

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 121 and your monthly roundup from across the UK.

Issue 121 is finally here and may I firstly thank everyone for their feedback on the new magazine style. It's always great to hear from readers and we are glad to know we are moving in the right direction. As always, we are still tweaking the layout of the magazine, so any more feedback you may have will be gratefully received.

Moving on and how quickly has September gone, also I'm noticing that the light is fading rapidly. However, that can only mean one thing, yes spoiler alert for the next page, however the RHTT Season is finally upon is and for everyone in Yorkshire it means we look forward to daily Class 20 action across the county. Not to rub it in for everyone outside of Yorkshire operating area though, but for a brief few weeks a year I can sit at my desk in my office and watch (and more importantly listen) to Class 20s passing by.

Now I cannot not mention the fantastic tour GBRf ran over the 4 days from the 8th until the 11th of September to mark their 15 years of operations here in the UK. More importantly, what a fantastic amount of money raised for a good cause and I hear a brilliant time was had by everyone involved, both passenger and staff.

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Submissions & Contributions

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

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

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

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Front Cover
On September 11th, Class 87 002 hauls the 'GBRf 15' charity railtour 1Z15 Edinburgh - Liverpool Lime St. over the viaduct at Carr Mill Dam. *Dave Harris*

This Page
Very wet conditions on September 3rd as LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' works through Beckfoot with the northbound CME. *Shep Woolley*

Next Page
Autumn is here as Class 20 312, 20 308, 20 305, and 20 303 head to York from Barrow Hill on October 1st, to commence RHTT duties. *Richard Hargreaves*



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Railtalk Magazine

Finally, similar to David's introduction in Xtra this month, I also visited mainland Europe in September, specifically the Czech Republic or "Czechia" as I think we are now suppose to call it. Well what can I say about the place, just that if you have never been, it really is worth a visit. Their railways aren't perfect, however you do sense pride in the staff of what they have. Station Masters still look after their stations, greeting both stopping trains and those that pass through and generally enjoy their job. For many it is a job for life, as virtually all staff ID badges show photos from 20+ years ago thus meaning that for those individuals it truly has been a job for their working life. Also many of the drivers spend extended stops, cleaning locomotives' windows and exteriors.

Furthermore, there seems to be a great acceptance and appreciation for the railways, something I feel we just don't have in the UK from the general public. It's portrayed in the media as a nuisance and an obstacle and very little of our main stream media ever cover the positives of UK railways.

The one lasting memory of the trip has to be on the way back into Prague behind one of the popular 'Grumpy' locomotives. We slowed to a halt on the approach to a level crossing, and on looking outside the window there were around 50 people stood around the crossing with a 'End of summer 2016' banner for the locomotive, with a finish line style banner across the line for our train to pass through, which the driver duly obliged on. Something sadly I feel in the UK would involve too much of the wrong type of tape.

Anyhow until next Month. Enjoy the Magazine.

Andy Patten
Editor

Charter Scene

CFPS
The East Lancs Firebrand

Class 40 No. 345 approaches Swinton on October 1st, working 'The East Lancs Firebrand' charter from Bury Bolton Street to Stratford upon Avon. *Richard Hargreaves*

Charter Scene

Railway Touring Company
The Cumbrian Mountain Express

With no letup in the weather, LMS 7P Class 4-6-0 No. 46115 ‘Scots Guardsman’ climbs Lindal bank with the return leg of the ‘Cumbrian Mountain Express’ on September 3rd.
Shep Woolley

Charter Scene

Belmond British Pullman
The Northern Belle



Class 68 017 ‘Hornet’ leads the Northern Belle past Newton St. Loe, heading to Bath from Cleethorpes on September 24th. *Sam Bilner*
I



On September 3rd, Class 68 001 working the 1Z53 Birmingham International to Penzance, passes Newton St. Loe. *Sam Bilner*



Class 68 002 ‘Intrepid’ leads the Northern Belle out of Twerton Tunnel on September 24th, heading back to Bristol Temple Meads and then Bedminster, having worked to Bath from Cleethorpes. *Sam Bilner*

Charter Scene

Belmond British Pullman
The Northern Belle



On September 24th, Class 68 017 departs Scunthorpe on a Northern Belle service running from Cleethorpes to Bristol Temple Meads, with Class 68 002 on the rear. *Steve Thompson*



On September 24th, Class 68 017 and 68 002 top'n'tail the 1Z52 Cleethorpes - Bristol Temple Meads through Burton on Trent. *Stuart Hillis*



On September 4th, Class 68 001 and 68 022 pass Tupton near Chesterfield, working the Belmond's Northern Belle Mad Hatter's Tea Party trip from Nottingham and Derby. *Stephen Simpson*

Charter Scene

Pathfinder Tours
The Cornishman

Class 52 No. D1015 'Western Champion' is seen at Penzance on September 17th, having arrived with the 1Z59 from Tame Bridge Parkway.
Richard Hargreaves

Charter Scene

West Coast Railway Co.

The Weston Flyer

West Coast's Class 57 313 sporting a 'Spirit Of The Lakes' headboard and with 57 316 on rear, pass through Burton on September 24th working the 1Z55 Skegness - Western Super Mare railtour. *Stuart Hillis*

Charter Scene

UK Railtours
THE ROBIN HOOD

Peppercorn A1 Pacific No. 60163 ‘Tornado’ passes Stanton Gate with the return of the Robin Hood charter from Chesterfield to London Kings Cross on August 13th. *Mark Pichowicz*

Charter Scene

Railway Magazine
The Independent Yorkshireman

Class 37 603 and 37 604 stand at Sheffield on September 3rd with the return working, 1Z39 Scarborough - Stafford. This was a charity railtour run in conjunction with Virgin Trains and DRS. *Richard Hargreaves*

Charter Scene

Steam Dreams
The Cathedrals Express

On September 28th, LMS Princess Royal Class 4-6-0 No. 6201 ‘Princess Elizabeth’ hauling ‘The Cathedrals Express’ from London To Swanage, is pictured passing Corfe Castle. *Martin Hill*

Charter Scene

Torbay Express Ltd.
The Torbay Express

LNER A1 No. 60163 ‘Tornado’ works the final ‘Torbay Express’ of 2016 as it passes Newton St. Loe on September 11th. *Sam Bilner*

Charter Scene

Railway Touring Company

The North Wales Coast Express

West Coast's Class 47 237 leads 'The North Wales Coast Express' excursion from Crewe to Holyhead through Heaton Chapel station on September 4th. It was scheduled for steam haulage from Chester. *Keith Chapman*

Charter Scene

Steam Dreams
THE CATHEDRALS EXPRESS

LMS Princess Royal Class 4-6-0 No. 6201 ‘Princess Elizabeth’ storms past Long Gardens with the return working, 1Z36 17:31 Shrewsbury - Slough on September 10th. *Keith Davies*

Charter Scene

Pathfinder Tours
The Autumn West Highlander

Class 37 612 and 37 601 are seen heading north with day one of the tour, 1Z50 Paignton to Carlisle. *Keith Davies*

Charter Scene

GBRf

GBRf 15

Class 87 002 'Royal Sovereign' arrives into Liverpool Lime Street some twenty minutes late with the Edinburgh - Liverpool leg of GB Railfreight's 4 day 'GBRf 15' railtour on September 11th, passing a large picture of the Mersey Docks and Harbour Board's 'Lion'. The wheely bins don't add much to the picture though!. *Jeff Nicholls*

Charter Scene

GBRf
GBRf 15



Colas Rail's Class 47 739 is seen on rear of the GBRf 15 tour as it crosses the river at Perth on September 10th. *Richard Jones*

Class 20 096 and 20 107 cross the River Tay at Perth on September 10th, heading northbound towards Inverness via Perth and Aberdeen. *Richard Jones*

Charter Scene

GBRf
GBRf 15

On September 11th, Class 59 003 heads through Acton Bridge working day four of the GBRf charity railtour. This leg of the round Britain tour was from Liverpool Lime Street to Doncaster.
Brian Battersby

Charter Scene

GBRf
GBRf 15



Class 66 707 stands at Great Yarmouth working the 1Z19 Great Yarmouth to Harwich leg of the tour on September 9th. *Andrew Wilson*



Class 59 003 'Yeoman Highlander' is seen passing through Platform 1 at Liverpool South Parkway 1Z16 13:50 Liverpool Lime Street to Doncaster on September 11th.
Andy Parkinson



Class 73 961 and 73 963 stand at Great Yarmouth having arrived with the tour from Norwich.
Andrew Wilson

Charter Scene

Railway Touring Company

THE BUXTON SPA EXPRESS

Class 57 313 passes Chinley on September 17th, deputising for LMS Jubilee Class 4-6-0 No. 45690 ‘Leander’ on 1Z94 08:13 Preston - Buxton.

John Balaam

Charter Scene

West Coast Railway Co.

THE LUNE RIVERS TRUST SPECIAL

On a very wet October 1st, LMS Jubilee Class 4-6-0 No. 45690 'Leander' stands at Chester having arrived with the charter from Carnforth.

Brian Battersby

Charter Scene

Belmond British Pullman V.S.O.E.

On August 27th, Class 67 018 passes through Bearsted with a Maidstone East to Windsor and Eaton Riverside VSOE working. *Mark Pichowicz*

Charter Scene

Belmond British Pullman

V.S.O.E.

On September 7th, LNER A1 No. 60163' Tornado' hauls the Belmond British Pullman - London Victoria to Bristol Temple Meads past Newton St. Loe near Bath. *Brian Turner*

Charter Scene

ECS and Light Engine Moves

On September 25th, the Northern Belle ran ECS from Cleethorpes to Leeds. Here is Class 68 002 leading 5Z88 at Frodingham Jct., Scunthorpe with 68 017 on the back. *Steve Thompson*

Charter Scene

ECS and Light Engine Moves

Having brought the GBRf charity railtour into Liverpool Lime Street from Edinburgh on September 11th, Class 87 002 speeds through Acton Bridge heading for Wembley. *Brian Battersby*





Railfreight Grey Class 20s Nos. 20 132 and 20 118 lead the 5Z15 11:43 Burton Wetmore Sidings to Eastleigh TRSMD through Elford on September 7th. *John Alsop*

On September 28th, LNER A3 No. 60103' Flying Scotsman' working light engine from Kidderminster to the East Lancs Railway, passes through Manchester Victoria. *Brian Hewertson*

Charter Scene

ECS and Light Engine Moves

On September 21st, BR Standard Class 4MT 2-6-0 No. 76084 passes through Skipton, running as 5Z84 Carnforth - York NRM. *Michael Lynam*

LNER A3 No. 60103 'Flying Scotsman' rolls into Newton-le-Willows for a booked stop on its journey from the Severn Valley Railway to the East Lancs Railway on September 28th. The handful of photographers on the station were outnumbered by two British Transport Police, four Network Rail managers and two Northern Rail staff! *Jeff Nicholls*

Charter Scene

ECS and Light Engine Moves



DRS Class 57 007 tows Class 40 No. D213 over the viaduct towards Newton-le-Willows station on September 23rd with a Crewe Gresty Bridge - Bury ELR move for the East Lancs' Diesel Weekend. *Jeff Nicholls*



On September 19th, BR Standard Class 4 2-6-0 No. 76084 and Class 37 669 pass through Manchester Victoria working from Sheringham to Carnforth. *Brian Hewertson*



BR Standard 4MT 2-6-0 No. 76084, with Class 37 669 on the rear, stand at Stockport station on September 19th, running as 08:45 Sheringham (North Norfolk Railway) - Carnforth Steamtown working. The steam loco had a working life with BR of almost 11 years, while the Class 37 has been in mainline service for over 53 years. *Keith Chapman*

Abellio Greater Anglia



On hire from DB, Class 90 034 departs Norwich on September 9th working a service to London Liverpool St. *Andrew Wilson*



Class 90 011 awaits departure time at Norwich on September 9th. *Andrew Wilson*



Class 90 006 arrives into Norwich on September 9th with a terminating service from London Liverpool St. *Andrew Wilson*

Arriva Trains Wales



A full set!, Class 67 003 is the last of the Arriva liveried 67s to work the Manchester - North Wales loco hauled diagram, seen here passing newly harvested fields at Winwick on a hot and sunny September 14th. *Jeff Nicholls*

Caledonian Sleeper

Freightliner's Class 90 048 stands at Glasgow Central on September 15th working the 1M11 23:40 Glasgow Central - London Euston sleeper. *Jonathan McGurk*

Class 66 719 is seen leading the northbound 'Caledonian Sleeper' at Aviemore on September 14th. *Sam Bilner*

