoenix's Class 37 800 is seen under repair at the depot on January 30th. [Andrew Wilson](#)



Former Fertis operated Class 56 032, 56 060 and 56 065 are seen in the yard at Leicester awaiting restoration. [Andrew Wilson](#)

Restored to main line standards, Class 56 104 and 56 081 stand at the former Leicester stabling point awaiting their next duty. Andrew Wilson



Europhoenix's Class 86 235 is on site, having arrived from store at Long Marston during 2015. Andrew Wilson



Formerly a resident at the Mid Hants Railway, 'Slug 5', Class 37 905 is seen under repair at Leicester. Andrew Wilson



Its paintwork fading, the former Severn Valley Railway's 'Slug 6' Class 37 906 is seen outside the Leicester maintenance facility on January 30th. Andrew Wilson

Going Underground

Circle line 'S' stock No. 21304 arrives into Goldhawk Road working a Paddington bound service. [Class47](#)





District Line 'D' stock No. 7036 leads a Richmond bound service into Victoria on December 12th. [Chris Morrison](#)



At Aldgate East, District Line 'D' stock No. 7017 is seen on the rear of an Ealing Broadway service, whilst No. 7073 leads a service to Upminster. Chris Morrison

Sheffield Supertram

A thumbs up from the driver of tram No. 102 as it approaches Sheffield station working a service to Halfway on February 9th. [John Alsop](#)



East Midlands Trains liveried tram No. 116 approaches the Fitzalan Square stop on February 9th. [John Alsop](#)



Now returned to service after its accident damage in late 2015, heritage liveried tram No. 120 heads towards Sheffield station on February 9th. [John Alsop](#)

Blackpool Trams

Passengers aboard Boat Car No. 230 brave the winter chill as it heads past North Pier on February 27th. [John Balaam](#)



Looking great in the weak winter sunshine, Balloon car No. 717 stands at Bispham on February 27th. [John Balaam](#)



Box Car No. 40 calls at Fleetwood Ferry on February 27th. [John Balaam](#)



Progress Twin Car No. 272 and T2 (672 and 682) head through Cleveleys on February 27th. [John Balaam](#)

Nottingham Express Transit

Citadis 302 Class No. 221 'Stephen Lowe' calls at Nottingham station on February 29th. [John Alsop](#)



Citadis 302 Class No. 233 'Ava Lovelace' calls at Nottingham station on February 29th. [John Alsop](#)



On February 29th, Incentro Class No. 202 'D H Lawrence' passes along Victoria Street working a service to Clifton South. [John Alsop](#)



Alston liveried No. 211 'Robin Hood' heads a Phoenix Park bound service through the city on February 29th. [John Alsop](#)



Tyne and Wear Metro

Metrocar No. 4025 calls at Sunderland station on February 10th whilst working a service to the airport. Jonathan McGurk



Tyne And Wear Metrocars Nos. 4004 and 4028 call at Pelaw on February 10th working a South Shields bound service. Jonathan McGurk



On February 10th, Metrocars Nos. 4004 and 4028 approach Jesmond whilst working a service to South Shields. Jonathan McGurk

Fares Advice *with RailUK*

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

Mobile Tickets after boarding.

Q: I spotted on the Virgin Trains (VT) or Virgin Trains East Coast (VTEC) or both Twitter feed the other day an advertisement for their mobile tickets. Reading and contributing to a recent topic about ticket checks this got me wondering something.

Disclaimer: I pay for my rail travel accordingly and have no issues with doing so. I also claim refunds and the likes where necessary. I in no way intend to evade paying the appropriate fare, this post actually tries to establish whether such a thing is possible and then this may be able to help a TOC iron out this potential flaw.

I have never had a mobile ticket as I much prefer a bit of orange card that doesn't have a battery to go flat.

However, i have been thinking. I regularly get an open return from Retford [RET] to Doncaster [DON] on a Sunday (or from Worksop [WRK] to DON on a Saturday as Parking restrictions apply at RET) And on either Hull Trains (HT) or VTEC services I have NEVER had my ticket checked. Not once, not even if I board the train at the door used by a member of crew with a ticket machine.

There are no barriers at WRK or RET or DON so i could easily just get on and off at DON without a ticket.

What is to stop a less honest person not having a ticket and in the unlikely event that a ticket inspector appears in their coach, quickly buying a mobile ticket to show them when they get to them. This to someone who travels

as frequently as me would save them hundreds of pounds per year.

I'm rather hoping that the answer is "The barcode shows the ticket has been purchased after the departure of that particular service and is therefore invalid for travel on that service"

I appreciate also that you commit an offence by boarding a train without a valid ticket but do you think the TOC would show leniency if you purchased the ticket on your phone after you boarded if your connecting train was delayed and you had no time to purchase the correct ticket?

A: *The m-tickets have to be activated BEFORE boarding the train. It shows what day and time it was activated, so an Inspector checking could see if they failed to do so, and charge them the full single/return fare.*

m-Tickets show purchase date/time as well as activated date/time so they could be doubly done.

Ticket Advice for All

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

Having hauled the Cumbrian Mountain Express from London Euston to Carnforth, Class 86 259 'Peter Pan' runs light engine through Preston on February 6th to await the return working.
John Balaam



With all the current fuss regarding 'Flying Scotsman', here an archive photo of the loco at Harman's Cross on the Swanage Railway in the summer of 1994. © Andrew PM Wright

The UK's leading rail freight company announces re-brand

The UK's leading rail freight company will be known by a new name: The business previously known as DB Schenker Rail UK, has now officially become DB Cargo UK.

The UK's leading rail freight company will be known by a new name from March 2nd. The business previously known as DB Schenker Rail UK, has now officially become DB Cargo UK. It's part of a full re-branding of DB Schenker Rail business units across Europe – which will all become known as DB Cargo during the course of 2016.

Geoff Spencer, CEO of DB Cargo UK, said: "The re-brand will continue to strengthen our presence and further build recognition in the markets in which we operate. We'll be continuing to build on our growing reputation for delivering a high quality service to our valued customers, not just domestically but across borders too.

The name change has no impact on existing contracts or commercial arrangements. However, over time, you will see the logo on our documentation, buildings and communications change from 'DB Schenker' to the familiar 'DB' corporate mark. Other than this, it's business as usual."

"Since 2007, we've been part of the DB Group of companies, which means we are able to offer our customer high quality rail services not just in the UK, but across Europe. The re-brand we've announced today isn't just about a new name, it represents the further alignment of our brand with the Group. We look forward to continuing to offer all customers an unrivalled service which they rightly expect."

Improvement work commences to improve Stowmarket rail station facilities

Passengers using Stowmarket rail station are to benefit from improved facilities, thanks to improvement works being carried out by Abellio Greater Anglia. Work has started to refurbish the existing male and female toilet facilities creating a more modern, welcoming and hygienic environment for customers using the station and is expected to be completed by mid March. Abellio Greater Anglia apologises that the toilet facilities will be out of use while this work is carried out.

James Steward, Area Customer Services Manager, said, "The new facilities will benefit passengers using the station, creating a more welcoming and pleasant environment for customers as they wait for trains. We hope customers will bear with us while these improvement works are carried out and we are working to minimise any inconvenience."

New Thameslink trains help GTR to hat-trick of awards at rail awards

New Thameslink trains introduced last year helped Govia Thameslink Railway (GTR) to a hat-trick of accolades in the prestigious Rail Business Awards ceremony held on February 25th and the company was highly commended in another. The wins were in the categories of: Rolling Stock Excellence – for new trains brought onto the Thameslink route; Safety and Security Excellence; and Customer Information & Service Excellence categories, with the commendation coming in the Corporate Communications category. Charles Horton, GTR's CEO, said: "At GTR we are committed to improving the passenger experience. These awards demonstrate the improvements we have put in place to make travelling with us safer, as well as increasingly comfortable and accessible for all. There are many great projects and activities underway to further improve services for customers across our business and it's fantastic to see some of the brightest and best of these being recognised by our industry colleagues."

Rolling Stock Excellence

Thameslink's newest train fleet - Class 387/1 Electrostars, introduced in 2015 - scooped the Rolling Stock Excellence award. This was a joint entry between GTR and the Department for Transport and the judges were equally impressed with the outstanding passenger facilities on-board these units, and the speed at which they were introduced. The introduction of the 116 new carriages has significantly improved the passenger experience on the Thameslink Route and added much needed capacity, whilst enabling the release of existing trains to support electrification programmes elsewhere on the rail network.

These trains were completed alongside major depot infrastructure and training programmes,

and against the backdrop of two organisations merging. These trains are the blueprint for the new Class 387/2 Gatwick Express trains, the first of which entered service between Victoria and Gatwick on 29 February. Even newer trains are due to follow on Thameslink, later this spring.

Safety and Security Excellence

Southern's Rail Neighbourhood Officer (RNO) team won the Safety and Security Excellence award. This recognises the hard work all of the individuals undertake to help keep passengers safe when travelling. Thameslink and Great Northern are introducing similar teams of Rail Enforcement Officers to support the work of the British Transport Police and increase security. Since 2009, Southern's RNOs have patrolled over 20,000 trains, written up 2,700 Fare Evasion notices, contributed to 340 arrests and given out 37,075 Anti-Social Behaviour warnings. In the past year, the team has dealt with many issues, including anti-social behaviour and the difficult task of tackling tissue beggars. They have also organised a number of cycle surgeries with the British Transport Police and helped to deliver GTR's unique Go-Learn educational material, which focuses on safe and independent travel, to over 3,000 young people.

Customer Information and Service Excellence

Southern's 'This Is Me' campaign won the Customer Information and Service Excellence award. This work was introduced following an initial idea from Southern's Customer Cabinet, a group of passengers and staff who get together to discuss and implement self-generated initiatives and customer suggestions. 'This is Me' was borne from feedback from passengers with access needs, so a series of posters, leaflets and videos was created. For Southern staff, this has become part of training and the team brief process. The material was also used to promote the assistance services Southern offers to passengers with a resulting increase in the number of passengers booking assistance.