Colas Rail

Class 56 105 has charge of the 6E07 14:50 Washwood Heath Met. Cammel to Boston Docks as it approaches Tamworth on September 7th.
Derek Elston

On September 1st, the 6E32 Preston - Lindsey discharged bitumen tanks, sees the sun on Class 60 076 as it tops Gunhouse Bank.
Steve Thompson

Colas Rail



Class 56 105 heads past Chellaston with the 6E07 14:50 Washford Heath Met Cammel - Boston Docks on September 14th. *Keith Davies*





Class 60 096 and 60 047 head through Barnetby on September 17th, running light engine to Toton. *Class47*

Class 56 087 clags through Burton as 0Z56 Washwood Heath - Sandiacre on September 23rd. *Stuart Hillis*

Colas Rail



On August 6th, Class 56 302 passes Dunkirk on the outskirts of Nottingham with the 6M08 17:20 Boston Docks to Washwood Heath.
Mark Pichowicz

Colas Rail



Class 37 421 arrives light engine into Doncaster on September 13th. *Nick Clemson*



Class 70 801 approaches Westbury on September 15th, having run light engine from Eastleigh. *Richard Hargreaves*



Class 60 076 working 0Z60 Cardiff Canton - Carlisle, passes through Winwick on September 7th. *Alan Rigby*

CrossCountry

On September 11th, power car's Nos. 43 321 and 43303 pass Cockwood Harbour working the 1V48 Leeds - Plymouth service. *Phil Martin*

DB Cargo

The Roxby spoil train continues it's weekly appearance, and on September 1st it produced a respectably clean Class 66 058, seen at Frodingham Jct. leading 6D29 empties back to Belmont. *Steve Thompson*



A desperately dull morning of September 20th, sees Class 66 151 toiling up to the station with it's loaded RDT in tow on 6D75 Scunthorpe Trent Yard - Doncaster Up Decoy. *Steve Thompson*



Class 60 100 hauls the 6E68 back to Humber Refinery from Kingsbury, through Scunthorpe on September 25th, don't try counting the vehicles, there's 32 of them. *Steve Thompson*

DB Cargo



On August 30th, Class 66 097 passes through Scunthorpe station working the 6H77 Immingham - Drax Biomass, trains now made up to 25 IIAs. *Steve Thompson*



Class 66 095 hauling the 6D29 Roxby - Belmont spoil empties comes off the King George V Bridge at Althorpe on September 8th.
Steve Thompson



All action at Lincoln High Street as East Midlands Trains' Class 156 498 arrives at Central working the 2L75 from Leicester as Class 66 104 makes a belated run through on 6V29 scrap train from Terrace Sidings to Cardiff Tidal Sidings, the only freight traffic generated by the city. The view, less than pristine, is from the new footbridge and taken through the, quite clean, glass screen.
Steve Thompson

DB Cargo

The 04:28 Coatbridge F.L.T. to Daventry International Railfreight Terminal passes through Tamworth behind Class 66 171 on September 7th. *Derek Elston*

On September 5th, a bit of clag from Class 60 019 as it hauls the 6T89 Immingham RS - Doncaster Up Decoy, comprising 19 Seacow ballast hoppers, passing here through Scunthorpe. *Steve Thompson*

DB Cargo UK provides one-stop-shop transport solution for Certas Energy

DB Cargo UK has provided Gulf Aviation with a full logistics solution to move aviation fuel from Edinburgh to Derby.

The rail freight operator has agreed a three year contract with Gulf Aviation, part of Certas Energy, to transport the fuel and provide the specialist wagons needed to carry it.
The service moves the fuel from the Grangemouth Refinery near Edinburgh to Derby.

Certas Energy, the largest independent fuel and lubricant distributor in the UK, already uses DB Cargo UK's services to transport fuel from Grangemouth Refinery to Fort William and Lairg in Scotland. The new contract demonstrates the success of the collaboration between the two companies.

Dorian Davies, Account Manager, Chemicals at DB Cargo UK, said: "This new service strengthens the relationship that we have with Gulf Aviation, a valued customer of DB Cargo UK. We take pride in offering our customers services that meet all of their requirements, whether this is a service from A to B or a full logistical solution."

Alex Murphy, Head of Gulf Aviation commented:
"At Gulf Aviation, we take great pride in the high level of service we offer to our customers and we know that DB Cargo UK have similar standards hence our collaboration with them."



Class 90 019 and 90 024 passes through Tamworth on September 8th working a Mossend - Daventry intermodal. *Michael Lynam*

DB Cargo





On September 7th consecutively numbered Class 90 040 and 90 039 head north through Winwick in the path of the weekly 6S94 Dollands Moor - Irvine china clay slurry train. However, this train is composed entirely of shiny yellow YDA HOBC wagons and began its journey at Wembley, ending it at Carlisle. *Jeff Nicholls*

Class 66 102 passes through Tamworth on September 8th with a Humber - Kingsbury rake of tanks. *Michael Lynam*

Class 90 035 and 90 037 run light engine southbound through Church Brampton on a very wet September 19th, heading from Crewe to Wembley. *Geoff Barton*

DB Cargo

Class 60 092 passes Wichnor Jct. on September 14th working the 6M57 07:15 Lindsey oil refinery - Kingsbury. *Keith Davies*



On September 22nd, Class 60 059 is seen stabled at Peak Forest waiting its next duty. *Michael Lynam*



6M57, the 07:15 Lindsey oil refinery to Kingsbury oil sidings, approaches Tamworth on September 7th behind Class 66 102. *Derek Elston*

DB Cargo

Seen heading through Whittlesey on September 28th, Class 66 097 hauls a liner from Wakefield Europort to Felixstowe South. *Geoff Barton*



Class 66 004 and 66 119 are seen passing Wichnor Jct. on September 14th with the 6X45 Toton North Yard - Bescot Up Engineers Sidings. *Keith Davies*



Class 66 127 passes through Tamworth on September 7th, working the 12:43 Walsall Freight Terminal to Dowlow Briggs Sidings. *Derek Elston*

DB Cargo



Class 66 047 waits to depart Peak Forest on September 22nd with a train to Ashburys. *Michael Lynam*



On September 17th, Class 60 074 approaches Barnetby hauling a rake of oil tanks from Kingsbury. *Class47*



Class 66 183 leads the 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks through Tamworth on September 7th. *Derek Elston*

DB Cargo

On September 9th, Class 67 029 is seen on the rear of the DB management train (with DVT No. 82146 leading) with a Newport - Newton Abbot - Newport working, heading towards Dawlish on the return to Newport. *Phil Martin*



On September 8th, Class 66 079 passes through Tamworth with a Halewood - Southampton car train. *Michael Lynam*



Class 66 188 basks in the late afternoon sunshine outside Arpley Maintenance Point on September 27th. *Jeff Nicholls*

DB Cargo



Class 90 019 and 90 024 working the 4M25 Mossend - Daventry, pass through Winwick on September 7th. *Alan Rigby*



An evening visit to Scunthorpe Station on September 3rd, produced Class 66 127 hauling Drax-liveried 60 066 on the 6N80 Ent C - Lackenby slabs. *Steve Thompson*



Class 66 004 passes Barrow on Trent with the 6X44 11:09 Bescot Up Sidings - Toton North Yard on September 14th. *Keith Davies*

DB Cargo



Class 60 044 heads through Thorne South on October 1st working a Kingsbury to Humber tank train. *Richard Hargreaves*



On September 13th, Class 60 091 works through Scunthorpe station on 6D11 Lackenby - Ent C empty slab carriers. *Steve Thompson*



Class 67 010 in Caledonian Sleeper livery, and 66 003 form the 13:09 Belmont Down Yard - Toton TMD through Tupton on September 15th. *Nick Clemson*

DB Cargo

Class 66 067 passes Winwick on September 7th working the 4F47 Wigan WRD - Arpley Yard. *Alan Rigby*





Photographed from a passing train, Class 08 428 stands unloved and unwanted in Arpley Yard, Warrington, on September 27th amidst redundant coal wagons from the Fiddlers Ferry circuit. *Jeff Nicholls*

Class 67 029 heads the DB Company train away from Swindon on September 9th. *Ken Mumford*

DB Cargo

Class 90 039 and 90 018 pass Daresbury on September 14th, with the 6S94 02:03 Dollands Moor - Irvine clay tanks for Caledonian Paper. *Nick Clemson*



Class 60 044 works the 6E54 Kingsbury - Humber discharged oil tanks through Burton on September 23rd. *Stuart Hillis*



Class 66 047 passes Clay Mills with the 4M11 10:00 Washwood Heath RMC - Peak Forest Cemex Sidings, September 14th. *Keith Davies*

Direct Rail Services

Class 68 025 ‘Superb’ heads over Slochd Viaduct hauling the Mossend bound ‘Stobarts’ on September 16th. *Sam Bilner*

Direct Rail Services



Class 68 016 ‘Fearless’ tows 37 405 through Northampton on September 9th working the 09:05 Norwich Crown Point T.&R.S.M.D to Crewe Gresty Bridge (DRS). *Derek Elston*



Class 57 310 pilots 57 007 and 37 419 through a wet Church Brampton on a wet September 19th on their way from Norwich Crown Point to Crewe. *Geoff Barton*



Class 68 017 departs Basford Hall on September 20th with an engineers train to Bescot. *Michael Lynam*

Direct Rail Services

On September 8th, Class 66 302 hauls the 6Z54 York Works - Frodingham Trent Yard, a power wagon and manipulator off an RDT, through Althorpe. *Steve Thompson*

Direct Rail Services

Class 68 001 and 68 019 head through Daresbury with the 'Tesco Express' or 4S43 06:16 Daventry - Mossend Euroterminal on September 14th.
Nick Clemson

Direct Rail Services

Hauling a single coach, Class 37 402 works the 5C09 Crewe - Carlisle through Winwick on September 6th. *Alan Rigby*





Class 57 307 passes through a sunny Earlestown station via the South-East curve on September 23rd with 0T60, a crew training run from Crewe to Preston via Earlestown and Newton-le-Willows. *Jeff Nicholls*

Class 37 419 stands at Great Yarmouth on September 9th, (with 37 422 on the rear) working a Norwich service. *Andrew Wilson*

Direct Rail Services

Class 68 024 stands at Great Yarmouth on September 9th with a service from Norwich.
Andrew Wilson

Freightliner



A chance encounter at Winwick on September 14th as Class 70 005 heads south with a late running 4M27 Coatbridge - Daventry, whilst crawling along the Up Slow line, 66 161 heads the short weekly trip working from Arpley Yard to Wigan Springs Branch. *Jeff Nicholls*





Class 66 566 heads through Manchester Oxford Road on September 21st, working a Millbrook (Hants) to Trafford Park liner. *Brian Hewertson*

Class 66 604 speeds a rake of tanks through Swinton on October 1st, heading for Hope. *Richard Hargreaves*

Freightliner



Class 66 515 and 66 599 top'n'tail the 6Y42 12:00 Severn Tunnel Jct. - Crewe Basford Hall past Stapleton on September 18th. *Keith Davies*



On September 8th, Class 66 420 passes through Tamworth low level with a Trafford Park - Southampton working. *Michael Lynam*



Class 70 006 heads a Daventry bound container train south through Tamworth on September 7th. *Derek Elston*

Freightliner

On August 30th, Class 66 603 arrives on the Up Goods at Scunthorpe prior to running round on 6C75 Immingham Bulk Terminal - CHP. *Steve Thompson*



Class 66 501 heads north on the fast line at Stafford on September 8th, hauling a Felixstowe - Trafford Park liner. *Michael Lynam*



Class 70 002 heads south through Tamworth on September 7th at the head of a Leeds - Southampton working. *Derek Elston*

Freightliner



Class 66 599 passes Upper Battlefield hauling the 6Y42 14:26 Crewe Basford Hall - Severn Tunnel Jct. on September 16th. *Keith Davies*



On September 8th, Class 90 045 with a Felixstowe - Crewe freightliner, passes through Stafford. *Michael Lynam*



On September 3rd, 6Z11 was the second of two wagon-turning moves from Immingham Bulk Terminal to Marsh Jn, via Barnetby outward and the Habrough - Ulceby chord the return. The first trip had taken 6 wagons, but this one, topped and tailed by Class 66 603 and 66 602, had just two! Viewed in the rain at Habrough is the outward leg. *Steve Thompson*

Freightliner





On September 6th, Class 66 594 is in a sylvan setting as it creeps along E Line at Scunthorpe with 6E53 Ipswich SS - Immingham SS.
Steve Thompson

Class 70 005 departs Crewe Basford Hall on September 20th, with a Coatbridge - Daventry intermodal. *Michael Lynam*

Class 66 509 heads through Acton Bridge on September 11th, hauling a return ballast working to Crewe Basford Hall.
Brian Battersby

Freightliner

Class 66 603 and 66 544 head past Walcot on September 23rd working the 06:00 Severn Tunnel Jct. - Bescot ballast. *Phil Martin*



On September 5th, Class 66 528 arrives into Scunthorpe Up Goods, prior to running round working 6C75 Immingham - CHP.
Steve Thompson



Class 90 044 departs Basford Hall on September 20th with a Crewe - Felixstowe working.
Michael Lynam

GBRf



Class 66 727 in it's new livery and name, passes through Whittlesey on September 27th heading from Felixstowe North to Birch Coppice. *Geoff Barton*



Class 66 715 passes through Stafford on September 8th with a mixed rake of wagons heading from Toton - Crewe. *Michael Lynam*

GBRf



Class 20 905 and 20 314 (with 20 107 and 20 096 on the rear) pass Wichnor Jct. with the 7X09 11:32 Old Dalby - West Ruislip on September 14th. *Keith Davies*



Most lunchtimes two GBRf Biomass workings pass through the historic Earlestown station. Here is the first one of the day on September 23rd as Class 66 703 heads the 4M37 09:54 empty working from Drax to Liverpool Biomass Terminal. *Jeff Nicholls*



No prizes for guessing the location of Class 66 708 ‘Jayne’ as it heads towards the curve which will take it towards Winwick Junction with 6E10, 11:38 Liverpool Biomass Terminal - Drax GBRf working on September 23rd. *Jeff Nicholls*

GBRf

On September 21st, Class 66 750 approaches Skipton with the 6D72 Hull Dairycoates to Rylstone Tilcon empty stone train. *Michael Lynam*



Comparatively rare at Scunthorpe at the moment, on September 5th Class 66 723 passes through the station with 6D60 empty JNAs from Immingham Mineral Quay to Doncaster Down Decoy. *Steve Thompson*



Class 66 726 passes Skipton on September 21st hauling the 6M33 Acrow Quarry - Pendleton stone train. *Michael Lynam*



Class66718headsoutoftheloopatWoodhouses hauling the 6M83 10:51 Tinsley Yard - Bardon Hill on September 15th. *Nick Clemson*

GB Railfreight celebrates 15 years of operations with record breaking train tour

GB Railfreight (GBRf) has raised a record £125,100 for its selected charities, following a four-day charity charter train tour of the UK. The achievement marks 15 years of operations for the company.

Starting on 8th September, the tour saw passengers travelling to an extensive array of locations across the UK, including Swanage, Harwich, Inverness and Liverpool, being hauled by locomotives that included Class 87, Class 59, Class 20s and the famous 'Evening Star'.

The tour itinerary was as follows:
8th September – Victoria > Swanage > Kings Cross (Class 20s, Class 73/1s)
9th September – Kings Cross > Whitemoor > Peterborough > Norwich > Great Yarmouth > Harwich (Class 73/9s, Class 66)
Overnight 9th/10th September – Harwich > Edinburgh (Class 86)
10th September – Edinburgh > Aberdeen > Inverness > Edinburgh (Class 20s, Class 47)
11th September – Edinburgh > Preston > Liverpool > Doncaster > Peterborough > Paddington > Reading (Class 87, Class 59, Class 92, 'Evening Star')

This large programme was led by Business Manager for Infrastructure and Rail Services Paul Taylor, Account Manager for Rail Services Dale Williams, and Train Planner Richard Owen, who set plans in motion over a year ago. Over 30 additional GBRf staff volunteered to work in their own time across the four days and on a "not-for-profit" basis.

The freight operator was supported by their suppliers Harry Needle Railway Company, Riviera and Colas Rail, and infrastructure provider Network Rail, in order to make the tour a possibility.
The charter train tour forms part of the freight operator's year-long fundraising efforts for The British Heart Foundation, Woking Homes and The Ripple Project.

John Smith, Managing Director of GB Railfreight, said:
"Every year, our staff and their families go that extra mile to raise funds for our nominated charities. With this four-day charter tour, Paul Taylor and his team took it that stage further. The culmination of two years' worth of discussions and over a year of planning, they came up with a programme that, when tickets went on sale, almost sold out within the first 24 hours. I'd like to thank the GBRf staff and all of our suppliers, who helped make the charity charter tour happen, raising a record figure of £125,100. I can't begin to imagine what the team will come up with next to build on these achievements."

GBRf



Class 66 725 pilots 66 759 through Whittlesey on September 28th working from Peterborough GBRf yard to Whitemoor yard. *Geoff Barton*





Class 66 701 passes Winwick on September 6th working the 6E10 Liverpool Bulk Terminal - Drax Biomass. *Alan Rigby*

Class 66 738 heads north through York on September 3rd working a Doncaster - Tyne empty coal. *Richard Hargreaves*

GBRf



Class 66 717 ‘Good Old Boy’ working the 6V09 Tinsley - Coton Hill with empty hopper wagons, heads through Burton on September 23rd. *Stuart Hillis*





Black tube map liveried Class 66 718 works the 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers through Moira on September 15th. *Stuart Hillis*

Class 66 751 working the 6M83 Tinsley - Bardon Hill empty stone hoppers, passes Moira on September 2nd. *Stuart Hillis*

GBRf



Class 59 003 leads the 6M83 Tinsley - Bardon Hill Quarry (with 66 750 on the rear) seen passing Moira on September 12th. *Stuart Hillis*



On September 19th, Class 66 768 heads north through Church Brampton with a liner from Felixstowe to Hams Hall. *Geoff Barton*



Class 66 744 heads south through Stafford on September 8th, hauling a Trafford Park - Felixstowe intermodal. *Michael Lynam*

Grand Central

Power Car No. 43468 brings up the rear of the 12:53 London Kings Cross - Sunderland as it passes through Doncaster on September 13th. *Nick Clemson*

Great Western Railway



On September 17th, Class 57 306 is seen at Penzance Long Rock depot with the Night Riviera sleeper stock. *Richard Hargreaves*



Power car No. 43097 is seen leading a service out of Westbury on September 15th.
Richard Hargreaves



Class 08 410 and 150 202 are seen stabled at Penzance on September 17th.
Richard Hargreaves

Great Western Railway

The 1A78 06:45 Penzance to London Paddington hurries through Sonning cutting with power car No. 43196 leading on September 20th.
Derek Elston

Great Western Railway



Power cars Nos. 43012 and 43 005 head along the sea wall on September 8th working the 1A76 05:05 Penzance - London Paddington.
Phil Martin



IEPClass 800 001 hurries along the GW main line at Twyford working the 5X80 08:35 Old Dalby to North Pole IEP Depot on September 20th.
Derek Elston

Network Rail

Class 68 005 ‘Defiant’ and 68 018 ‘Vigilant’ head south through Red Bank with 1Q26 Craigentinny T.& R.S.M.D. to Crewe C.S. on September 15th. *Dave Harris*



On September 26th, Class 950 001 passes through Harrowden Jct. on a Peterborough LIP to London Euston working. *Geoff Barton*



On September 7th, the occasional nocturnal test train ran again with immaculate Class 37 No. D6757 heading 3Q12, Doncaster West Yard - Immingham East Jct. and Derby RTC, seen here at Scunthorpe. *Steve Thompson*

Network Rail

Class 97 304 working the 6Z97 Coleham - Talerddig, passes Sutton Bridge Junction on September 18th. *Carl Grocott*

On September 24th, Class 37 116 and 37 025 top'n'tail the 1Q68 Neville Hill - Derby RTC, which is seen here departing Scunthorpe. *Steve Thompson*

Class 37 025 heads past Nothgate Locks, Chester on September 27th on the rear of a Chester bound test train. *Brian Battersby*

Network Rail

Right place, right time! The photographer was sightseeing at Conwy as two unidentified Class 68s top'n'tail the Network Rail Measurements Train waited for the road into Llandudno Junction on September 8th. *Jeff Nicholls*

Network Rail

Class 37 219 (with DBSO No. 9714 on the rear) working 3Q36 Derby RTC - Leicester via the Burton - Leicester freight branch, reverse at Leicester to Derby, then to Stoke on Trent and reverse back to Derby RTC, passes Moira on September 6th. *Stuart Hillis*





Class 37 057 working a test train from Derby to Dollands Moor, heads south through Harrowden Junction on September 23rd. *Geoff Barton*

GBRf's Class 73 963 is seen stabled at Chester on September 27th with a test train. Class 73 962 was on the rear of the train. *Brian Battersby*

Rail Operations Group



On September 26th, Class 47 815 heads light engine through Harrowden Jct. working from Leicester LIP to Wembley. *Geoff Barton*



Class 37 800 is pictured stabled in the north bay at Derby on September 11th.
Richard Hargreaves

Units: DMUs and EMUs



Heading towards London Waterloo, South West Trains' Class 159 018 is seen on the rear of a six car service as it speeds through Clapham Jct. on September 14th. *Paul Godding*



An Arriva Trains Wales Class 143 working a Bridgend to Aberdare service passes White House Bay. *Ken Mumford*



London Overground's Class 387 234 works the 2L60 08:46 Clapham Junction to Stratford (London), seen here calling at Kensington Olympia on September 17th. *Derek Elston*

Units: DMUs and EMUs

On September 15th, London Overground's Class 378 213 is seen at Clapham Jct. having arrived with a service from Stratford. *Paul Godding*

On September 17th, Southern's Class 377 706 works the 2M17 08:13 Selhurst to Shepherds Bush from Kensington Olympia after the outward journey was cancelled. *Derek Elston*

Units: DMUs and EMUs

C2C's Class 357 322 is photographed on the rear of the departing 2D42 15:11 London Fenchurch Street to Southend Central as it departs West Ham on September 21st. *Derek Elston*



On September 1st, East Midlands Trains' Class 156 414 arrives into Lincoln with a terminating service from Leicester. *Michael Lynam*



Northern's Class 142 015 calls at Chinley on September 17th working the 2S22 10:49 Manchester Piccadilly - Sheffield. *John Balaam*

Units: DMUs and EMUs







On September 17th, South West Trains' Class 450 034 passes through Wimbledon with a London Waterloo service. *Paul Godding*

Northern's Class 155 347 stands at Todmorden whilstworkingthe2U3213:26Leeds-Manchester Victoria service on September 17th. *John Balaam*

Northern's Class 333 013 and 333 015 sit at Skipton on September 21st working Bradford and Leeds services respectively. *Michael Lynam*

Units: DMUs and EMUs







On September 20th, First Great Western's Class 165 127 stands in the branch platform at Twyford working the shuttles to Henley on Thames. *Derek Elston*

At Manchester Piccadilly on September 21st, Northern's Class 319 365 on a Liverpool to Manchester Airport service, passes 319 364 heading from Manchester Airport into Piccadilly. *Brian Hewertson*

First Great Western's Class 158 950 calls at Westbury on September 15th working a service to Portsmouth Harbour. *Richard Hargreaves*

Units: DMUs and EMUs

Northern's Class 150 201, now getting very long in the tooth, pulls away from York working a service to Harrogate as it catches the last embers of the evening sun on September 15th.
Charlie Robbins

Units: DMUs and EMUs

Working a Hull Train's service, First Great Western's Class 180 103 calls at Doncaster on September 3rd, heading to London Kings Cross. *Class47*



At Nottingham station on September 6th, CrossCountry's Class 170 115 waits to depart for Birmingham New Street whilst Northern's Class 158 793 waits to depart for Leeds via Sheffield. *Michael Lynam*



The 2D53 14:12 Southend Central to London Fenchurch Street arrives at West Ham formed of C2C's Class 357 313. *Derek Elston*

Units: DMUs and EMUs

South West Trains' Class 450 555 approaches Twickenham with a London Waterloo bound service on September 17th. *Paul Godding*

Once a grand terminus for holiday trains from Lancashire and Yorkshire, Blackpool South is now a single track branch line from Kirkham. On September 16th, Northern's Class 142 034 stands at Blackpool South having arrived from Colne. *Michael Lynam*

The 12:27 London Paddington to Oxford makes a station call at Twyford on September 20th formed of First Great Western's Class 165 110. *Derek Elston*

Units: DMUs and EMUs



London Midland's Class 350 245 working the 10:54 Birmingham New Street to London Euston crosses 350 258 working the 11:13 London Euston to Birmingham New Street at Northampton on September 9th. *Derek Elston*



On September 17th, South West Trains' Class 455 864 departs Wimbledon with a Woking bound service. *Paul Godding*



On September 21st, Northern's Class 150 211 calls at Hellifield with the daily Leeds - Heysham Port (Boat Train) service. *Michael Lynam*

Units: DMUs and EMUs

On September 13th, First Hull Trains' Class 180 109 heads out of Doncaster with the 09:48 London Kings Cross - Hull service. *Michael Lynam*



On September 10th, Merseyrail's Class 508 110 departs Chester with a service to Liverpool Central. *Paul Godding*



Arriva Tarins Wales' Class 153 312 working the 09:33 Swansea - Shrewsbury service, passes Llandeilo on September 15th. *Martin Hill*

Units: DMUs and EMUs



A brand new Great Western Railway's Class 387 130 stands amongst the standard Paddington traction on September 13th. *Sam Bilner*



TransPennine Express' Class 185 118 working a Manchester - Cleethorpes service, speeds through Althorpe on September 8th. *Steve Thompson*

On September 8th, Northern's Class 142 065 arrives into Althorpe working the 2R65 Sheffield - Scunthorpe service. *Steve Thompson*

Units: DMUs and EMUs

First Great Western's Class 150 202 and 150 102 pass Cockwood Harbour on September 11th working the 16:54 Paignton - Exmouth service. *Phil Martin*

Virgin Trains offers bookings up to 6 months in advance to persuade more people to switch to rail

Virgin Trains has extended its booking horizon from the industry standard of three months to six months in advance for weekday tickets on both its west coast and east coast routes.