“Significant moment” for the continued growth of GB Railfreight, as last ever Class 66 locos to be built arrive in the UK

On February 13th, GB Railfreight (GBRf) welcomed the arrival of the last batch of its new Class 66 locomotives from the U.S. into the Port of Newport. The Class 66s arrived at the Port at 16:00 on Friday, 12th February, before being unloaded and coupled together again at 08:00 on Saturday 13th February.

The procurement of these seven locomotives (66773 – 66779) from Electro-Motive Diesel, Inc. (EMD) is in addition to 21 EMD Class 66s that arrived in the UK last year, bringing GBRf’s Class 66 fleet total to 78 locomotives. Given their heavy freight capabilities, they will be used to support operations across various GBRf market portfolios. The arrival is a significant moment for GB Railfreight.

Securing these locomotives supports the company’s ability to continue to grow its share of the UK market and showcases the level of investment the company is making in its fleet. The arrival of EMD Class 66s also marks the end of the Class 66 builds, as a result of EU emissions legislation changes. The level of investment required to design, develop, test and approve a new diesel locomotive, and one that aligns with these new regulations, means any new UK freight locomotive is a number of years away.

GBRf has invested heavily in completely re-engineering Class 73 locomotives, with

brand new power units, in order to give the company other diesel options with improved fuel economy and increased versatility.

John Smith, Managing Director of GB Railfreight, said: “Today is a significant moment for GB Railfreight. It marks the culmination of over two years of collaboration with EMD on the 66s build project and I want to thank them for all their hard work and dedication in reaching this point.

Today also marks the end of the Class 66 builds and these locomotives will be the last to arrive on UK soil. The rail freight industry now needs to work together to deliver a new generation of diesel locomotives that are legally compliant with the EU’s new diesel emissions regulations. We are very pleased to have been able to secure these last seven Class 66 locomotives. They support the company’s continued growth and enable us to carry on serving our customers across various markets, particularly aggregates, reiterating our commitment to supporting the Government’s building Britain agenda.”

Billy Ainsworth, President and CEO of Progress Rail Services, said: “Today serves as a milestone with the delivery of our last Class 66 locomotives. I’m pleased we were able to meet GBRf’s needs for reliability, fuel efficiency and overall locomotive performance. The Class 66 ranks as a top performer in its category. We are currently developing new generations of locomotives to meet our customers’ demands around the globe, just as we did through this offering. I want to personally thank John Smith and the GBRf team for selecting EMD locomotives and entering into long-term maintenance agreements. It is truly an honor to be selected to meet their business needs, when you look at the number of options available today.”

Blackpool tram No. 008 is seen at North Pier, working the 12:30 Fleetwood Ferry - Starr Gate service on February 15th. [John Balaam](#)



On a grey and chilly February 13th, Battle of Britain 4-6-2 No. 34067 ‘Tangmere’ is seen approaching Arlesey working Railway Touring Company’s ‘The Valentine’s White Rose’, 1Z67 London Kings Cross to York. [Derek Elston](#)

Wabtec Rail's Class 08 853 is seen shunting Virgin Trains East coast stock at Doncaster on February 18th. [Michael Lynam](#)



TRANSPORT FOR LONDON CUTTING QUEUES WITH TENSATOR GROUP

Queue management specialist Tensator Group has been appointed by Transport for London (TfL) to help improve passenger flow across its network, with a number of new installations at its new Visitor Centres.

Electronic Call Forwarding systems (ECFs) and Tensabarrier® retractable barriers have been installed to help renovate the network's Visitor Centres at King's Cross, Euston, Heathrow, Victoria, Liverpool Street and Paddington Stations.

Improvements to passenger flow and the way enquiries are channelled are cited as the reasons behind the installations. Passenger numbers have increased 3.2% on the previous year, with over 1.3 billion passengers using the London Underground in 2015.

TfL recognised the demand for more visitor-focused points of help, particularly at London's main gateway sites where footfall levels can be extremely high. Tensator was tasked with updating the queue management systems at Visitor Centres to maximise passenger flow and minimise congestion, as well as provide a fresh look and feel.

As providers of queue management solutions to the network for a number of years, Tensator's combination of Tensabarriers and ECFs was an ideal solution to further improve efficiency across TfL's main customer service areas.

To date, the installations have already helped contribute to improve customer satisfaction levels, and are enabling staff to better manage queues.

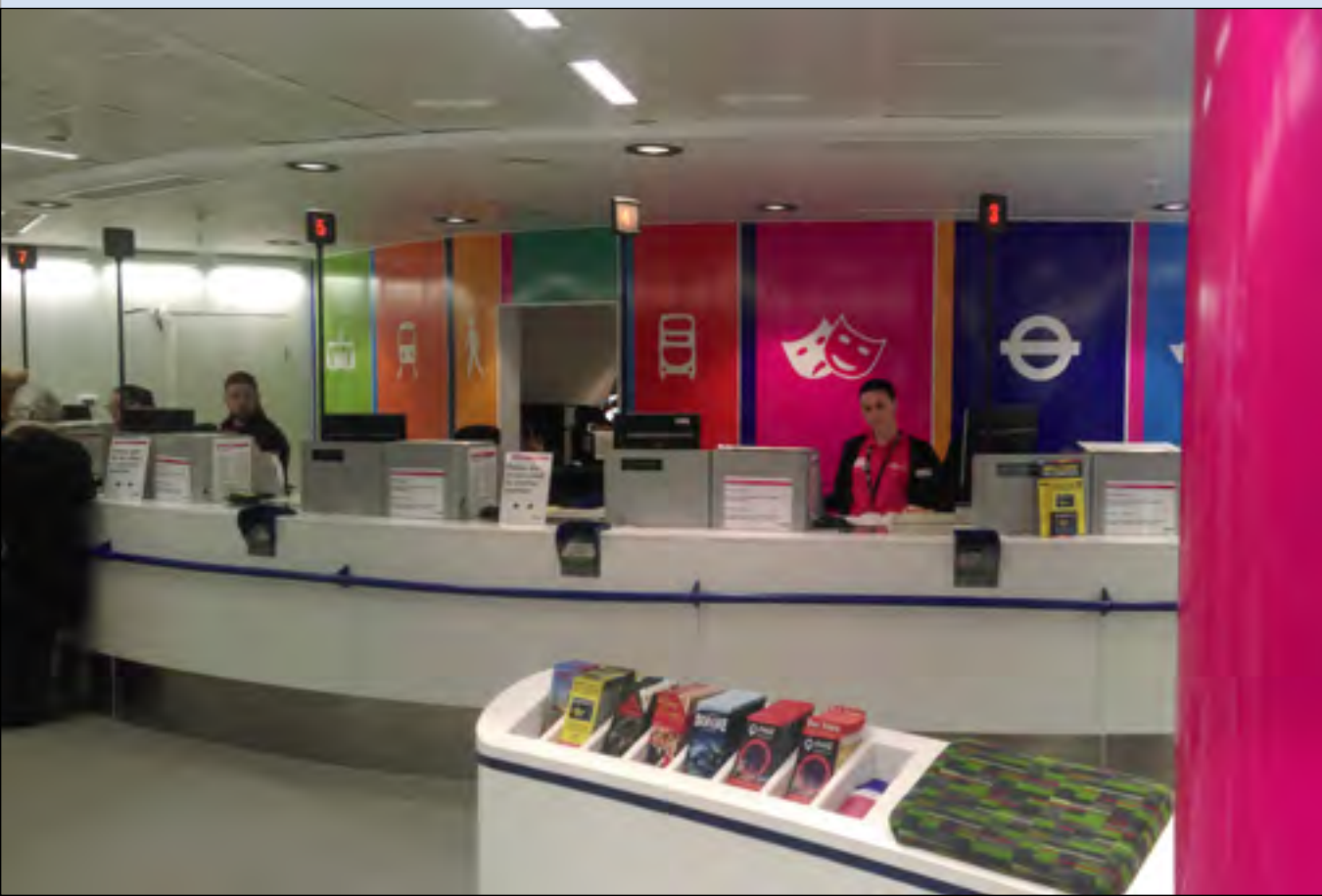
Designed initially for the retail environment, ECFs are now a common fixture in various types of venue that have ditched multi-line queues in favour of the single line format, such as airports and leisure facilities.

On a basic level, single-line queues are also the fairest form of queuing for customers as it means they are served in the order they arrive at the tills, rather than multiple lines, moving at different speeds. This helps remove queue rage and frustration as well as improve operational efficiency.

Kevin Hickson, General Manager at Tensator Group comments: "Whilst originating in the retail environment, it is clear that the use of single line queuing and ECFs have tremendous impact across all sectors, including public transport, in terms of improving customer service and passenger flow. Previous research has seen service times improve by 30 per cent through the use of ECFs as well as improving service times. We expect these figures to be no different at TfL's various sites once full reviews of the system have been collated. The network's transition towards a predominantly self-service based approach to ticket sales has been well documented. However, these renovations acknowledge the need for experienced members of staff to be on hand to answer more complicated queries from members of the public."

For more information on Tensator Group's queue management solutions, visit www.tensatorgroup.com.

Photo: The new ECF system at King's Cross station. © Tensator



On a sunny February 18th, Class 66 715 heads a Drax to Liverpool empty Biomass working through Stockport. [Brian Hewertson](#)



On a wet February 6th, LMS Royal Scot Class No. 46100 'Royal Scot' speeds through Rhyl with 1Z77 07:04 Carnforth - Holyhead charter. [John Balaam](#)



Communities Celebrate 175th Anniversary of One of the Oldest Railway Tunnels in the World

Northern Rail has joined forces with local community groups to mark the 175th anniversary of the Summit Railway Tunnel, one of the oldest railway tunnels in the world.

The tunnel between Littleborough and Todmorden played a vital role in connecting communities, enabling trains to cross the Pennines from Manchester to Leeds for the first time.

At just over 1.6 miles (2.6 km) long and approximately 7.2m (23.6 feet) wide and 6.6m (21.6 feet) high, it made it into the record books at the time as the longest railway tunnel in the world when it was completed on 1 March 1841.

The tunnel was mined by hand through shale, coal and sandstone, then lined with six courses of bricks (using over 23 million bricks in all).

The significant anniversary was marked by Northern, together with the 'Support The Rochdale Oldham Manchester Rail Lines' group and Friends of Littleborough Station and East Lancashire Railway, in a series of events.

Complimentary train rides, with specially produced commemorative tickets, were provided by Northern throughout the day on services between Manchester and Leeds, giving people the opportunity to travel through the historic tunnel.

The official anniversary was marked with a ceremony at Littleborough station which was attended by the Mayor of Rochdale, Councillor Surinder Biant, and included music from Littleborough Holy Trinity C of E primary school band.

Talks were also given by local historians alongside exhibitions at Sowerby Bridge and Littleborough stations and Bury's Museum of Transport.

Educational trips will also take place for schools in the region, enabling pupils to take a train trip through the tunnel and learn more about this significant engineering feat.

Matthew Worman, Client and Stakeholder Manager for Northern Rail, said: "It's been great to work alongside the local communities to celebrate such a significant period in rail history. It's important to recognise the role that the railway plays in connecting communities."

Richard Greenwood, Chairman of 'Support the Oldham Rochdale Manchester Rail Lines' group said: "Littleborough was the town which was the centre of activity in building Summit Tunnel. Overnight it was transformed for three years into a Boom Town and temporary home to hundreds of Navies. What a transformation for a small Pennine township."

Headboard from last train out of Kellingley Colliery presented to museum

On Christmas Eve 2015 the final train service left Kellingley Colliery, the last deep coal mine in Britain which was officially closed on 18th December.

A commemorative headboard from the last train, which is owned and run by DB Schenker Rail UK, was donated to the National Coal Mining Museum for England (NCMME) on Tuesday 23rd February to help preserve the history of Kellingley Colliery, which first opened in 1965.

Jonathan Lawton, the DB Schenker Rail UK driver of the last train service, presented the headboard to Darran Cowd, Collections Officer at NCMME in an event held at the museum in Overton, Wakefield.

The occasion was particularly special for Jonathan as he is the nephew of the late Victor Lawton, who drove the very first train service from Kellingley Colliery in 1972.

He was joined at the Museum by Graham Young, Head of Production at DB Schenker Rail UK, Shaun McLoughlin, Mine Manager at Kellingley Colliery and Mike Benson, Director of the National Coal Mining Museum for England.

The event also included the unveiling of the Kellingley Memorial, which was given to the Museum earlier this year as a fitting tribute to the miners who worked at the colliery. The last tonne of coal from Kellingley was also on display.

Jonathan Lawton, Driver at DB Schenker Rail UK, said: "You could say that this service runs in the family and so I was very grateful to get the opportunity to drive the last train out of the colliery, which left as the site was being decommissioned.

"The train was fitted with a headboard to mark the occasion and it was an honour to present this here today, I'm proud that it will now be seen at the National Coal Mining Museum for generations to come."

Mike Benson, Director at the National Coal Mining Museum for England, said: "We are honoured that we are able to preserve not only the Kellingley memorial here at the Museum, but also the commemorative headboard which was kindly donated. We are looking forward to welcoming visitors to come along to the Museum to view the newly placed memorial and the headboard, and thank our guests for coming along to the event which marks an important point in our coal mining heritage."



The Bluebell Railways C class SE&CR 0-6-0 No. 592 is seen here at London Kings Cross during a filming assignment on February 6th. [Derek Elston](#)



The Bluebell's 1903 bogie 1st class carriage built by the LB&SCR and restored as Southern Railway No. 7598 is seen at London Kings Cross during filming on February 6th. [Derek Elston](#)

On February 13th, LMS Class 5MT No. 44871 heads through Manchester Victoria working an East Lancs Railway to Blackburn light engine move. [Brian Hewertson](#)



Class 47 760 and LMS Jubilee Class No. 45699 'Galatea' are pictured between Farrington Curve Jct. and Lostock Hall on February 13th with empty stock heading for Blackburn to work 'The Tin Bath' charter the following day. [John Balaam](#)



Virgin Trains heralds the end of the orange ticket

Virgin Trains has announced that it will make m-Tickets available to Virgin customers travelling on all routes along the east and west coast mainlines.

Virgin Trains is the first franchised rail operator to offer m-Tickets for all ticket types and across all routes in this major step towards eliminating the orange ticket completely.

The bar-coded m-Tickets which customers download to their smartphones or other mobile devices will be offered for journeys on Virgin Trains services purchased through the Virgin Trains (east coast) website or the Virgin Trains app*.

The app means that customers can both buy and use their tickets on their mobile for maximum convenience. It also means that customers wanting to buy their tickets on the day can download the app via the free Virgin Trains station Wi-Fi, avoid queues, and select their ticket via a simpler interface than ticket machines.

This follows on from Virgin Trains' participation in the industry pilot scheme looking at making buying and using train tickets simple. As part of this pilot we have been able to increase our

overall mobile ticket sales to over 170,000 since July 2015, from less than half that amount.

Both companies are looking at ways to bring m-Tickets to even more customers and move away from paper tickets completely, which are easily lost or confused with tickets for other journeys.

Rail Minister, Claire Perry commented, "We want to build a 21st century railway that provides better journeys for all, and much simpler and smarter ticketing is a vital part of that. We have been clear that we will support the industry with ticketing innovation but that we also want rail companies to do what is best for their passengers, without government interference. The expansion of mobile tickets means more Virgin Trains customers can enjoy the benefits of this new technology, and it will help us get rid of outdated paper tangerine tickets."

Graham Leech, Group Commercial Director, Virgin Trains added, "We always want to be on the side of passengers and make their experience with us the best it can be. That's why we love innovating for our customers, which is why we were the first train company to introduce automatic delay repay and why we're now the first franchised operator to bring in m-Tickets in this way."

West Coast Mainline reopens for passengers

The West Coast Mainline reopened to passenger and freight services on February 22nd, following the successful completion of repair works at the flood-damaged Lamington Viaduct. The viaduct, over the River Clyde, has undergone an intensive seven week engineering programme to stabilise the structure after it was left close to collapse by Storm Frank on New Year's Eve.

The first train over the newly-repaired viaduct, at 03:00, was the north-bound Caledonian Sleeper service between London and Inverness. Virgin Trains and First TransPennine Express services also resumed over the course of the morning.

Phil Verster, Managing Director of the ScotRail Alliance, said: "I am delighted our engineers have been able to complete this vital job earlier than scheduled and get passengers back onto the West Coast Mainline. We appreciate the understanding customers have shown throughout the recovery operation. I am very proud of the hard work and commitment of our engineers who have had to contend with extremely challenging conditions at Lamington – battling against the elements and clock to save this important structure from collapse."

Claire Perry, UK Government Rail Minister, said: "When I visited the Lamington Viaduct in January I saw first-hand the scale of the engineering challenge and the dedicated Network Rail team working round-the-clock to resolve the damage. In difficult conditions, they have managed to re-open ahead of schedule, and I'm grateful for the patience of customers who were disrupted and to the staff who adapted remarkably. We can now get rail customers and rail freight moving again on this vital cross-border rail link, which is the western backbone of the network. Our record investment in the railways continues, along with regular maintenance and inspection, to ensure that they can withstand these unprecedented weather events."

Derek Mackay, the Scottish Government's Transport Minister, said: "I am pleased to see the Lamington Viaduct operational once again, and the resumption of the vital passenger and freight services that rely on the West Coast Mainline.

DRS owned Class 37 405 basks in the sun at Great Yarmouth having just arrived with the 2P20 12:36 from Norwich. [Andy Pratt](#)



I would particularly like to praise the efforts of all those people who have worked on securing and rebuilding the structure, especially amid the challenging weather conditions that we have experienced this winter."

The viaduct's second pier had been left on the brink of collapse when floodwaters scoured out much of its foundations on December 31 and hundreds of engineers have been working around-the-clock since January to save the structure.

The incident also damaged the second pier's steel bearings, which support the bridge-deck and track above the pier, a non-load-bearing section of the viaduct's third pier and the structure's north abutment.

Over the last seven weeks engineers have placed more than 7,000 tons of rock around the battered structure to protect it

from the fast-flowing Clyde, constructed concrete supports around the damaged second pier and anchored it to the riverbed using over 100 8m-long steel rods.

Works have also been undertaken to replace the bearings on the second pier and repair the damage to the third pier and north abutment.

In the weeks ahead, activity on-site will continue with work to re-profile the river banks and re-shape the viaduct's piers to further improve the flow of water through the structure.

Engineers were able to take advantage of a break in the weather conditions in early February and the earlier than expected arrival of the new, custom-made, bearings to accelerate their recovery programme – which had been expected to run until early March.

Railway between Carlisle and Appleby to be closed for several months after major landslide

The line between Carlisle and Appleby is to be closed for several months due to a major landslide involving an estimated 500,000 tonnes of earth.

The section, at Eden Brows on the Settle to Carlisle line, two miles north of Armathwaite, was closed by Network Rail on Tuesday 9th February after aerial surveys and ground monitoring revealed the embankment had moved so much it was no longer safe to run trains.

The area of land affected by the landslide is more than 130m long and 70m wide.