This gives customers more time to plan holidays and secure great deals, and book tickets for big events further ahead.

Groups booking family holidays and stag do's or school trips are likely to be amongst those who benefit from the changes.

This is the latest in a series of moves by Virgin Trains to tempt people away from air travel including the new Beam streaming service allowing passengers to access hours of free films and TV series straight onto their devices.

Tickets from London – Glasgow are available from as little as £20 and London-Edinburgh from £25 allowing customers to travel from city centre to city centre, cutting overall journey times and maximising productive time on-board with Wi-Fi or relaxing with a movie.

Graham Leech, Group Commercial Director at Virgin Trains said: "We want leisure and business passengers to choose to travel by train and we're confident that this extended booking horizon combined with everything else we have to offer will persuade more people to switch from the inconvenience of air travel to the comfort of our trains."

Thanks to already shorter journey times and an improved service, Glasgow-London journeys tripled in the years between 2009 and 2015. On the east coast, Virgin Trains has announced more frequent trains to Edinburgh with an extra 22,000 seats per week, whilst investing £40M into providing a better service including a new James Martin menu and refurbished trains. Customers booking directly on VirginTrains.com or VirginTrainsEastCoast.com will benefit from no booking fees.



Virgin Trains East Coast

Power car No. 43367 heads north through Doncaster on the rear of the 10:00 London Kings Cross - Aberdeen service, September 13th.
Nick Clemson

James Martin menu wins most innovative caterer award

Virgin Trains on the east coast took home the coveted 'Most Innovative Caterer' award in the Onboard Retail Category at the annual International Rail Catering Group awards.

The menu includes award winning dishes such as lemon and herb roasted chicken and flavoursome chicken curry developed in the chef's kitchen. James Martin also developed an exclusive range of jams produced by Yorkshire based The Fruity Kitchen and a premium Black Pudding served at breakfast in the full-English.

Alison Watson, Head of Customer Experience for Virgin Trains on the east coast said: "We are so pleased to see our menu get the recognition it deserves at the International Rail Catering Group awards. We believe in providing an outstanding service to our customers onboard and working with James Martin to develop this menu has been a key part of this.

"This is another step in Virgin Trains' journey of improving every element of our customers' experience when they travel with us. Our new First Class carriages are rolling out on a weekly basis now and our Azuma trains are being prepared to the highest spec in anticipation of future customer needs."

James Martin, whose roots hail back to York - a key stop on the Virgin Trains east coast service, commented: "Virgin Trains came to me with a genuine vision and passion for improving the experience they deliver to their customers and – as a frequent Virgin Trains traveller – I shared their belief that the food on offer could have a real impact on customers' experience as a whole."



Virgin Trains East Coast



Power car No. 43319 leads a diverted Leeds to Aberdeen service through Perth on September 10th. *Richard Jones*

Virgin Trains East Coast



Power car No. 43320 heads nonstop through Doncaster leading the 09:52 Aberdeen - London Kings Cross service on September 13th.
Nick Clemson

Virgin Trains brings customer call centre and new jobs to Newcastle

Virgin Trains has opened a new customer call centre in Newcastle, creating up to 85 new jobs in the city.

The company's Customer Solutions Centre is designed to improve customer service by bringing roles in-house and with employees working and travelling along its east coast route.

The centre is based at Virgin Money's Headquarters, in Gosforth, and will handle a range of customer inquiries, including bookings, special assistance, delay repay and customer feedback.

The opening was welcomed by business and civic leaders.

Newcastle City Council leader Nick Forbes said: "It is great to see Virgin further establishing itself in Newcastle, bringing more jobs and careers to our city. "Not only does the North East have strong historical links to the railways and the East Coast Main Line, but, as these new jobs will demonstrate, the line continues to play an important role in our regional economy. Staff who know and use the line themselves will be an asset to both Virgin Trains and Newcastle and I welcome this news."

Jonathan Walker, Head of Policy and Campaigns for the North of England Chamber of Commerce, said: "We're delighted that Virgin Trains is making this commitment to the North East. This decision is a testament to the region's reputation for friendliness and diligence, which makes us a natural home for high quality customer service operations."
David Horne, Managing Director of Virgin Trains, said: "We're really pleased to open our new Customer Solutions Centre in Newcastle and to bring around 85 jobs to the city. "This is great news for Newcastle and the North East region. The customer is at the heart of everything we do, and so enhancing our customer service through a dedicated team, who work, live and travel on our east coast route, will ensure we provide a consistently high level of quality.

"These new skilled jobs are also very important to our business, as we prepare for a new era in rail travel on the east coast route with the introduction of 65 brand new Virgin Azuma trains in 2018."

Virgin Trains East Coast



Class 91 111 'For the Fallen' stands at Doncaster on September 13th whilst working the 13:30 London Kings Cross - Edinburgh service. Amongst the graphics depicted on the loco is the famous Cuneo Mouse. *Nick Clemson*



Class 91 109 'Sir Bobby Robson' calls at Doncaster on September 15th working the 1A22 10:15 Leeds - London Kings Cross service. *John Balaam*



On September 3rd, East Coast 'Thunderbird' Class 67 003 is seen at a very wet Doncaster. *Richard Hargreaves*

Scotrail



Class 320 302 working the 2E60 14:07 Balloch - Airdrie, is photographed from North St. overbridge, between Balloch and Alexandria, on October 1st. *Jonathan McGurk*



On September 24th, Class 320 416 stands at Glasgow Central working the 2B82 13:50 Glasgow Central High Level - Lanark. *Jonathan McGurk*



Class 320 306 and 318 251 working the 2E72 17:07 Balloch - Airdrie, are seen passing over Leven railway viaduct West Dunbartonshire on September 20th. *Jonathan McGurk*

Scotrail

A Scotrail Class 156 working the 5Y99 21:37 Glasgow Queen Street High Level - Corkerhill C.S.M.D. crosses the City Union Railway Bridge, Glasgow on September 10th. *Jonathan McGurk*

Sheffield Supertram

Having just departed Sheffield Station, tram No. 101 heads out of the city on a service to Halfway. *Richard Hargreaves*

Going Underground

‘District Line ‘D’ stock with No. 7046 leading is seen arriving at West Ham on September 21st.
Derek Elston

No. 21371 is the leading vehicle on the District line ‘S’ stock working as it arrives into West Ham bound for Ealing Broadway on September 21st.
Derek Elston

Going Underground

On September 15th, Northern line 1995 stock No. 51665 leads a service into Brents Cross. *Paul Godding*

Manchester Metrolink

Metrolink tram No. 3105 stands at Exchange Square on September 17th, having arrived with a terminating service. *John Balaam*







Blackpool Trams

At the Blackpool Heritage tram weekend on September 24th, Balloon tram No. 701 waits departure time at Pleasure Beach before working a trip to Little Bispham. *Phil Martin*

Millennium tram No. 718, in plain white livery, and with widened doors, heads for Little Bispham. *Phil Martin*

Braving the northern Autumn weather, Boat No. 600 takes its passengers past the tower. *Phil Martin*







Blackpool Trams

Marton tram No. 31 stands at North Pier with a Heritage Tour to Bispham. *Phil Martin*

Balloons Nos. 717 and 719 pass at North Pier on September 24th. *Phil Martin*

Twin Car No. 272 and T2 suffered an electrical fire on September 24th, the burnt patch showing clearly above the cab window. The tram is seen here being towed back to Rigby Road for assessment. *Phil Martin*

Stations are first stop for gifts and gadgets

New retail sales results released by Network Rail show that 204 million people passed through the company's managed stations between April and June this year, comparable to the total population of Brazil (206.6 million).

Overall like-for-like sales for the quarter increased by 4.14%, more than eight times greater than the British Retail Consortium results for the same period, which were 0.5%. Almost one in three station users (64 million) visited Network Rail station retailers in the period, equivalent to the total population of the UK (64.6 million) and enough to fill Wembley Stadium over 700 times.

Food and beverage outlets in Network Rail's managed stations are proving increasingly popular with sales rising by 6.1% overall compared to the same period last year. While traditional retail sales also continue to grow, increasing by 2.5%.

Sales at major stations in London (King's Cross +8.7%), and across the country (Manchester +9.6% and Reading +10.2%) performed well, pointing to the ongoing changes in consumer shopping habits as more people look for central locations to meet, eat, shop and travel.

The like-for-like increase was also driven by three key growth areas in the second quarter of 2016. Year-on-year gifting purchases soared by 43.6%, suggesting stations are becoming a major destination for gifts on the go, whilst technology sales grew by 20.6%.

Accessories completed the top three with 10.2% growth over the three-month period.

It is not just travellers buying more gifts, gadgets and jewellery that have helped Network Rail station retailers record a 17th consecutive quarter of sales growth. Alongside these strong figures for higher value purchases, were the daily journey type purchases, with visitors to stations around the UK buying the equivalent of 4.5 million cups of coffee.

To coincide with the release of these figures, Network Rail Property, the company's commercial division, announced the appointment of Daniel Charles as the organisation's new Head of Retail. He will join in October from the Abu Dhabi Airports Company, where he was Head of Retail for almost two and a half years. Prior to this role he worked as a Senior Category Manager at Network Rail for seven years.

David Biggs, Network Rail's managing director of property, said: "These figures show that the quality retail offering at Network Rail stations is driving strong customer traffic to the many shops, cafes and boutiques that stations now have to offer. That's good news for shoppers and good news for passengers too. All profits from retail sales are reinvested back into the railway, helping fund the Railway Upgrade Plan."



Fares Advice with RailUK

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

NRCoC replaced by NRCoT from 1/10/2016

The NRCoC are being replaced with effect from 1st October by the NRCoT.

A: Some of the updated information panels are quite useful, e.g. having this in writing:

Quote: This means that you should buy a ticket from the conductor on the train if there is one available; at an interchange station provided there is sufficient time before your connecting service; or, if neither of these is possible, at your destination.

Quote:: Restrictions may be applied to services departing or arriving at certain times; to the services of one or more specified Train Companies; or to groups of train services indicated by a particular brand name or identity. Details will be shown with your ticket and may be supplemented by announcements.

This next one is quite useful, as it basically says any route given by the NRE planner is correct.

Quote: The National Rail Journey Planner lets you select any specific journey, and allows you to include specific locations you wish to travel through. It will display valid tickets for your chosen journey alongside the train times.

*The new wording of 19(c) (now 14.2) is interesting. It seems to have a few gaps in it - specifically that it could be interpreted to read that (a) only a combination of two tickets is permitted, no more; (b) that the second ticket can be anything e.g. another Season; (c) that a 14.2 split is only allowed where the tickets *do not* overlap. I'm certain the latter is not intentional but I'm equally certain it will be misused. I suspect (a) and (b) are also not intentional.*

Quote:14.2 If you are using a Season Ticket, daily Zonal Ticket, or another area based Ticket such as a concessionary pass, ranger or rover in conjunction with another Ticket and the last station at which one Ticket is valid and the first station that the other Ticket is valid are the same, then the train does not need to call at that station for your combination to be valid.

Upgrading to 1st must, unless the TOC says otherwise, now be done before boarding unless there was no opportunity to do so (I guess). This was previously only the case in PF areas.