Network Rail's team of geotechnical specialists are carrying out detailed ground investigations using borehole equipment. The results of these comprehensive measurements will be used to design a lasting repair. At this stage it is not possible to provide an accurate timescale for the final repairs but it will take several months at least.

Martin Frobisher, Network Rail's route managing director, said: "An estimated 500,000 tonnes of earth have moved already and the embankment is still moving. That's 10 times the weight of the QE2 ocean liner when it is fully loaded. The extent of this landslide means it is no longer safe for this section of railway to be open to trains.

"Our monitoring has detected a twist

fault in the tracks caused by the ground movement. The slip is accelerating and it is not safe to run trains in this situation.

"Our engineers on site are undertaking detailed ground surveys and this will enable us to design a permanent and lasting repair.

"Network Rail's contractors have already started to build access roads and compounds so we can get our heavy machinery to where it is needed. This will enable us to start construction work as soon as the design is finalised.



Possibly the most photographed loco this year, and it's only March! LNER A3 No. 60103 'Flying Scotsman' is seen at Claypole, Newark working its inaugural train from London Kings Cross to York. [John Alsop](#)



"The River Eden has severely eroded the base of the embankment. This, combined with the recent repeated storms and saturated ground, caused the landslide.

"This is a vital rail link across the north of England and I am very aware of how important the railway is to the local community and local economy.

"I can assure everyone that we are doing all we can to design a lasting solution and to reopen the railway as quickly as possible. We will continue to work with Northern Rail to keep passengers and communities informed of what we are doing and the progress we are making."

Alex Hynes, managing director for Northern Rail comments: "This is clearly another challenging and complex engineering project for Network Rail to tackle. While their engineers assess the extent of the work, we will continue to ensure our customers are kept on the move, up to date with the latest information and that disruption is kept to a minimum.

"We will be operating train services between Leeds and Appleby with a replacement bus service running between Appleby and Carlisle. Timetable information will be available on our website. Please check www.northernrail.org for the latest news."

A Manchester Metrolink tram, heading for East Didsbury, is seen climbing the ramp to Deansgate-Castlefield tram stop on January 19th. [Keith Chapman](#)



Network Rail's No. DR98008, a Windhoff MPV Twin Cab Master with test equipment, heads along the WCML near Hartford working the 05:25 Rutherglen East Jct. - Crewe PAD on February 16th. [Nick Clemson](#)



GTR strikes £200m-plus deal for new train fleet serving City of London

Govia Thameslink Railway (GTR) has struck a deal worth over £200m to finance its replacement suburban train fleet on the Great Northern route, which is the first for new rolling stock company Rock Rail, with equity provided by SL Capital (part of Standard Life Investments) and debt from Aviva Investors. The 25 climate-controlled six-carriage units (150 vehicles), to be built by Siemens, will enter service by the end of 2018 and replace Class 313 trains built in 1976/7, which are the oldest type of electric train in operation in mainland Britain.

They will run between Moorgate in the City of London and Welwyn and Hertford, Stevenage and Letchworth. They will be built by Siemens as a variant of the Class 700 Desiro City, which is being built for GTR's new Thameslink service. Siemens is committed to continued innovation in the UK rail industry and is working closely with the UK supply chain to create jobs across the UK from Poole to Hebburn.

The train's features include: Fixed length with full width inter-vehicle gangways, creating more space for passengers on board (there are no intermediate cabs); Intelligent climate-controlled air-conditioning; The latest in passenger information systems with real-time information; Fully accessible and compliant with disability legislation; Power points throughout; Full Passenger WiFi functionality

GTR Chief Executive Officer Charles Horton said: "We are delighted to have secured the financing for this new fleet which will give our passengers on Great Northern's suburban routes a modern, high-quality environment which is light years ahead of what we have been able to offer to date with the current 40-year-old stock. And when we bring the Moorgate trains online we'll also increase the frequency of services considerably in the off-peak and at weekends and even, to a lesser degree, in the morning and evening peaks.

The trains make up just one of three major fleets we are introducing which will steadily improve services and drive up passenger satisfaction."

Mark Swindell, founding partner of Rock Rail, said: "For the past two years we have been developing a new approach to funding rolling stock in the UK which offers financial institutions the opportunity to invest directly in core rail assets on a basis that generates better value for the tax payer and passenger alike. We are delighted to be working with our partners SL Capital and Aviva, together with GTR and Siemens, on our first investment and now look forward to delivering these trains to this key part of London's rail network."

Dominic Helmsley, Managing Director of SL Capital infrastructure said: "SL Capital is delighted to be the exclusive equity investor in this exciting project that offers train operators an innovative new financing solution for funding rolling stock projects. The partnership alongside Rock Rail and Aviva demonstrates our confidence in Govia as an operator and our commitment to the improvement of the UK transport network over the long term."

Mark Versey, Chief Investment Officer, Global Investment Solutions at Aviva Investors, said: "This project is a good example of Aviva Investors' long-standing commitment to UK infrastructure and represents a ground-breaking new solution to the financing of trains in the UK. This investment required a pragmatic approach to structuring, particularly around refranchising risk and represents the high degree of confidence we have in the growth of the UK rail industry. We are delighted to be involved with all of our partners on this project, which will improve the quality of trains on the Moorgate line, as well as give our clients access to a stable source of risk-adjusted returns." Steve Scrimshaw, Managing Director for Siemens Rail Systems, said: "Siemens is delighted to build the new suburban train fleet for the Great Northern route on the Thameslink franchise. This order – the third for our innovative and flexible Desiro City train platform, will provide passengers with a much improved passenger experience and a step change in capacity and reliability. It will in addition benefit a number of our established suppliers across the UK supply chain by creating added value and jobs across the UK."

West Midlands tram No 34 stands at the Bull Street terminus on February 9th.
John Alsop



'Ta ra, bab' – Birmingham New Street loses its voice as station announcer moves on after 30 years

The man who has provided the 'voice of Birmingham New Street' for over quarter of a century, announced his own departure from the station on February 26th - but his legacy will linger.



Andy Smith's voice has been reverberating around Birmingham New Street for the past 29 years in his role as station announcer.

Andy, who lives in Sutton Coldfield in Birmingham, started work on the railway on a British Rail youth training scheme in September 1986. Since then as well as being a train announcer he has also been employed as a train

planner and station project team member, the latter being one of Andy's most challenging, enjoyable and rewarding experiences.

For almost 30 years, though, he was the voice of New Street, first through manual public address announcements and then through recorded announcements. Hundreds of millions of passengers will have heard him describing train departures and arrivals at one of Britain's busiest stations over that time. Although he is leaving his role as station announcer he is staying with Network Rail and training to be a signaller, helping move hundreds of trains carrying thousands of people safely and reliably around the West Midlands each day.

Andy said: "Birmingham New Street is somewhere I feel really passionate about. I'm mighty proud to be part of Birmingham New Street and its history and will miss it greatly. I think leaving now is apt following the rejuvenation of the station to the fabulous iconic building it is today. I'm hoping to make it back to New Street signal box and signal trains here so I will still be part of the station."

But his dulcet tones will not become an echo of the past as his many recorded announcements will continue to be used for years to come.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Class 325 002, freshly painted in glowing pillar box red, is seen heading along the West Coast main line between Crewe and Stafford on February 23rd, working the 13:00 Crewe TMD - Crewe TMD test run. [Nick Clemson](#)



Stamford Tunnel works completed ahead of schedule

Work to rebuild Stamford Tunnel in Lincolnshire has been completed by Network Rail ahead of schedule.

The Victorian tunnel, which has served the town for more than 160 years, was strengthened using local Stamford Stone to improve the reliability of the bridge as part of Network Rail's Railway Upgrade Plan.

The tunnel, which runs beneath Barnack Road in the centre of the town, was built between 1846 and 1848, to carry trains on the Syston to Peterborough route. The project began in September last year and was originally due to be finished in February, but engineers were able to complete it earlier this month meaning passengers get the benefit of a more modern, reliable railway even sooner.

Rob McIntosh, route managing director for Network Rail said: "I'm delighted the rebuilding work has been completed ahead of schedule. Stamford Tunnel is an important part of the railway between Syston and Peterborough and the work that has been done will help maintain the reliability of train services for passengers."

Loco Fleet List 2016

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

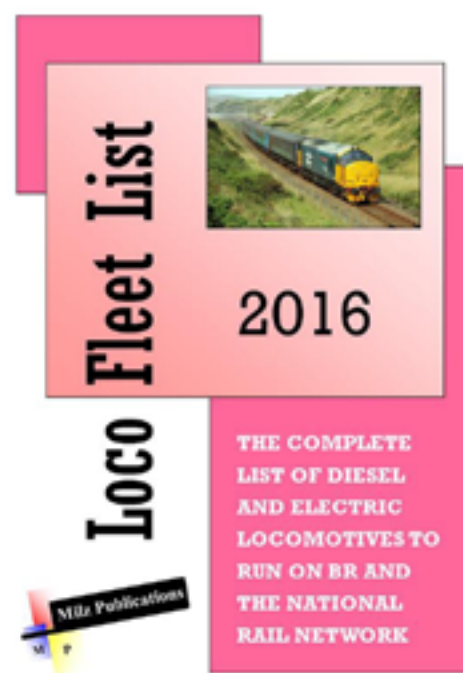
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

Loco Fleet List 2016 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web: www.milzpublications.co.uk Email: lee@milzpublications.co.uk



GWR No. 7812 'Erlestoke Manor' awaits to leave Kidderminster with the 10:30 to Bridgnorth on February 19th. [John Alsop](#)

Class 59 001 heads through Keynsham on February 20th hauling Pathfinder Tours 'The Fifty - Niner', 1Z59 Merehead - Banbury. Sam Bilner



New footbridge and longer platforms for Harold Wood station

Network Rail has successfully installed a new footbridge across the Great Eastern Main Line at Harold Wood station and completed the first of several platform extensions on the line. The footbridge is one of a number of improvements being delivered at Harold Wood station in preparation for the start of TfL-run Crossrail services.

Due to open in the spring, the new footbridge has increased capacity to allow more passengers to access the station's platforms. Lifts will be installed on the footbridge later in 2016, delivering step-free access to Harold Wood for the first time.

The footbridge was brought in by road, in two sections, for ease of transport. The heaviest section weighed approximately 18 tonnes and was lifted into place by a 500 tonne mobile crane positioned in the station car park. The 60-strong construction team installed the new structure in five major sections.

The extension of platforms 2 & 3 have also been successfully completed allowing trains to stop further along the platform while works to prepare the footbridge for commissioning continue. Extensions to platforms 1 & 4 will be completed this spring.

The old footbridge at Harold Wood will now be dismantled and removed over the following weeks as work to refurbish the station ticket hall gets underway. A temporary ticket office will open in the station car park and the refurbished ticket hall is expected to reopen this summer.

Did you Know - Ken Mumford

Train-conductor, I need a sea-sick tablet, **NOW!!**

In 1979, 150 years since the 'Rainhill Trials', conductors on the high-speed 'Pendulum Trains' of the Nagano Line of Japanese National Railways carried sea-sick pills to administer to queasy passengers.

Medical folk in 1830 argued that speeds as high as 30 miles an hour (and more), the air would pass passengers by so quickly that they would not be able to breathe and would asphyxiate.

The diarist, Thomas Creevey, describing a footplate ride he made in November 1829 wrote that:-

"...the machine was occasionally made to put itself out or go to it, and then we went at the rate of 23 miles an

hour. . .but the quickest motion is to me frightful. . .it gave me a headache which has not left me yet. . ."

Yet, Doctor James Johnson said that railway travelling:-
"equalises the circulation, promotes digestion, tranquilises the nerves and often causes sound sleep during the succeeding night. . ."

Later the same year that same doctor concluded that:-
"...the ride to Tring and back, twice or three times a week, would prove a means of preserving health and prolonging life, more than all the drugs in Apothecaries Hall."

In the late 1970s, one rail traveller said that he suffered from mental and cardiac distress when travelling on a 125 m.p.h High Speed Train.

Why KGV broke down in 1979

Lubrication failure and consequent damage to the driving wheels' bearings, causing two "hot-box" breakdowns of this ex-G.W.R. doyen of the "King" class 4-6-0 on main-line journeys (*during a journey to Chester and on the "Poddington 125" special on March 1st 1979*) arose because oil of the wrong specification was used, it is revealed. Coupled-wheel bearings of the "Kings" are not lubricated mechanically by the usual pumping device fitted by BR on other G.W.R. 4-6-0s but by a flow of oil along "wicks" to worsted pads, and to produce this flow "at least 10% rape seed oil" is specified.

However, the lubricant supplier, not realising its vital function on KGV, provided blown rape seed oil which offers better characteristics for pressure-lubricated bearings but would not pass along the wicks very rapidly. After the first breakdown it was wrongly assumed that old and hard worsted pads had obstructed the free flow of oil and in the curious combination of circumstances all parties were absolved from blame. Nevertheless, the oil supplier has contributed half of the £29,000 total cost to Bulmers (who then owned the loco) of repairing KGV and further donations have been received from the NRM and the 6000 Locomotive Association.

The Nosh Report

Welcome to a the “Nosh Report” your monthly dip into what’s available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

This month, whilst on my way to Bristol, I dropped in at Cafe Loco situated on Worcester Shrub Hill station.

main clientele are rail users, and at times especially just before an arrival of a train or just after it can get quite busy, but never the less, it is certainly worth the wait.

Despite its small appearance, the eaterie contains several small tables where food and drink can be consumed whilst waiting for the train. Whilst I was there, freshly cooked breakfasts could be purchased for £4 with a free Tea!



This well hidden gem, tucked away at the end of the platform serves the most delightful tea and cakes to be found anywhere in the area.

Described as: *“It is not quite at the level of the refreshment room seen in “Brief Encounter”, but if you close your eyes and use your imagination a little bit it can be reasonably close!”*

As it is located on the platform then its

That’s all for this month, but please send your suggestions to: nosh.report@railtalkmagazine.co.uk for future issues.



Michael Portillo chats to Colin Green of Riley & Son (Engineering) Ltd at the National Railway Museum in York about the restoration of Gresley A3 Pacific No. 60103 ‘Flying Scotsman’ after its inaugural run from Kings Cross on February 25th. It all looks a bit serious! [Gerald Nicholl](#)

Model Railways - Carl Grocott

Welcome to March's edition of the Model Railways page. This month we feature two new models, a look at forthcoming Model Rail Exhibitions, a review of the recent exhibitions at Stafford and Telford and a look at my own layout, Trench Halt.

Latest Modelling News

Bachmann Class 70

Bachmann have released a Class 70 No. 70 805 in Colas Railfreight livery. Prices and release date are yet to be confirmed. The model will be DCC ready, 21 pin sound chips are available from a number of DCC specialists

Class 70805 in
Colas Railfreight livery

Photograph courtesy of:
<https://www.collettsmodelshop.co.uk>



Hornby Class 71

Hornby have produced a Class 71 Bo-Bo in BR blue and BR green. Prices will start around £130 and are available for pre order now with a release date around May 2016. The model will be DCC ready, 21 pin sound chips will be available from a number of DCC specialists.

Class 71 012 in BR Blue livery

Photograph courtesy of:
<https://www.collettsmodelshop.co.uk>



Forthcoming Model Railway Exhibitions

York: A model railway show is to be held at the Knavesmire Stand, York Racecourse on 26th to 28th March. Over 120 stands including 40 working layouts.

Opening Times: Saturday and Sunday 10am to 5pm, Monday 10am to 4:30pm

Ticket Prices: Adults: £9, Family (2+2): £22, Child £4

Cleckheaton (near Bradford): A model railway exhibition will be held at the Whitcliffe Mount Sports Centre in Cleckheaton on 30th April and 1st May. Over 30 layouts DCC and DC,

Opening Times: Saturday 10am to 5pm and Sunday 10am to 4pm

Ticket Prices: Adults: £5.50, Family (2+2): £12, Under 16s: £1

Manchester: A model railway exhibition will be held at the Museum of Transport in Manchester on 21st and 22nd May. Over 20 layouts DCC and DC, full trade support, refreshments, includes Museum entrance and free bus service from Manchester Victoria Station.

Opening Times: Saturday and Sunday 10am to 5pm

Ticket Prices: Adults: £7, Concession: £6, Accompanied Children under 16: Free

Model Rail Exhibition Review

Stafford: Stafford Model Railway Exhibition was held on the 6th and 7th February at the county showground. As always the show proved a success amongst enthusiasts. There were a number of layouts that caught my eye including the OO Gauge fully DCC sound Crimson Road which represents an early privatisation era modern image theme with classes 37, 47, 56, 60 and 66 all taking part. Another layout that seemed to attract lots of attention was the OO Gauge DCC sound Alderford layout which represents late 1980's era, a couple of models that stood out was a full rake HST set and a class 304 unit. I particularly found this layout interesting because of the high level of detail gone into the OHLE.

Telford: The first Diesel and Electric show for 18 years sponsored by Bachmann PLC was held on the 20th and 21st February at the Telford International Centre. The show was split across 2 halls and had a wide range of layouts and trade stands. A couple of layouts worth noting was Georgemass Junction which represents early privatisation period from 1997 to 2003, this layout saw Classes 37, 66 and 158's in action. Also there was Portchullin which mainly featured BR Type 2 Sulzer from the early 1970s period. Both these layouts are DCC sound.

Layout Review

Trench Halt

This month shows a Bachmann Model Rail Exclusive Class 97 303 in Network

Rail yellow hauling a rake of Bachmann JJA Autoballasters. The Autoballasters have been weathered and had their Railtrack branding replaced with the more appropriate Network Rail branding. The Class 97 is fitted with a 21 pin South West Digital V4 ESU sound chip.



A Different View

Stanier Class 5 4-6-0 No. 44871 stands at Heywood on the ELR on February 15th, following its run with 'The Tin Bath' special on the previous day, note the concrete block still embedded in the fireman's window. [Gerald Nicholl](#)



A 'Contre Jour' shot of the weekly Dollands Moor - Irvine china clay tanks passing through Winwick behind the DB red pairing of Class 90 018 and 90 036 on February 10th. Jeff Nicholls



A look at the magnificent Newcastle station on February 10th. Jonathan McGurk



Preserved and Industrial Railways: Barrow Hill

Recently sold by DRS, Class 37 503 and 37 521 are seen at Roundhouse Halt on February 20th. [Richard Hargreaves](#)



Former resident of the Severn Valley Railway, Class 27 No. D5410 is seen under repair at Barrow Hill on February 20th. [Class47](#)



Former Spa Valley resident, Class 37 254 is seen undergoing load bank tests on February 20th. [Class47](#)



Recent arrival from the Ecclesbourne Valley Railway, Class 31 414 (No. D5814) is seen in the yard at Barrow Hill on February 20th. [Class47](#)



DB Schenker liveried Class 37 670, believed to have been recently purchased by Europhoenix from DRS, is seen at Barrow Hill on February 20th. [Richard Hargreaves](#)



The unique Class 89 001 is seen outside in the yard at Barrow Hill on February 20th. [Richard Hargreaves](#)

East Lancashire Railway

LNER A3 No. 60103 'Flying Scotsman' emerges from Summerseat tunnel on January 9th. Colin Irwin



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

On January 10th, A3 No. 60103 'Flying Scotsman' is seen passing the former Ewood Bridge station with a Bury bound service. [Colin Irwin](#)





CAB FITTED TO NEW GRESLEY CLASS P2 STEAM LOCOMOTIVE NO. 2007 PRINCE OF WALES

The project to build Britain's most powerful express passenger steam locomotive is delighted to announce that the cab for new Gresley class P2 No. 2007 Prince of Wales has been trial fitted to the locomotive's frames. This will be the first time for over 70 years that it has been possible to stand in the cab one of these of these iconic class of locomotives since the last original Gresley class P2s No. 2003 'Lord President' was rebuilt into an ungainly Thompson class A2/2 Pacific in December 1944.