Quote: 15.3 A standard class Ticket can in most cases be upgraded to first class. Where this is the case you should pay the additional fare due before you board the train. The amount you pay will be the difference between the fare you have already paid and the appropriate first class fare for the journey you wish to make.

15.4 Some Train companies allow you to upgrade on train on payment of a supplement. Where this is the case it will be made clear by announcements or notices

This is quite a good explanation:

Quote: 16.2 Most Tickets allow you to break your journey. This means that you do not have to make the whole of your journey at the same time or, where allowed, on the same day.
16.3 Where a break of journey is allowed, there is no limit to the number of times that you can do so within a Ticket's period of validity, until the journey is completed.
There are so many more, see the RailUK forum for in depth analysis of these new rules.

Ticket Advice for All

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

Tornado's run through Sonning Cutting on September 8th was 'probably' the last daylight trip with steam before electrification masts obscure the view. As you will see from the photo, posts are already in place under the A4 road bridge and at the far end of the cutting.
Ken Livermore

Rail boss calls for business to do more to fund rail improvements

Mark Carne, chief executive of Network Rail, has called for business to play a much bigger role in helping fund rail projects and improvements.

Speaking at a London First event, Mark Carne said: “Railways are not just important because more and more people are choosing to use them, they are also a major driver of economic growth. We know that rail can unlock housing supply to bring communities that have traditionally been cut off within reach of major urban conurbations. Just yesterday we announced that we have identified almost 200 sites across the country which will deliver almost 12,000 new homes, and we are continuing to review our land assets to see what more we can do. All over the country, we have seen the impact of rail improvements, new stations, new lines. When railways are introduced or upgraded, investment in housing inevitably follows as businesses choose to move or set up in or near those areas. We know that rail investment, such as transforming stations, can drive regeneration. But we cannot continue to rely on public funding to do so. It is clear that we need to increasingly source funding from those people, authorities and businesses that directly benefit from better railways.”

During the speech Mr Carne highlighted the relative success of Britain’s railway:

- A doubling of passenger numbers over the last two decades
- 40% cut in the cost of running the railway in the last decade
- The safest major railway in Europe

Mr Carne acknowledged how running more and more services to respond to demand had led to

serious congestion on many important routes, especially at peak times, and how this has had a significant impact on being able to run a reliable and punctual service.

Speaking about what Network Rail needs to do to deliver a better railway, he said: “Network Rail is transforming to put the customer at the heart of everything we do. We may be a public-sector organisation, but my vision is that we behave like a private sector business – relentlessly customer focussed, cost-competitive, commercial and with a high-performance culture and a plan to deliver a railway fit for the future. Transformation is not a choice, it is a necessity.”

Looking to the future, Mr Carne outlined how, with passenger numbers predicted to double again within 25 years, he plans to be able to run many more trains on the current infrastructure without the need to build new infrastructure that would cause huge disruption to passengers and local communities and businesses. Instead Mr Carne outlined how using tube-like digital signalling technology (similar to that which has revolutionised the Victoria and Jubilee lines in London) many more trains could be run on existing tracks.

Mr Carne said: “We need to accelerate the transition to digitally run railways so we can unlock the benefits before the network is gridlocked.

“This will be the biggest transformation in the history of Britain’s railways. And I consider it a national imperative.”



Network Rail’s DR97805 Robel Type 69-70 Mobile Maintenance Train passes Woodhouses working a 09:50 Retford - Woodburn Jct. trip on September 15th. *Nick Clemson*

First anniversary is one in a million for Borders Railway

Over a million passenger journeys have been made on the Borders Railway since it officially opened 12 months ago on September 9 2015. The new figure was announced by Transport Minister Humza Yousaf and ScotRail Alliance managing director Phil Verster at a special event at Edinburgh Waverley to mark the line's first birthday. Borders, which is the longest new line built in the UK for over a century, was officially opened by Her Majesty the Queen on Wednesday, September 9, 2015.

Mr Yousaf and ScotRail Alliance staff were joined by passengers and local businesses from along the line of route to celebrate the positive economic and social impact the new railway has had on Midlothian and the Borders. Over its first 12 months the new railway's 21,000 train services have carried its first million passengers on a combined 35 million miles. Verified passenger numbers for the first year of operation are not yet available, but they are expected to exceed the forecasts made in the original business case.

Local tourist attractions are also starting to see the benefits of the new line with Abbotsford House, Sir Walter Scott's home, recording a 12% increase in visitor numbers this year. Elsewhere, research by the Moffat Centre has shown that overall visits to Midlothian and Borders tourist attractions increased by 4% and 6.9% over the first seven months of 2016, compared to the same period last year.

Transport Minister Humza Yousaf said: "I am delighted that we are continuing to see the Borders Railway go from strength to strength with over one million passengers using the line during its inaugural year. Not only has the railway linked the communities in the Borders and Midlothian with the wider Scottish rail network for the first time in 46 years, but the increased accessibility has breathed new life into the region, boosting tourism and employment opportunities.
We are now committed to working with ScotRail to strengthen the railway operationally, increasing capacity and delivering a comprehensive programme of refurbishments to rolling stock, which will mean more passengers can travel in greater comfort in the future."

Phil Verster, ScotRail Alliance managing director, added: "The first year of the Borders Railway has been a tremendous success for the communities the line serves – transforming the way people across Midlothian and the Borders travel. The new line has brought the Borders closer to the economic and social opportunities of Edinburgh and given visitors to the capital a new way of reaching one of Scotland's most beautiful and historic regions. We are very proud of the popularity of the new line, are striving to continually improve the service we offer on in it, and look forward to welcoming even more passengers aboard Borders' services in the years ahead."

Mark Carne, chief executive of Network Rail, said: "Delivered on-time and to-budget in just two years, the completion of this line was a major engineering challenge. All those who worked on the project can be proud of the part they played in reconnecting communities in the Borders with the wider rail network."

Dominic Booth, managing director of Abellio UK, said: "We are equally as delighted to have been a part of such a landmark transportation improvement to the Borders, as we recognise just how important Scotland's railway is to the local people, employment, education and tourism, particularly in rural areas. "As with anything new of this scale, we know there is room to strengthen and grow. We are excited about what lies ahead for the Borders line and are proud to be celebrating the first year, with a positive outlook of improvements and developments to come."

The reopening of the Borders Railway re-established services from Edinburgh through Midlothian to Tweedbank for the first time in over four decades.

The project, which was completed on-time and to-budget, included constructing 30 miles of new railway and seven new stations – at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, Galashiels and Tweedbank

Such is the demand to travel on the line, more seats will be introduced on peak services next year along with plans to introduce longer trains on more services from 2018 – providing significant, longer term increases in capacity.

This is in addition to a significant investment in the rolling stock to deliver enhancements worth over £14 million to the trains over the next two years including fitting power sockets, flooring, lighting, painting, re-livery and wheelchair spaces.





LNER A1 No. 60163 'Tornado' is seen working a London Victoria to Bridgnorth charter on September 8th. *John Alsop*

Class 09 009 and 09 002 are seen stabled at Whitemoor Yard on September 9th. *Andrew Wilson*



Loco Fleet List 2016

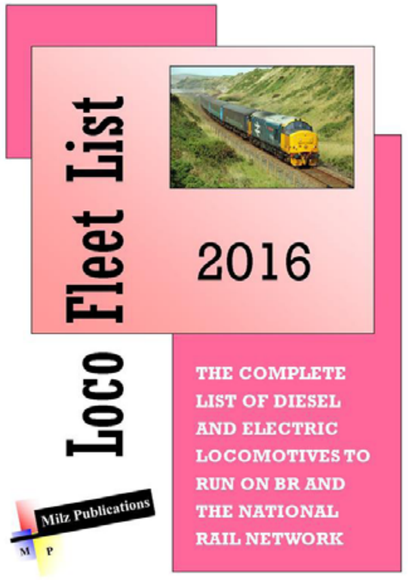
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Leeds rail bridge to celebrate city's diversity as part of Upgrade Plan

A railway bridge in Leeds is set to be repainted in rainbow colours as part of repair and strengthening work.
Work on the bridge, which crosses Lower Briggate in the city centre, will begin later this month and will be redecorated in a bespoke paint design thanks to funding raised by the local LGB&T Community and Leeds City Council.

The bridge, which carries trains travelling north from Leeds rail station, will also see vital engineering work carried out as part of the ongoing Railway Upgrade Plan to create a more reliable railway for passengers.



Neil Henry, area director for Network Rail, said: "Work at the bridge on Lower Briggate, which carries a huge number of vital passenger services to the north of Leeds, is essential to keep rail services reliable and forms part of our Railway Upgrade Plan. We're delighted that our stakeholders want the bridge to become an iconic one for the city and were more than happy to work with them on the new colour scheme."

Councillor Jonathan Pryor, Leeds City Council's deputy executive member for culture, said: "The plans for this bridge represent a tremendous show of support for the city's LGB&T community. Not only will the rainbow bridge be an eye-catching addition to what is already a lively and eclectic part of Leeds, it will also make a huge statement to our many visitors that here, we embrace and celebrate diversity and the contribution it makes to ensuring Leeds is such a warm, welcoming and successful city."

Thomas Wales, LGB&T campaigner who came up with the idea for painting the bridge, said: "The new rainbow colour scheme is based on a variation of the Freedom Flag as designed by San Francisco artist Gilbert Baker in 1978. Each colour represents something different, from life and harmony to nature and spirit, it is also a scheme that has been adopted internationally to celebrate freedom in sexuality and gender identity in our city. It is destined to become a landmark we can all be proud of."

Class 59 102 heads a stone train through Westbury on September 15th.
Richard Hargreaves



Class 66 110 heads the 6M86 10:30 Margam - Dee Marsh steel along Hencote Bank on September 8th. *Keith Davies*

Air-conditioned trains breeze on to Great Northern this autumn

Air-conditioned trains will be breezing onto the Great Northern route for the first time ever during October, as the rail firm gives passengers cooler, more comfortable journeys between the capital and Peterborough and Cambridge.

They are the first of three types of modern train that over the next three years will steadily replace almost all of the trains on the network that are up to 40 years old, creating one of the newest train fleets in the country.

The trains being introduced this autumn feature:
•Greater reliability than existing trains
•Two-by-two seating with tables and power points throughout for those who want to work or play and charge their devices
•Modern passenger information systems
•Spaces for people in wheelchairs, fully accessible toilets and other features for people with disabilities

And from May next year, subject to work to be carried out by Network Rail, these first new trains will also run on the Fen Line, between Cambridge and King's Lynn.

Great Northern Passenger Services Director Keith Jipps said: "We're introducing more reliable, modern air-conditioned trains that will keep passengers as cool as a cucumber and be great for people with disabilities. We think passengers will love the two-by-two seating and the power points at every seat. This is part of an overall plan to replace almost all the trains on the Great Northern route by 2020 – and those few trains that will remain are themselves going through a £30m refurbishment programme. In just a few short years, we'll be moving from one of the oldest fleets in the country to one of the newest."

The new trains are integral to a wide range of proposed service changes and improvements on Great Northern for 2018 that parent company Govia Thameslink Railway announced. This includes new cross-London Thameslink services at stations to and from Stevenage, Cambridge and Peterborough, double the number of semi-fast trains to and from Peterborough and double the number of semi-fast and stopping services off peak to and from Cambridge.

Gospel Oak to Barking line closes as work starts to prepare for longer electric trains

From Saturday 24th September, there will be no service between Gospel Oak and Barking (seven days a week) until February 2017 while work takes place to electrify the route ready for new trains that will carry twice as many passengers.

1,700 metres of track is currently being lowered between Blackhorse Road and Walthamstow Queens Road Station as part of major work to electrify the last diesel-operated London Overground route, from Gospel Oak to Barking. Track is being lowered to increase clearance under bridges and make way for new masts that will carry overhead wires to power the new electric trains.

Electricity will be provided by three new power switching stations along the route and one of these is already in place at Gospel Oak. A second near South Tottenham is almost complete and a third will be installed close to Barking station in the coming months. Each switching station links to two power supplies at Acton and West Ham, so if one supply breaks down engineers can switch to the other, minimising disruption for passengers.



Part of the line has been closed since the beginning of June, with trains running from South Tottenham to Gospel Oak only on weekdays, while work takes place. From Saturday 24th September the whole route between Gospel Oak and Barking will be closed, in order for the final phase of work to be carried out. During this period, two areas of track on the western end of the route will be lowered, one between Crouch Hill and Harringay Green Lanes and another between Gospel Oak and Upper Holloway.

From 2018, two-car diesel trains will begin to be replaced by new, four-car electric trains, able to carry twice as many passengers to ease congestion and meet growing demand. Both passengers and railway neighbours will benefit from cleaner air as a result of the switch from diesel to electric trains.