The Gresley class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The 'flat pack' plate kit for the cab was profiled and rolled by S M Thompson at Middlesbrough. Following delivery to DLW, a cradle was made to assemble the roof upside down. This work included forming the front angles between the roof and spectacle plates which was quite a difficult job as they involve compound curvature. The cab was then turned the right way up and set up on the footplate. This enabled the holes between the bottom cab angles and the footplate to be drilled. The cab was then taken off, dismantled and all the parts grit blasted and primed.

Other engineering progress

Frames: the last of the cast steel frame stays (the Pony Truck Top and the Front Boiler Support) have been machined and trial assembled to the frames. The first of the large frame stays which have been re-designed as fabrications, the Frame Stay and Inside Motion Bracket, is presently being manufactured by North View Engineering Solutions in Darlington. Apart from holding the frames together, it also supports the inside cylinder slide bars. Meanwhile the next of the large frame stays, the Intermediate Frame Stay which as well as being redesigned as a fabrication has been modified to carry one air brake cylinder and an air pump instead of the original two vacuum cylinders has been ordered from North View Engineering Solutions. The horn block machining is complete and fitting to the frames underway.

Wheelsets: the pony truck, Cartazzi and tender wheels have all been proof machined by Multi-Tech Engineering at Ferrybridge and will be delivered to Darlington Locomotive Works shortly. Meanwhile, Timsons Engineering at Kettering has been contracted to machine the axle and cannon boxes along with the spacer, seal, grease thrower and abutment rings required to fit the bearings to the axles and axleboxes. In order to move the manufacture of wheelsets along, axles have been ordered for all the engine wheelsets except for the crank axle.

Cylinders and valve gear: work is continuing to design a one piece cylinder block with improved steam and exhaust passages combined with the Franklin/Lentz rotary cam poppet valve gear.

Footplating: it has been dismantled and grit blasted enabling it to be primed and permanently refitted. The splashers kit has been delivered and is being assembled and fitted to the frames

Smokebox: the smokebox platework kit has been profiled and shaped by S M Thompson in CorTen corrosion resistant steel. Formers to assist in maintaining the egg shaped section of the smokebox during erection have also been profiled. Following grit blasting the components are being erected and cut to the finished shape. Meanwhile South Lincs Foundry has almost completed the pattern for the Kylchap double chimney and Timsons has started machining the smokebox door frame.

Tender: Boro' Foundry has completed machining and drilling the tender frame plates and have been delivered to Darlington Locomotive Works.

Fundraising

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 730 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch a year ago. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (almost 100 people have pledged £2,000 each - target of 300 people), Dedicated Donations (£160,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of £2m (including Gift Aid) of the £5m needed in just two years since the launch of the project.

Mark Allatt, chairman, 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 £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight. Our team at Darlington Locomotive Works has been focused on assembly of the cab, the erection of the frames, fitting the frame stretchers, horn guides and other components manufactured by external contractors over the past few weeks. We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales next winter and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. 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 monthly covenantor or joining The Boiler Club. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 'Prince of Wales' gathers pace."



The A1 Steam Locomotive Trust New Steam for the Main Line

The A1 Steam Locomotive Trust is delighted to announce that its new-build Peppercorn class A1 No. 60163 Tornado will again haul 'Belmond British Pullman's' steam journeys during 2016. The famous apple green steam locomotive that was the star of BBC Top Gear's 'Race to the North', will haul the majority of the 14 journeys in the 2016 programme.

'Belmond British Pullman', sister train to the Venice Simplon-Orient-Express, is the ultimate luxury train travel experience, featuring vintage carriages that once ran on legendary 1920s services such as 'The Brighton Belle' and 'The Golden Arrow'. The original 49 Peppercorn class A1 locomotives built in 1948/49 hauled 'The Yorkshire Pullman' during the 1950s.

Passengers travelling on Belmond British Pullman glide through stunning scenery to destinations all over Britain, as champagne flows and gourmet cuisine are served. They can expect glamour, fun and a dash of adventure on day trips and weekend excursions to cities, country houses and sporting events. Passengers step back into a more glamorous era on a journey steeped in atmosphere, enjoying a magnificent five-course lunch, accompanied by champagne, as they travel on a circular tour of the British countryside.

Belmond British Pullman's regular steam locomotive, No. 35028 'Clan Line', came out of service at the end of June 2015 for its ten year overhaul although its owner, the MNLPS, is continuing with its role of managing the provision of steam power for Belmond British Pullman.

The Belmond British Pullman steam-hauled excursion programme for the rest of 2016 is:

8th April 2016: The Golden Age of Travel by Steam lunchtime excursion

11th May 2016: Historic Bath and Bristol & Brunel's SS Great Britain by Steam

27th May 2016: The Golden Age of Travel by Steam lunchtime excursion

18th June 2016: The Golden Age of Travel by Steam lunchtime excursion

23rd July 2016: The Golden Age of Travel by Steam lunchtime excursion

12th August 2016: The Golden Age of Travel by Steam lunchtime excursion

7th September 2016: Historic Bath and Bristol & Brunel's SS Great Britain by Steam

30th September 2016: The Golden Age of Travel by Steam lunchtime excursion

22nd October 2016: The Golden Age of Travel by Steam lunchtime excursion

FAMOUS NEW STEAM LOCOMOTIVE TORNADO TO HAUL THE ICONIC BELMOND BRITISH PULLMAN IN 2016

4th November 2016: The Golden Age of Travel by Steam lunchtime excursion

7th December 2016: Christmas Lunch by Steam

17th December 2016: Christmas Lunch by Steam

Jean-Baptiste Leglace, General Manager, Belmond British Pullman, said, "We are delighted that famous new steam locomotive Tornado is again to haul the iconic Belmond British Pullman, recreating the sights and sounds of the luxury Pullman trains of the Golden Age of Travel."

Tim Robbins, Chairman of MNLPS, commented, "We are very pleased that The A1 Steam Locomotive Trust has made Tornado available to haul Belmond British Pullman. We are looking forward to working with the Trust whilst Clan Line undergoes its ten year overhaul ready to return to traffic towards the end of 2016."

Mark Allatt, Chairman of The A1 Steam Locomotive Trust added, "We are very proud to have been asked once again to provide Tornado for Belmond British Pullman in her glorious apple green livery. We look forward to working closely with the MNLPS and Belmond to ensure a successful period of operation."

Photo: © Steven Shears/A1SLT: No. 60163 Tornado passing Betchworth on December 8th.





PIONEERING VOLUNTEERS MARK THE 40th ANNIVERSARY OF RESTORATION WORK STARTING AT SWANAGE STATION

Pioneering Swanage Railway volunteers have gathered to mark the historic 40th anniversary of the start of restoration work at a derelict and disused Swanage station back in 1976. Then teenagers, the railway preservation stalwarts are now aged in their 50s and still involved in the award-winning Swanage Railway which has been rebuilt from nothing after the branch line from Wareham was controversially closed and demolished in 1972. It was on Saturday, 14 February, 1976, that members of the fledgling Swanage Railway Society moved into the boarded-up Victorian station building to start restoration work after obtaining a one-year lease from the Swanage Town Council.

Forty years on, to the day, some of those original railway restorers gathered on the platform at Swanage station to exchange stories and anecdotes about that historic development in the re-building of the Swanage Railway.

Present were station porter Jonathan Burke, steam locomotive drivers Nigel Clark, Peter Frost, Bob McGaw and Nick Hanham, Neil Tatchell and carriage restorer Jeremy Weller.

Retired to his home town of Swanage, Jonathan Burke said: "My memories of that first day of restoration work at Swanage station are of achievement and a realisation that there was a very long way to go. Many people said it would never happen so it was good to gain access to Swanage station. The railway was very dear to my heart and it still is."

Aged 14 in 1976, Nigel Clark recalled: "My mother and father had been involved in previous attempts by the Isle of Purbeck Preservation Group to keep the railway open in the late 1960s. My dad later died in 1976 but I stayed involved with the railway as did my mother. It was only after a referendum among townspeople in Swanage that resulted in an overwhelming majority in favour of the railway society that the town council gave us a short-term licence to move into the station house, the old parcels office – now the shop – and the goods shed. We took the boards off the windows of Swanage station and gained access to the station with a lot of enthusiasm and felt that we were going to do it, which we have." Growing up in the village of Corfe Castle, the British Rail branch line from Wareham to Swanage was Peter Frost's childhood playground with the railway staff being his friends. "When the opportunity came to rebuild the railway with the formation of the Swanage Railway Society, I leapt at the chance. Society chairman Andrew Goltz provided a real opportunity to achieve the dream when the group was given a lease of the station site. We were able to recreate part of our history and rebuild the railway. Swanage was in a recession in 1976 and the winter months in the

town were dead because the visitors stopped coming."

"We were enthusiastic youngsters 40 years ago. Eventually, we ground down the opposition through the power of our rationale behind rebuilding the railway and the progress being made on the ground," added Peter, aged 17 in 1976.

Bob McGaw started volunteering with the Swanage Railway Society after looking for a hobby when he gave up playing football. "The Swanage Railway has successfully negotiated many pitfalls – the meetings with local councils and the Corfe Castle bypass issue which threatened to stop the railway from going any further than Harman's Cross."

"Now we are getting through to Wareham which is tremendous. We are used to delays, it happens with everything. It has been good – I have met and worked with some interesting people," added Bob who travelled to Swanage from his home in Christchurch. Nick Hanham, from Poole, was aged in his 30s when he joined the Swanage Railway Society and was among the first volunteers to gain access to the Victorian-built station in February, 1976.

"Back in 1976, we didn't know what was in store, the battles we would fight, the hurdles we would overcome. We just carried on – relaying the track and bringing in the locomotives, carriages and other items by road needed to rebuild a railway. Our spirit was very determined. The moral is never give up. Just plough on, no matter what the problems. We've solved many problems over the years and the Swanage Railway is still solving problems and moving forward – 40 years later."

"The Swanage Railway has been a huge part of our lives and the sacrifices have been worth it. The backing of our wives and girlfriends has kept us volunteering and pushing the Swanage Railway forward," added Nick.

For Neil Tatchell, 13 years old in 1976, it was his volunteering on the fledgling Swanage Railway as a teenager that would lead to his working career as an engineer. "On that first weekend, I remember sweeping up glass everywhere. I'm very proud to have been part of the Swanage Railway's pioneering days. We brought our own tools and we had whip-rounds to buy petrol for our first locomotive, a small shunter called 'Beryl'. A lot of work during the Swanage Railway's first months was carried out by teenagers. The Swanage Railway influenced many people's lives, especially young people."

Also aged 13 years in 1976, Jeremy Weller is still a Swanage Railway volunteer 40 years on – patiently restoring heritage carriages from the 1930s and 1940s for use on the Swanage Railway. "The derelict station buildings were marooned in a wasteland of rubble, grass and old stone track ballast. To be allowed to go on to a disused railway station and start to restore and rebuild it was fantastic. It was a unique experience and something very special. I've been very lucky to have been a part of it for 40 years," added Jeremy who lives in Poole.

To find out more, and for a chat, potential Swanage Railway volunteers should contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email 'volunteer@swanagerailwaytrust.org.uk'.
Photos: © Andrew PM Wright.



Severn Valley Railway

Class 50 049 'Defiance' and 50 035 'Ark Royal' pose outside the newly constructed diesel depot at Kidderminster on February 14th. [Dave Harris](#)



Class 20 No. D8059, looking resplendent in green livery, is seen here stabled in the station at Kidderminster on February 14th. [Dave Harris](#)



Class 50 049 arrives into Kidderminster with a loaded test run on February 19th. [John Alsop](#)



In addition to Class 50 049 being on test in February, classmate 50 035 has also been out on test. Seen here at Kidderminster prior to working a run along the line to Bridgnorth. [John Alsop](#)



DIESEL LOCOMOTIVE RUNNING FOR 2016 AT THE GWR



Home to arguably one of the best diesel fleets in preservation, the Gloucestershire Warwickshire Railway diesel department is made up of no fewer than nine home-fleet engines; Class 20 D8137, Class 24 24081, Class 26 D5343, Class 37 37215 (soon to be joined by D6948), Class 45 45149, Class 47 47376 (soon to be re-joined by 47105) and Class 73 E6063. We are pleased to be able to confirm the running dates for 2016. These are made up of a number of galas as well as all-day running events as follows:

Friday 29th to Sunday 31st July: HERITAGE DIESEL WEEKEND AND OPEN DAYS

An intensive 40-minute timetable will be in operation between Toddington and Cheltenham Racecourse featuring all available locomotives, plus a special guest locomotive. As part of the event, we are inviting trade and sales stands to attend, along with the diesel shed open for viewing restoration projects and a number of family-friendly activities going on around the railway. The Carriage and Wagon workshops at Winchcombe will also be open for viewing along with hot food stands, a real ale beer tent and late evening departures featuring bus connections to Cheltenham Spa station for onwards travel.

Saturday 8th and Sunday 9th October: AUTUMN DIESEL WEEKEND

This weekend will be similar to the summer diesel event and is a great weekend to support the GWR diesel department with the superb mix of traction out working services.

Thursday 29th and Friday 30th December: MIXED TRACTION CHRISTMAS CRACKER

Blow away those Christmas cobwebs with a day out at the GWR's annual Mixed Traction Christmas Cracker event. This event features diesels working alongside our steam counterparts recreating the age-old "modernisation" period. Some trains feature steam locos at the helm, some feature diesel and some feature a mix of the two types of traction. Steam-heating adds to the atmosphere.

In addition to these, diesel-hauled services will also operate on:

- i. GREEN TIMETABLE DAYS: three weekends in April (2nd/3rd, 9th/10th and 16th/17th), every Tuesday and Thursday from 26th July through to 1st September and every weekend in October (save for 8th/9th) where the diesel will haul the 11.10, 13.30 and 15.55 departures to Cheltenham with the return services from the Race Course at 12.05, 14.25 and 16.40 respectively.
- ii. RED TIMETABLE DAYS: from the 25th March to 28th March inclusive, and every weekend from the 30th April throughout the year (save for special event weekends), a diesel will haul the 15.55 service from Toddington to Cheltenham, returning with the 16.40.

For exact dates and times of train services, please refer to the 2016 timetable available from stations, or online at the GWR website www.gwsr.com.

Romney,Hythe & Dymchurch Railway

Diesel Mechanical Bo-Bo No. 14 'Captain Howey' is seen stabled in the yard on January 31st. [Steve Stepney](#)



Built in 1927 by Davey Paxman & Co. No. 8 'Hurricane' is seen ready to work the 13:50 service to Hythe from Romney on January 31st. Steve Stepney





ELATED HERITAGE LINE VOLUNTEERS CELEBRATE CARRYING A RECORD- BREAKING 217,080 PASSENGERS DURING 2015

Dedicated Swanage Railway volunteers are celebrating their rebuilt heritage line through the Isle of Purbeck carrying a record-breaking 217,000 passengers during 2015 – more than the combined populations of Bournemouth, Wimborne and Bridport. By the end of 2015, more than 2,400 Swanage Railway steam and diesel-hauled passenger trains had run a total of more than 28,000 miles which is further than travelling around the entire circumference of the Earth. A registered charity, the Swanage Railway Trust plans and develops the Swanage Railway with the Trust’s trading subsidiary – the Swanage Railway Company – running the train service and special events across the year.

All profits from running the steam and diesel trains – as well as related commercial activity – are ploughed back into the Swanage Railway for its development and continuous improvement.

Swanage Railway Company chairman and Swanage Railway volunteer Trevor Parsons said: “Carrying 217,080 passengers during 2015 represents a lot of hard work by the people who run the trains, staff the



stations and maintain the line and infrastructure required to keep trains running – day in and day out – for the pleasure of the public. Our volunteers and small team of paid staff have worked very hard throughout 2015 to produce such a fantastic result. Everyone is elated. While very enjoyable and fulfilling, it takes a great deal of enthusiasm and commitment on the part of many people to run our steam and diesel train services throughout the year.

“I would like to say a very big thank you to everyone whose hard work has resulted in these very gratifying passenger figures for 2015. We’re looking forward to an even better 2016,” added Mr Parsons who is also a volunteer train guard and signaller on the Purbeck heritage line.

Swanage Railway general manager Matt Green explained: “The Swanage Railway carrying a record-breaking total of 217,080 passengers during 2015 has been a truly amazing performance bearing in mind the wet weather during the summer.

“Last year’s passenger total demonstrates the appeal of travelling by steam train on one of Britain’s most idyllic heritage railways through the beautiful Purbeck countryside from a castle to the coast,” added Mr Green.

In 2014, the Swanage Railway carried a total of 216,267 passengers. Many Swanage Railway passengers left their vehicles in Purbeck District Council’s car park next to Norden station – off the main A351 road from Wareham – and rode on heritage steam and diesel trains to Corfe Castle, Harman’s Cross, Herston and Swanage.

Matt Green said: “Having been rebuilt from nothing since 1976, after being controversially closed and demolished by British Rail in 1972, the Swanage Railway contributes some £14 million to the Purbeck economy every year.

“The Swanage Railway is far more than just a trip on a heritage train behind an historic steam locomotive – it’s the best car-free way of visiting Corfe Castle, Harman’s Cross and Swanage while having a really good day out. We are always looking for more volunteers to join in our continued success and have a great time while also helping to run a unique and friendly heritage railway set in beautiful Purbeck countryside,” he added.



For an informal chat – and to find out more – potential Swanage Railway volunteers should contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email ‘volunteer@swanagerailwaytrust.org.uk’.

In 2014, the Swanage Railway carried a total of 216,267 passengers. Swanage Railway train times – and special event details – are available online at www.swanagerailway.co.uk or by telephone on 01929 425800.

Great Central Railway (North)

A superb looking power car No. 41001, now with matching Inter-City liveried trailers, approaches Ruddington on February 20th. [Richard Hargreaves](#)



Class 37 009, 56 097 and 47 292 are photographed in the yard at a very wet Ruddington on February 20th. [Class47](#)



Former Peak Rail resident, and now fully restored, Class 03 118 looks in great condition at Ruddington on February 20th. [Class47](#)



Class 73 No. E6016 stands at Ruddington on February 20th, operating on the other end of the HST rake. [Richard Hargreaves](#)



Also at Ruddington, Ruston 165 DE 0-4-0 No. D2959 'Staythorpe' looks like it is part-way through a repaint, but we're not sure what colour! [Class47](#)



Keighley and Worth Valley Railway

LMS Fowler Class 4F No. 43924 departs Keighley with an express train to Haworth on February 27th. [Richard Hargreaves](#)



USA 'Big Jim' No. 5820 departs Keighley on February 26th with a service to Oxenhope. [Michael Lynam](#)



On February 26th, LNWR No. 1054 and Taff Vale Railway No. 85 depart Keighley with a service to Oxenhope. [Michael Lynam](#)



Corporate Assistance Given to Heritage Railway Sector

Following an appeal to GB Railfreight by heritage railway Northampton Steam Railway (NSR), both GB Railfreight and London Underground teamed up in a partnership to assist NSR by providing redundant assets for use in track maintenance renewal and extension work on the steam railway line based at Chapel Brampton, Northampton. NSR initially contacted GBRf, who, since 2005 under a 10 year contract, have been supporting London Underground's track renewal programme with main line haulage with a key operational base at Wellingborough which is not far from the heritage railway in Northamptonshire. NSR enquiries about possibility of redundant assets being made available for re-use on works on their line led to the GBRf managing director putting them in direct contact with London Underground's Track Programme resulting in an offer of a donation of track materials arising from their weekend renewal works on their network.