Richard Schofield, Network Rail's route managing director for Anglia, said: "Passenger numbers are continuing to grow in London and we are electrifying the Gospel Oak to Barking line to support that growth and enable more people to travel on this route, as part of Network Rail's Railway Upgrade Plan. Modernising the railway in this way will enable cleaner and quieter electric trains to run, also benefitting those living or working near the railway. I'd like to thank everyone for their patience while the work is carried out."

Passengers asked to plan ahead for changes at Waterloo during August 2017

Network Rail and South West Trains have launched a campaign asking passengers to plan ahead for major changes taking place at London's Waterloo station between 5-28 August 2017, as they continue to deliver an £800 million upgrade to the station and the railway, and the biggest investment in the London station for 80 years.

Passenger journeys on the lines into Waterloo have more than doubled from 108 million in 1996 to 234 million today. The Waterloo & South West Upgrade will provide more seats, longer trains and a bigger, better Waterloo by:

•Bringing the five platforms of the former international terminal back into use
•Extending platforms 1-4 to accommodate 10-car trains
•Introducing 10-car trains between Waterloo and Reading

The work to extend platforms 1-4 will require platforms 1-9 to be closed between 5-28 August 2017 inclusive. As a result, there will be significant temporary changes to train services across the South West Trains network.

Stuart Kistruck, route managing director at Network Rail said, "Work to deliver our Railway Upgrade Plan at Waterloo is progressing at a fantastic rate and this will continue behind the scenes, but from August 5 – 28 next year we will temporarily shift all of our services along the station so that we can lengthen platforms 1-4.

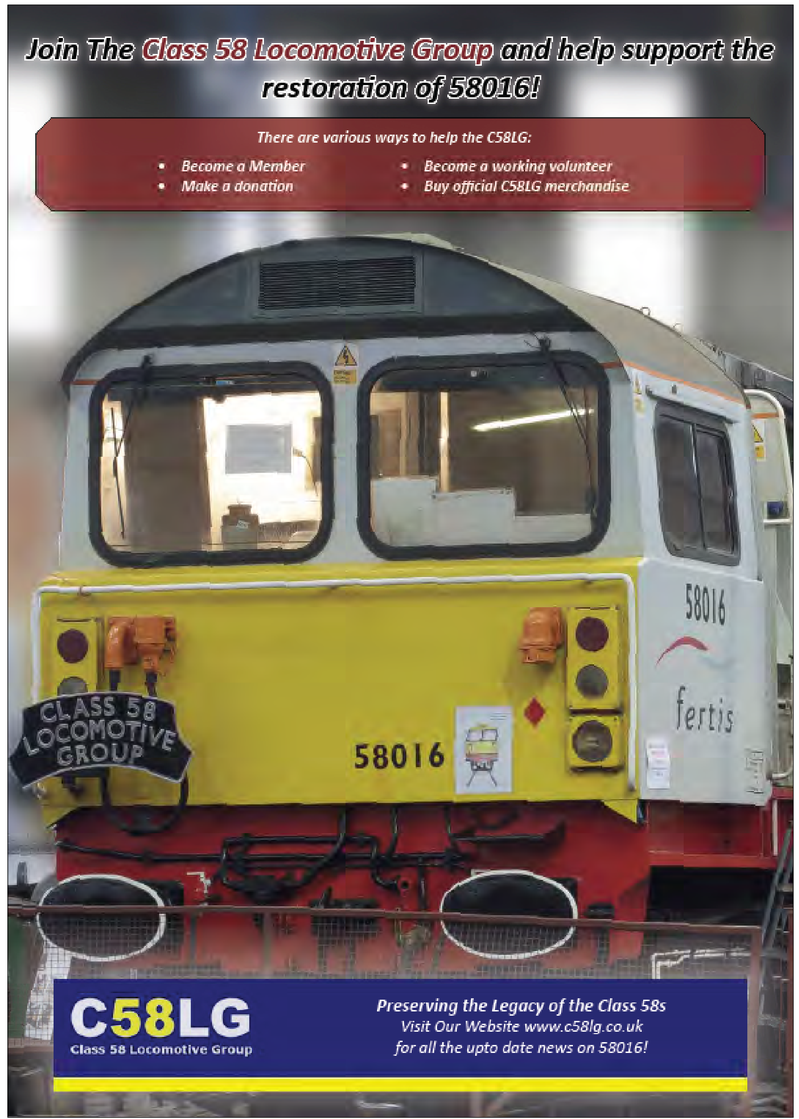
"During this period we will be closing platforms 1-9, so services will use the other existing platforms as well as platforms 20-24, which will re-open during August's changes. As there will be major impacts on services, we want everyone to have plenty of time to plan ahead while we invest for better journeys down the line."

Christian Roth, Managing Director at South West Trains, added: "The Waterloo and South West Upgrade is the biggest investment in this railway for decades and will provide more trains, more seats and more space for tens of thousands of passengers every day."

"We are doing everything we can to minimise the impact on passengers while the work is carried out but there will be some changes to services next summer, particularly between 5 and 28 August 2017. We are urging passengers, businesses and communities to start planning ahead now while we carry out this work."

Network Rail and South West Trains are today handing out information leaflets and travel card holders to passengers with details of the changes, so that they can plan ahead for the changes next August. The impact of the changes will vary depending on where and when passengers are travelling, and an indication of the impact at each station can be found at networkrail.co.uk/wswupgrade and www.southwesttrains.co.uk/wswupgrade.





National Rail

BR Standard 9F 2-10-0 No. 92214 has been named to celebrate the triumph of the City's football team in winning the Premiership football competition from a position of being underdogs. The new nameplates, with the City's light blue background, will be carried for a short period. *Allison Twycross*





£100m railway upgrade means 12 day closure of the line at Bromsgrove

Work will allow line between Bromsgrove and Birmingham to be electrified
Upgraded signalling will help make services to and from the town more reliable
To allow the work to be completed the line will be closed for 12 days
Buses will replace trains serving Bromsgrove station
Trains between Birmingham, Hereford, south Wales and the South West will be subject to an amended timetable

Network Rail, London Midland and CrossCountry are reminding passengers that the railway at Bromsgrove will be closed for 12 days from Wednesday, 26 October as part of a £100m investment. The project at Bromsgrove forms part of Network Rail's Railway Upgrade Plan and has already delivered the new Bromsgrove station. The next phase of the scheme will be to reconfigure the track, points and crossings in the area around the station, and bring into use the new signalling between Five Ways (Birmingham) and Ashchurch in Gloucestershire, in preparation for electrification to Bromsgrove. This will increase the number of trains serving Bromsgrove station from December 2017.

In order to achieve this the line at Bromsgrove will be closed for 12 days between Wednesday, 26 October and Sunday, 6 November. Throughout the closure of the line there will be alterations to services to and from Bromsgrove, Hereford and Birmingham.

Richard Dugdale, senior sponsor for Network Rail said: "This £100m investment at Bromsgrove is key to modernising the railway through the area and providing passengers with a more reliable, better railway. This is the latest programme of work in the scheme after the successful delivery of the new Bromsgrove station which began welcoming passengers in July.

"There is never a good time to close the railway for any length of time but we have looked at all options and worked with London Midland and CrossCountry to complete this work at a time which will cause least disruption to passengers.

"Our Railway Upgrade Plan is delivering significant investment into the railway network which will provide a better, more reliable railway for passengers."

Steve Fisher, London Midland head of Regional Services, said: "We will do all we can to minimise the inconvenience to our passengers during this upgrade. Electrification will mean we can add lots more trains and lots more services between Bromsgrove and Birmingham. This extra capacity will also benefit passengers travelling to Hereford and Worcester as local rail users switch to the more frequent Bromsgrove services."

Ben Rule, Production Director at CrossCountry, said: "A great deal of effort has been made to deliver a plan that causes the least inconvenience to our customers travelling between the West Midlands, Wales and the South West. However, we realise this is not always possible and want to thank those customers affected for their patience while these important works take place. When completed, this will deliver extra capacity and more reliable journeys on a very important part of Britain's railways."

Passengers are advised to check before they travel at www.nationalrail.co.uk for the latest information.



Class 59 103 approaches Westbury on September 15th with an empty stone train . *Richard Hargreaves*

Class 20 205, 20 189 and D182 (46 045) are seen arriving into Tamworth working as 0Z45 Butterley MRC to Kidderminster SVR on September 7th. *Derek Elston*



On Thursday 15th September 2016 members of the Class 504 Preservation Society Committee met the General Manager from the East Lancs Railway to inspect the work the Society has carried out on the Class 504 Bury Unit since last November. Satisfied with condition the unit is now in and with the efforts of the Society, the Class 504 Preservation Society has now been offered a restoration agreement from the ELR in which the Society has to formulate a restoration plan for both power car and trailer car, the Society also has a LMS 50ft Gangwayed Brake van which will also need to be considered within the restoration plan.

This now means the unit has a secure future on the East Lancs Railway as a unique part of the local areas railway history. The Society now has 12 months to complete the restoration of the trailer car to bring it to a satisfactory level that if it could possibly be used at events on the railway in the future. It is hoped that early October the unit will be moved to allow access to both sides and more work can be carried out the complete the next stage of the restoration. The Society would like to thank all its members for their support since the creation of the Society and hope they will continue to support us in the future. More information can be found at www.class504preservationsociety.co.uk



Photo: M77172 at Buckley Wells during the inspection on September 15th.

Passengers between Preston and Blackpool urged to check before they travel as railway upgrade begins



Work to electrify the railway between Preston and Blackpool will begin in October. The upgrade, part of Network Rail's Railway Upgrade Plan, will provide passengers with better, more reliable journeys and is part of a £1bn+ Northern programmed investment to enable electric trains to operate on this line of route. Passengers are being urged to plan their journeys and check before they travel as the work means changes to early morning and late evening services between Preston and Blackpool, from 3 October 2016. These changes will be in place until May 2018.

In the mornings bus replacement services will be in operation until the 05.39 train from Blackpool (Tuesday – Friday).

In the evenings bus replacement services will be in operation after the 22.45 train from Blackpool and the 22.19 train service from Preston (Monday – Thursday).

- From Tuesday 4 October a rail replacement service from Blackpool North – Preston will be in place for the 05:21 Blackpool North – London Euston service every Tuesday – Friday until Friday, 9 December 2016.
- The rail replacement service will depart from Blackpool North at 04:57, calling at Poulton-Le-Fylde and Kirkham & Wesham before arriving into Preston at 05:52.
- The 06:00 service from Preston will arrive into London Euston at 08:34 – the same time as the direct Blackpool service is scheduled to arrive.
- The 16:33 London Euston – Blackpool North service will operate as normal.

Alison Rowley, programme manager for Network Rail said: "We are working closely with Northern and Virgin Trains to minimise the disruption to passengers and raise awareness of these changes to morning and evening train services between Preston and Blackpool.

"There is never a good time to affect journeys but we have planned the work to affect the least amount of passengers for the shortest amount of time. This is essential work and I'd like to thank passengers in advance for their understanding.

"The upgrade and wider investment will result in a better and more reliable railway that will serve passengers for many decades to come and help boost the economy across the north of England."

Sharon Keith, Regional Director for Northern said: "This essential upgrade of the route between Preston and Blackpool is key to help us develop better journeys for our customers. Our advice is to remind customers to check before they travel and we'd like to thank customers in advance for their patience while we work together to improve services."

Phil Bearpark, Executive Director of Operations & Projects at Virgin Trains on the West Coast, said: "From October 2016, Network Rail is carrying out work to upgrade the railway between Blackpool and Preston. Virgin Trains customers who are travelling from Blackpool to Preston on the early morning service are advised to check for information on the National Rail website when planning their journey. We have worked closely with Network Rail and industry partners to ensure alternative travel arrangements are in place and to keep disruption to a minimum, whilst work takes place."

Over the course of the upgrade until the electrified railway opens in May 2018, over seven miles of railway track will be replaced and improvements to the track layout and signalling equipment be made to increase the reliability of the railway in and out of Blackpool. Blackpool North and Kirkham and Wesham stations will be remodelled meaning that major platform work needs to take place. Simplified track and platform layouts along the route will allow trains to run more efficiently, reducing delays and providing better passenger journeys.

Further closures on the route will be required in 2017, including a series of weekend closures early next year. More details around these closures will be communicated later in the year.



On September 20th, Class 08 220 stands outside Electro Motive's Longport facilities.
Michael Lynam

Network Rail completes track renewal programme in Yorkshire

A specialist engineering train has completed a four year maintenance programme on the railways serving Yorkshire.

Network Rail's Track Renewal System (TRS) has been working five nights per week in order to minimise passenger disruption with the upgraded track providing passengers with smoother and more reliable journeys.

The TRS has replaced around 250 miles of track across Yorkshire and the routes which serve it, including on the East Coast Main Line. Since the work began in 2012, the distance replaced is equivalent to building a new railway from Kings Cross to Durham and is a key part of Network Rail's Railway Upgrade Plan.

The system has worked all over the region, including Leeds, Hull, York and Sheffield and completed its final shift on Saturday night, September 18th, on the East Coast Main Line between York and Doncaster.

The £40m high-tech train is over a third of a mile long and typically relays half a mile of track per shift, minimising disruption and delays to passengers as it reduces the need for weekend closures.

Ben Brooks, TRS project director from Network Rail, said: "The Track Renewal System has worked across Yorkshire for the past four years. We hope railway users will feel the full benefit of the programme, as many may have been unaware that this work was being carried out."

Freightliner supports Department for Transport's Rail Freight Strategy

Freightliner welcomes the recent publication of the Rail Freight Strategy by the Department for Transport. Recognising the positive benefits that rail freight delivers for the UK economy and its role in helping to reduce carbon emissions, and it is delighted that this important publication has been issued.

"The Strategy emphasises the importance of having a clear policy framework to support rail freight to achieve its potential," said Russell Mears, Freightliner European CEO and Chair of the Rail Delivery Group's (RDG) Freight Group.

"It sets out a clear vision for how rail freight can continue to grow and identifies opportunities for industry partners to collaborate and innovate in order to help deliver increased environmental and air quality benefits, relieve the pressure on our road network and increase the productivity of British businesses."

"We recognise that it will be for the industry, including the rail freight operators, to deliver the vision and we welcome the sense of direction that this Strategy provides in helping the industry plan ahead."





New drainage system makes Settle-Carlisle line safer and more reliable for years to come

Network Rail has installed a new drainage system on the Settle to Carlisle railway line in rural Cumbria which will ensure that the line is safer and more reliable for passengers for years to come.

The section of railway line, near to Cumbria's border with North Yorkshire has seen the foundation of the railway line deteriorate due to rainwater collecting near to the track. The new system will enable surface water to drain away into a nearby stream and away from the line.

The main elements to the work saw drainage installed to collect surface and ground water, allowing it to flow directly into the nearby Cow Ghyll Beck, a stream close to the line.

The second part of the project was to repair the embankment that approaches the tunnel, north of Dent station. This included installing a weir designed to slow the stream at the base of the earthwork during storms and heavy rainfall. In addition to this a second wall was built to support the repaired slope above.

Rhiannon Price, project manager for Network Rail said: "The work that the team has carried out at Dent will make sure that train services will be able to run safely and more reliably on a remote and iconic section of railway for years to come.

"There were a number of challenges that the team faced in completing this, not least the environment where the site was located. The roads were narrow and winding with some very steep gradients. However the staff overcame these physical obstacles and as you can see from the pictures the end result is quite impressive."

Councillor Keith Little, cabinet member for highways and transport at Cumbria County Council, said: "I am delighted that this important work has been carried out on the Carlisle – Settle line. The work will greatly enhance the resilience of the railway to future flooding events, and minimise disruption to rail services during inclement weather. This has been a complex task due to the isolated location of the site, and the council would like to thank our partners at Network Rail for their commitment and hard work in completing these repair works."

Mark Rand, from the Friends of the Settle-Carlisle Line, said: "This is another example of the sort of work being done by Network Rail to keep this iconic railway running safely for decades to come. From the threat of closure in the 1980s is emerging a very robust line indeed, very much part of the Britain's strategic rail network."
The work will ensure that the section of track on the Settle-Carlisle railway line will be more stable and allow passengers to travel safely along one of England's most picturesque sections of railway.

Did you Know - Ken Mumford

Trouble pronouncing loco names - Have a look at these!

60037	HY-PEER-ION, HY-PER-ION or HYPER-EYE-ON
60050	PER-SIMM-ON, PER-SIMON or PERCY-MON
60053	SAN-SO-VYNO, SAN-SO-VEENO OR SAN-SOVVINNO
60057	OR-MOND, ORMUND or OR-MONDY
60060	THE TET-RARCH or THE TET-RARK
60062	MIN-A-ROO, MY-NA-ROO or MY-NORROO
60063	IS-IN-GLASS or EYE-ZIN-GLASS
60064	TAG-A-LYE, TAG-ARLY, TAJ-A-LYE or TAJ-ARLY
60067	LAD-ASS or L'-DASS
60073	St GAT-IEN or St GAT-EYE-EN
60076	GAL-O-PIN or GALL-OPP-IN
60079	BAY-ARDOE, BAY-ARDOO or BYE-ARDO
60082	NEIL GOW or NEIL GO
60084	TREE-GO, TRY-GO or TRIGG-O
60093	CORRO-NATCH, CORRO-NACK or CO-ROE-NACK
60096	PAP-EYE-RUSS or PAPPY-RUSS
60098	SPY-ON KOP or SPEE-ON KOP
60101	SISSER-O or SISS-AERO
60104	SOL-AR-IO or SOL-AIR-IO

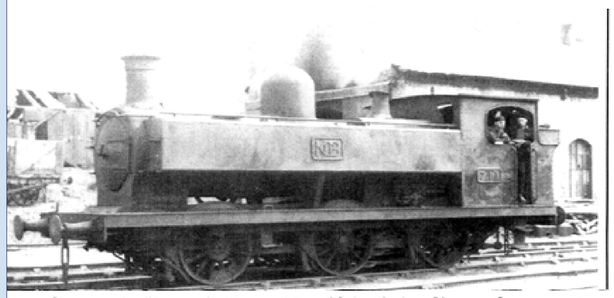
Stuck on Gluepot Bank!

Gluepot Bank Just to the east of Llandow Wick Road Halt (built on the Barry to Bridgend line for a nearby Llandow RAF camp) was a long rising gradient of 1 in 141 nicknamed *Gluepot Bank* after a number of engines that stuck on it. Crossing this bank were three bridges and in Barry Railway days they also had nicknames -

'She Could', 'She Should', and 'She Will.'

In later days these nicknames had been changed to:-

'Faith', 'Hope' and 'Charity.'



Originally Barry Railway No. 48 built by Sharp. Stewart in 1890 and sold out of service to Bargoed Colliery where, as GWR 711, it was fitted with NCB 'home made' pannier tanks. Did this loco get stuck on 'Gluepot Bank?'

Come and meet Ken

Ken Mumford will be at these future presentations:

RAILWAY ALLSORTS 2 at the Hereford branch of the WORCESTER LOCOMOTIVE SOCIETY in November - This is varied because of its allsorts nature - usually arranged to involve folk's participation, so it's difficult to set out a particular 'menu!'

THE ELAN VALLEY RAILWAY at Reading where Ken will be using the title - 7 DAMS and a RAILWAY - I've enjoyed researching this mainly using the book on this by Oakwood Press (with permission from one of its directors) and as book and leaflets from the Elan Valley Visitors Centre, with photos I've took during my visits to that area.

SIBERIAN YORKSHIRE at Bromsgrove in November - Three days in February 2012 as a guest of the Bahamas Locomotive Society who were running their (then) recently overhauled Coal Tank No. 1054. Why 'Siberian?' It was VERY CCCOOOLLLDDD!!!.

DRS Class 68 017 and 68 002 top'n'tail a Northern Belle working through Stalybridge on September 27th. *Brian Hewertson*

A Different View



The footbridge over the station at Sheffield has seen a rather large amount of grafitti over the years, but it is starting to look colourful in a sad way. *Richard Hargreaves*

A Different View



'HST at speed' as Great Western Railway's HST power car No. 43180 working the 1A16 Penzance to London Paddington passes Newton St. Loe near Bath on September 17th. *Brian Turner*





An CrossCountry Voyager heads through the fog at Dawlish on September 7th. *Phil Martin*

A panning shot of LMS No. 46201 "Princess Elizabeth' on a light engine move to Bristol, seen speeding through Newton St. Loe on September 9th. *Sam Bilner*

A Different View

No. DR73114, a Plasser & Theurer 09-3X Dynamic Tamper making its way from Crewe PAD to Doncaster West Yard, is seen here passing Tupton on September 15th. *Nick Clemson*

Preserved Railways

East Lancs Railway

On September 24th, Class 40 106 arrives into Ramsbottom with a service to Bury from Rawtenstall. *Richard Hargreaves*

Preserved Railways

East Lancs Railway



Class 40 No. D213 in gleaming BR Green livery, stands at Rawtenstall on September 25th, during the lines diesel event. *Phil Martin*



Class 42 No. D832 'Onslaught' heads over the 'Ski Jump' at Bury on the rear of a service to Heywood. *Brian Hewertson*



Class 42 No. D832 'Onslaught' is seen running round its train at Rawtenstall on September 24th. *Richard Hargreaves*

Preserved Railways

East Lancs Railway

Class 40 135 stands at Ramsbottom on September 24th, working the local terminating service from Bury. The loco's paintwork showing signs of some attention required.
Richard Hargreaves



In faded EWS livery, Class 31 466 arrives into Ramsbottom on September 24th.
Richard Hargreaves



Class 40 145 (345) departs Summerseat on September 21st, working a train to Heywood.
Michael Lynam

Preserved Railways

East Lancs Railway

On September 24th, Class 40 106 approaches Irwell Vale from Rawtenstall en route to Heywood. *Michael Lynam*



Class 37 109 arrives into Bury on September 24th with a service to Heywood.
Phil Martin



Peak Class 45 108 departs Irwell Vale, heading for Rawtenstall. *Michael Lynam*

Preserved Railways

East Lancs Railway



In a gap between the showers, Class 37 109 pulls into Irwell Vale station with the 15:26 from Rawtenstall to Heywood on September 25th. *Jeff Nicholls*



Class 31 466 arrives into Ramsbottom on September 25th working the 2J62 Heywood - Rawtenstall service. *Phil Martin*



Class 50 015 'Valiant' pulls out of Ramsbottom station with the 12:15 service from Heywood to Rawtenstall on September 25th. *Jeff Nicholls*



The A1 Steam Locomotive Trust
New Steam for the Main Line

FAMOUS NEW STEAM LOCOMOTIVE TORNADO AFFILIATED WITH RAF MARHAM AS PART OF CENTENARY CELEBRATIONS

The A1 Steam Locomotive Trust, the registered charity behind new steam locomotive No. 60163 Tornado, and the Royal Air Force are delighted to announce the affiliation of the locomotive with RAF Marham as part of the station's centenary celebrations. To mark the affiliation, Tornado now carries the RAF Marham crest on the fireman's side nameplate. RAF



Marham is the home of the RAF's Tornado GR4 two-seat, all-weather, day/night attack and reconnaissance aircraft.
On Friday 26th August the Nene Valley Railway (NVR) at Wansford, Cambridgeshire, hosted the rededication of No. 60163 Tornado and its affiliation with RAF Marham as part of the station's 100th birthday celebrations.

Following a briefing on the building and operation of the locomotive by Trust chairman Mark Allatt, representatives of the stations military and civilian staff witnessed the unveiling of Tornado's nameplate bearing the RAF Marham crest by Station Commander Group Captain Rich Davies ADC MA RAF and Trust President David Champion. This was followed by a blessing by station Padre Reverend Geoffrey Firth.

Group Captain Rich Davies commented:"We are delighted to affiliate RAF Marham in our centenary year with the magnificent achievement that No. 60163 Tornado represents. It's sheer power and presence is reflective of that of the Tornado aircraft that operate from RAF Marham and have been the backbone of the RAF for the past 30 years."

Mark Allatt, chairman, The A1 Steam Locomotive Trust, added: "It's a great privilege for No. 60163 Tornado to be affiliated with RAF Marham as it celebrates its 100th birthday. The locomotive was named in honour of the RAF aircrews who fought in the first Gulf War and in many other subsequent conflicts. We are delighted to be re-invigorating our relationship with the RAF and look forward to future collaborations."

Following the dedication ceremony those present were given the opportunity to drive Tornado under supervision and later that evening the station hosted a 'dining in' night on the railway's dining train also hauled by Tornado. It is hoped that No. 60163 Tornado will play a role in the Royal Air Force's centenary celebrations in 2018.