During late 2015 London Underground offered a quantity of track materials arising during weekend renewals over a number of planned possessions during the last quarter of the year. In an extension of the usual arrangements between GBRf and London Underground, materials were moved direct from London Underground possessions by GBRf to their yard at Wellingborough as whole track panels. Whilst the panels would normally be moved onwards then for recycling, a proportion of the track panels from each weekend's movement to the yard were then offloaded by GBRf onto a part of their yard, for dismantling and collection by NSR to their Chapel Brampton headquarters. In a further act of generosity GBRf arranged for an outside contractor to dismantle the first batch of panels, whilst NSR resolved some issues with equipment essential to this task that was being overhauled. Following this, NSR members, working in accordance with GBRf health and safety requirements, were permitted access to the Wellingborough yard to strip out panels following each delivery from London Underground possessions.



Track materials have been put to a number of uses by NSR, including relaying of one of the sidings at their Pitsford Sidings location on which the sleepers were life expired and enhancement works on their almost completed Boughton extension trackwork. Some materials have been put aside for their future extension towards Merry Tom crossing and ultimately Spratton, which will be commenced once the Boughton extension is open. NSR have been very pleased with the generosity of London Underground and the spirit of co-operation that was evident from both GBRf and London Underground.

Photo: LU Sleepers at Pitsford Sidings © Chris Coulson NLR.

Hudswell Clarke & Co. Ltd. 0-6-0T side tank No. 1704 'Nunlow' is seen at Keighley on February 27th working a local train to Ingrow West. [Richard Hargreaves](#)



On February 28th, the recently restored to service Grafton steam crane was in use for civil engineering demonstrations in Oakworth Yard during the lines steam gala. [Ben Bucki](#)



USATC Class S160 'Big Jim' races away from Ingrow West with its last service train of the day during the steam gala on February 28th. [Ben Bucki](#)

On February 27th, LMS Fowler Class 4F No. 43924 runs into Keighley light engine.
Class47



LNWR No. 1054 and Taff Vale Railway No. 85 are seen at Oxenhope on February 26th. Michael Lynam



Recently restored into service, the Taff Vale tank loco No. 85 waits at the platform at Ingrow West with a short train composed of Vintage Carriage Trust stock on February 28th. Ben Bucki



Hudswell Clarke & Co. Ltd. 0-6-0T side tank No. 1704 'Nunlow' is pictured arriving light engine into Keighley. Michael Lynam

West Somerset Railway

LMS '4F' Class 0-6-0 No. 44422 sits on its trailer in the yard at Bishops Lydeard on the afternoon of February 16th. The loco had arrived from Crewe and is due to be based at the line for 25 years. [Jeff Nicholls](#)



From the Archives

BR English Electric Type 4 (Class 40) No. 40 010 passes through Manchester Victoria with a light engine movement on July 7th 1980. [Dave Felton](#)



Right: Class 55 004 'Queens Own Highlander' is seen upon arrival into London Kings Cross on August 6th 1980. [Paul Hewertson](#)

Main: Regional Railways liveried Class 101 DMU No. 101 662 sits in the bay at Bolton in June 1992. [Michael Lynam](#)



Right: Class 55 022 'Royal Scots Grey' calls at Stalybridge on December 17th 1981 whilst working a York to Liverpool Lime Street service. [Paul Hewertson](#)

Main: Class 37s Nos. 6929 and 6989 are seen stabled at Cardiff Canton motive power depot on October 9th 1971. [Dave Felton](#)

Below: Class 47 642 stands at Shrewsbury on May 13th 1993 whilst working the 1E24 Cardiff - York mail train. [Phil Martin](#)



Right: GWR Collett 5700 Class 0-6-0PT No. 3605 is seen shunting at Oxley marshalling yard on May 31st 1966. [Jeff Nicholls](#)

Main: Class 45 121 working the 11:00 Scarborough - Bangor service heads out of Manchester Victoria passing eastbound light engine Class 47 266 on March 28th 1984. [Nick Clemson](#)



Class 31 408 leads 31 432 as the pair approach Bolton with a Manchester Victoria - Blackpool service on July 15th 1992.
Michael Lynam



Right: BR Experimental locomotives Nos. 10202 and 10000 are pictured stored at Derby Works on July 4th 1974. [Dave Felton](#)

Main: Class 33 020 departs from Crewe with 13:25 Crewe - Cardiff service on February 18th 1984. [Nick Clemson](#)

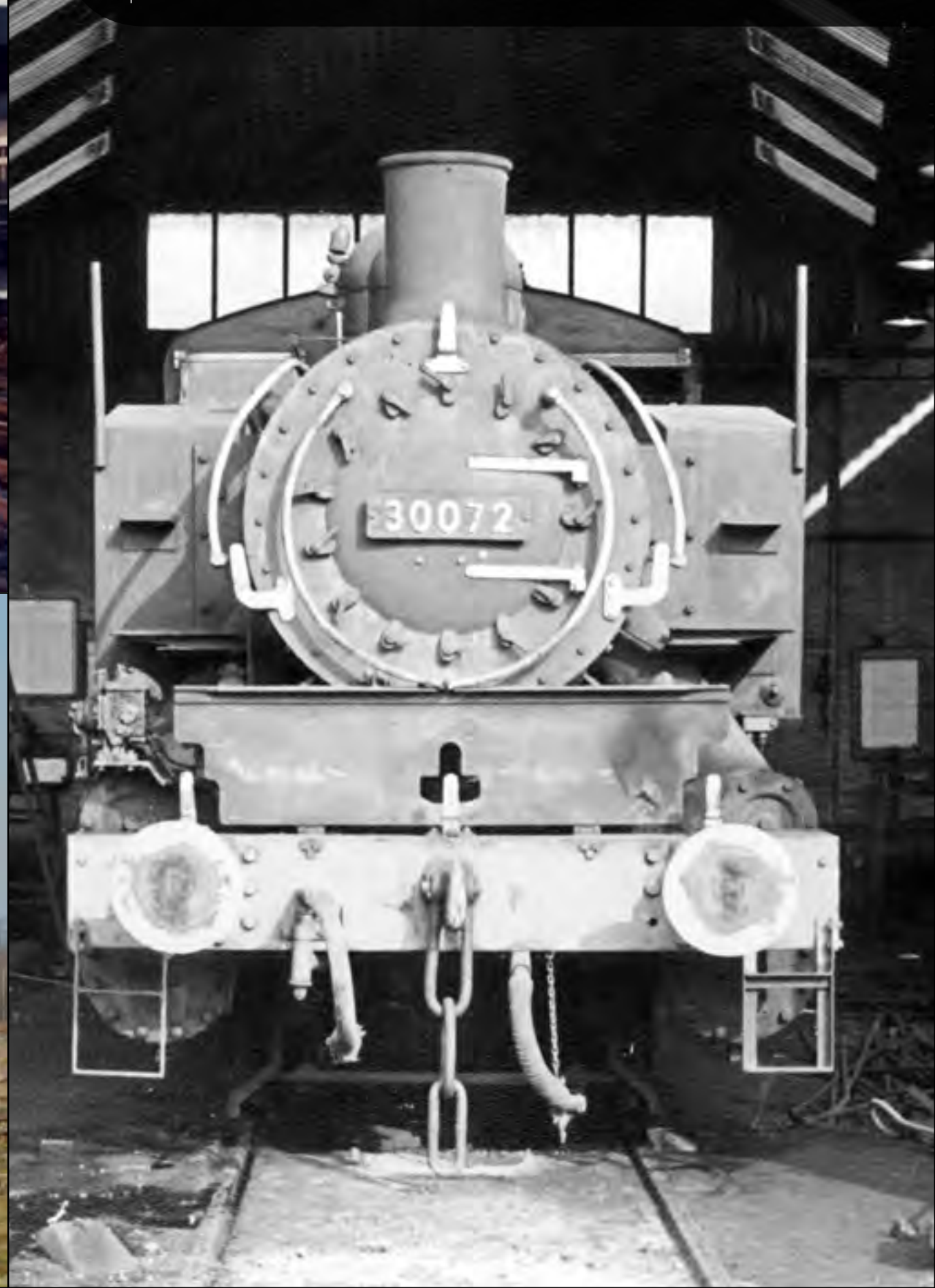
Below: BR Class 25 084 is seen stabled in Manchester Victoria in the sunshine in 1981. [Brian Hewertson](#)



Class 50 032 stands at Oxford on March 27th 1982 with a London Paddington bound service. [Brian Hewertson](#)



SR USA Tank Class No. 30072 is seen stabled inside Guilford motive power depot with less than 3 months before being withdrawn from active service on April 30th 1967. [Dave Felton](#)



Transrail liveried Class 56 007 stands at Shrewsbury Coton Hill on March 27th 2002 whilst working the 6T91 10:50 Shrewsbury - Bescot engineers. [Carl Grocott](#)

The Back Page

Europhoenix liveried Class 37 884 complete with Rail Operations Group headboard passes Stenson Junction running as 0Z37 10:45 Derby RTC (Network Rail) to Carlisle High Wapping Sidings on February 2nd. [Derek Elston](#)