No. 60163 Tornado was named after the RAF Tornado aircraft of the same name which were on active service in the middle east during the first Gulf War when the project to build the new Peppercorn class A1 Pacific was in its infancy. The nameplates were originally presented to The A1 Steam Locomotive Trust in a ceremony at Birmingham Railway Museum in 1995 and bore the crests of the then RAF Cottesmore and its Tri-National Tornado Training Establishment (TTTE) which trained British, German and Italian aircrews to operate the aircraft. With The Trust's establishment of its permanent base at Darlington Locomotive Works in 1997 and the dissolution of the TTTE in 1999, the crest on the latter plate was replaced by that of nearby RAF Leeming (then an RAF Tornado station). This was the nameplate unveiled by TRH The Prince of Wales and The Duchess of Cornwall when Tornado was formally names at York station on 19th February 2009. Coincidentally, HRH The Duchess of Cornwall is the Honorary Air Commodore of RAF Leeming.

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photos: ©A1SLT



Preserved Railways

Severn Valley Railway



During September Class 52 No. D1015 was renumbered D1071 ‘Western Renown’, seen here awaiting departure time from Bridgnorth on September 4th. *Richard Hargreaves*





Class 08 No. D3588 stands in the yard at Bridgnorth on September 17th. *Phil Martin*

GWR 7800 ‘Manor’ Class 4-6-0 steam loco No. 7802 ‘Bradley Manor’ with the 09:35 Bridgnorth - Kidderminster service passes Little Mill on September 23rd. *Phil Martin*

Preserved Railways

Severn Valley Railway

On September 23rd, LNER A3 No. 60103 'Flying Scotsman' passes Little Mill with the 12:35 Bridgnorth - Kidderminster service.
Phil Martin

THE COUNTRY'S LARGEST OPERATIONAL STEAM LOCOMOTIVE VISITS CORFE CASTLE AND SWANAGE TO MAKE HISTORY



Named after Her Majesty the Queen when she was a child, the country's largest operational steam locomotive has hauled a special main line excursion train from London down to Corfe Castle and Swanage.

Built by the London Midland and Scottish Railway Company at Crewe during 1933 for hauling prestigious express trains, the iconic 160-ton No. 6201 'Princess Elizabeth' made history by being the largest steam locomotive to visit the Swanage Railway.

The powerful steam locomotive still holds a world record speed record for a steam locomotive that was set in 1936 when it ran at more than 70 mph on the west coast main line between London and Glasgow.

Crowds gathered at Corfe Castle and Swanage to watch the arrival of the 621-tonne ten-carriage train organised by Steam Dreams with the locomotive sporting a Cathedrals Express headboard on its smokebox door.

A majestic leviathan of steam owned and operated by the Princess Elizabeth Locomotive Society, 'Princess Elizabeth' departed London's Victoria station just before 9am for the five-hour journey to the Isle of Purbeck.

After its passengers spent more than three hours enjoying the delights of Swanage and Corfe Castle, the long train departed Swanage for London's Waterloo station at 5.20pm – reaching the Capital just after 10pm.

Swanage Railway Company chairman Trevor Parsons said: "It was a great honour, and very exciting, to play host to such a prestigious, powerful and record-breaking steam locomotive that was the largest to visit Corfe Castle and Swanage.

"A member of the Princess Royal class of steam locomotives, No. 6201 is a magnificent and majestic piece of engineering – it was absolutely wonderful to see it in steam and doing what it was designed to do more than 80 years ago.

"Named after the Queen when she was the seven year old Princess Elizabeth of York, 'Princess Elizabeth' sounded its whistle on the Battersea railway bridge over the River Thames in London to signal the start of the Queen's Thames diamond jubilee pageant in the summer of 2012.

"Then, a few weeks later in 2012, the Queen travelled in the Royal Train behind 'Princess Elizabeth' from Newport to Hereford and then from Worcester to Swindon and Oxford as part of the Diamond Jubilee Tour," added Mr Parsons, a volunteer Swanage Railway train guard and signalman.

Swanage Railway volunteer Geoff Truscott, from Puncknowle in west Dorset, had the honour of signalling 'Princess Elizabeth' and its long Cathedrals Express excursion train into Swanage station.

Geoff explained: "With its classic lines and iconic maroon livery of the London Midland and Scottish Railway Company of the 1930s, 'Princess Elizabeth' looked and sounded marvellous – a truly majestic symphony of steam.

"I knew the railway to Corfe Castle and Swanage in its dying days back in the late 1960s and was saddened to witness the line's closure and demolition. I never dreamt that, 44 years later, I would signal the country's largest operational steam locomotive into Swanage. It was a real honour," he added.

After a working life of almost 30 years hauling long and heavy main line express trains from London to the north, British Railways withdrew 'Princess Elizabeth' from traffic in 1962 – the year of the Cuban missile crisis – when the locomotive was saved from the scrapyard and purchased for preservation.

The summer of 2016 saw No. 6201 'Princess Elizabeth' return to hauling main line excursion trains around the country after an engineering overhaul that took more than three years.

The Swanage Railway welcomes new volunteers – for an informal chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email 'iwanttovolunteer@swanagerailway.co.uk'.

Photos: © Andrew P. M. Wright



Preserved Railways

Wensleydale Railway



Class 08 743 and 08 903 are seen at Leeming Bar on September 25th. *Andrew Wilson*



Class 03 144 is pictured attached to an engineers train at Leeming Bar on September 25th. *Andrew Wilson*



Forerunner of the Class 141/142s, Raiilbus LEV 1 is seen stored at Leeming Bar on September 25th. *Andrew Wilson*

Preserved Railways

Wensleydale Railway

DLO Thomas Hill shunter No. 01544 stands at Leeming Bar on September 25th, working a BLS special along the line. *Andrew Wilson*



Another Thomas Hill shunter, No. 01545 is seen in the siding at Leeming Bar. *Andrew Wilson*



Class 26 007 is pictured in the yard at Leeming Bar on September 25th. *Andrew Wilson*

Preserved Railways

Vale of Rheidol



Built in 1924, No. 9 ‘Prince of Wales’ is seen running round its train at Devils Bridge on September 14th. *Martin Hill*



At Aberystwyth, Baguley-Drewry diesel shunter No. 10, is seen shunting stock, September 14th. *Martin Hill*

Preserved Railways

Epping and Ongar Railway

Resplendent in its new London Transport livery, Class 20 142 arrives into North Weald with a service from Coopersale near Epping. Standing alongside it and not to be outdone is Class 08 683, September 18th. *Charlie Robbins*

Preserved Railways

Ecclesbourne Valley Railway







Rolls Royce Steelman Class No. 10275 'L J Breeze' stands at Wirksworth on September 22nd. *Michael Lynam*

Gloucester RC&W Class 122 Bubble Car No. W55006 enjoys the sunshine at Duffield on September 22nd. *Michael Lynam*

Former Blackpool Brush Car No. 636 is now based The Ecclesbourne Railway and used by Stored Energy Traction to develop an experimental motor and bogie, developing a lighter and more efficient method of powering trams. *Michael Lynam*

Preserved Railways

Great Central Railway

Network Rail's Class 31 105 prepares to back onto the next departure from Loughborough during the lines diesel gala on September 11th.
Mark Pichowicz

Preserved Railways

Great Central Railway



On September 11th, Class 55019 'Royal Highland Fusilier' accelerates past the assembled gallery at Woodthorpe during the lines diesel gala. *Mark Pichowicz*



DRS liveried Class 37 714 runs round its train at Leicester North on September 11th. *Richard Hargreaves*



On September 3rd, BR Standard Class 7 No. 70013 'Oliver Cromwell' heads through the Leicestershire countryside with the rake of Windcutter wagons. *John Alsop*

Preserved Railways

Barrow Hill



Recently repainted as Celsa No. 3 for its future deployment, the former Class 08 630 is pictured at Barrow Hill on August 17th. *Mark Pichowicz*



Yorkshire Engine Company Class 02 No. D2853 is seen in the platform at Barrow Hill. *Andrew Wilson*



Class 03 066 is pictured along with Class 08 630 at Barrow Hill on August 17th. *Andrew Wilson*

Preserved Railways

Snowdon Mountain Railway

No. 2 'Enid' storms out of Llanberis station at the rear of the 13:00 departure for Snowdon Summit on September 8th. *Jeff Nicholls*

No. 3 'Wyfddfa' brings its coach 'Lilir Wyddfa' into Llanberis station to form the 10:30 to Snowdon Summit on September 8th. *Jeff Nicholls*

Preserved Railways

Statfold Barn Railway

On September 10th, 'Isibutu' (Bagnall No. 2820 of 1945) leads a freight train with 'Jack Lane' (Hunslet No. 3904 of 2005) and 'Minas De Aller' (Corpet No. 439 of 1884) on the rear, seen departing the field section and is heading towards Oak Tree Halt. *Stuart Hillis*



No. 6 'Howard', a vertical boilered Willbrighton, built in 2007 is seen working on the garden railway on September 10th. *Stuart Hillis*



'Roger', a Kerr Stuart 'Wren' Class No. 3138 of 1918 is new to the Statfold loco fleet. *Stuart Hillis*

Preserved Railways

Statfold Barn Railway



GP39 (Hudswell Clarke No. 1643 of 1930) and 'Max' Sragi No. 14 (Orestein & Koppel No. 10750 of 1923) haul a mixed train including a brake van, a meat van and passenger coaches, seen approaching Oak Tree Halt. *Stuart Hillis*



'Alpha' (Hudswell Clarke No. 1172 of 1922) awaits the signal to move to the station. *Stuart Hillis*



The Goose – based on US railcars – built at Statfold from a Morris lorry chassis to carry 15 passengers plus a luggage rack, heads out towards the field section. *Stuart Hillis*

Preserved Railways

West Somerset Railway

Great Western Railway 6959 Class Modified Hall 4-6-0 No. 6960 'Raveningham Hall' awaits departure time at Minehead on September 8th.
Martin Hill

Preserved Railways

Avon Valley Railway

On September 11th, Class 31 130 and 31 101 double head the last train of the day up Riverside Bank. Class 31 101 was on test in top and tail formation through the day after being out of action for a while, but the last service of the day involved a double headed run to Bitton.

Sam Bilner

Preserved Railways

South Devon Railway

GWR 0-6-0 No. 3205 arrives into Buckfastleigh on September 10th with a service from Totnes.
Phil Martin

Preserved Railways

Gwilli Railway



On September 11th, BR Class 117 DMU Nos. W51401 and M51347 stand at Carmarthen. *Martin Hill*





BR Class 117 DMU Nos. W51401 and M51347 are photographed at Danycoed. *Martin Hill*

Taff Vale Railway loco No. 28 is pictured awaiting restoration as part of the 'Welsh Train' project. *Martin Hill*

Preserved Railways

Ribble Steam Railway

Bagnall No. 260/1942 'Courageous' approaches the Swing Bridge on September 11th, hauling the Victorian coach and with Grant Ritchie No. 272/1894 on the rear. *Michael Lynam*

Hawthorne Leslie No. 3931/1938 'Linda' heads a train alongside the riverbank during the lines steam gala on September 11th. *Michael Lynam*

From the Archives:

Freightliner's Class 47 302 passes through Didcot on June 21st 2000 working a Southampton bound liner. *Paul Godding*

From the Archives:



GWR Castle Class No. 5054 'Earl of Ducie' awaits departure from Taunton station on July 13th 1962. *Dave Felton*



Class 37 418 working the 1Z37 Crewe - Cardiff passes Wooferton on April 6th 2002. This was a charter conveying fans to a match at the Millennium Stadium, Cardiff. *Carl Grocott*



Network SouthEast liveried Class 313 045 calls at Hornsey on October 4th 1997 working a Welwyn Garden City service. *Paul Godding*

From the Archives:

BR Class 104 DMU with driving car No. 50540 leading, departs from Scarborough station on August 27th 1981, working a service to Leeds. Behind the leading car is the famous Falsgrave Signal Box and the tunnel which was once the long since closed Whitby branch. *Dave Felton*

From the Archives:



Class 20 081 and 20 016 pass Warrington low level with a loaded coal train from Ayr Colliery - Fiddlers Ferry power station on February 25th 1992. *Steve Stepney*



LMS Stanier designed 8F Class No. 48305 is photographed after passing through Stockport, hauling loaded 16 ton coal wagons on July 9th 1966. *Dave Felton*



Class 25 084 heads through Manchester Victoria on June 1981. *Brian Hewertson*

From the Archives:



Class 26 006 is pictured stabled at Haymarket depot on April 11th 1981. *Brian Hewertson*



On January 25th 1981, Class 25 060 is seen stabled at Reddish TMD. *Steve Stepney*



LMS Stanier Black 5 Class No. 45353, heading light engine from Rose Grove towards Accrington, passes Huncoat Brick signal box on July 2nd 1966. *Dave Felton*