





Welcome

Welcome to Issue 131 and your monthly roundup from across the UK.

Well that's July done! Now without repeating myself from August 2016, but believe it or not, we are only just over a month away from the start of the RHTT season. If that doesn't put the frighteners into you I don't know what will - anyway let's hope that the 2017 RHTT season will produce the heritage traction we have come to love; especially on the Yorkshire sector, however unfortunately I feel this may not prevail.

Moving on and I can't help but mention that this Summer so far has been largely on the positive side. This issue, and the preceding one with a large inbox of photos, shows that this Summer has indeed produced plenty of interest on the railway for us in the UK. H

At the end of July the Railtalk Team embarked on their annual trek down to the South West, with a main purpose of visiting the enthusiasts holiday destination in the UK of Dawish. And as usual the Sea Wall was adorned with rail enthusiasts from all generations, and it was a pleasure to meet so many, both readers and contributors to the Magazine. Even more impressive is the appeal the area must have with the Devon Coast line seeing many returning year after year.

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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 through Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

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

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

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Front Cover

On July 6th, Class 37 422 leads the 'short set' and 37 405 into Lowestoft as they work the 5J67 from Norwich Crown Point. The semaphore signals are currently on borrowed time. *James Passant*

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Class 66 059 working the 6N57 Tees NY - Sunderland Hendon No. 1 Dock is seen as it approaches Hartlepool on July 17th. *Michael J Alderdice*

Next Page

BR Standard Class 4 4-6-0 No. 75014 'BRAVEHEART' departs Churnton piloted by London Transport Pannier No. L.94. *Colin Irwin*



Finally, I can't forgo mentioning some of the fantastic railtours July has had to offer. I know I mention this month after month, however most operators do seem to achieve an excellent array of railtour fulfilment for us enthusiasts. Aside from the impressive photograph to the left on this page, what I can only describe as one of the finest steam locomotive types we have on the UK Mainline - the Pannier Tank. Yes I'm aware I'm leaving myself open here to abuse and please feel free to let me know different.

As always, I hope everyone has a fantastic month going forward, and remember the scary thought of the RHTT season is only a month away and then we are on the homeward stretch to.... I'll leave it there.

Andy Patten
Editor

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 Railtalk Magazine



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Charter Scene

Hastings Diesels Ltd. The Cleethorpes Clipper

▶ Hastings DEMU No. 1001 arrives into Lincoln on July 1st with the return working 1Z72 from Cleethorpes to Hastings. *Steve Thompson*

▶ On July 1st, Hastings DEMU, No. 1001, ran 1Z71 from Hastings to Cleethorpes and is seen passing Knabbs Bridge, on the climb out of Barnetby. *Steve Thompson*

▶ Hastings unit No. 1001 departs Lincoln on July 1st heading via the Joint line to Peterborough and onto the ECML for the return trip to Hastings, again via the Joint to Peterborough and the ECML. *Steve Thompson*





Charter Scene

UK Railtours The Waterloo Sunset

SR Merchant Navy Class 4-6-2 No. 35028 'Clan Line' with the return working, 1Z68 17:40 Yeovil Jct. to London Waterloo, passes through Romsey. *Stewart Smith*

West Coast Railway's Class 33 207 arrives into Yeovil Pen Mill. Here it will run round the coaching stock and head down to Weymouth, as 1Z68 Yeovil Junction to Weymouth and was in conjunction with the end of Southern mainline steam 50 years ago. *James Passant*

On July 9th, SR Merchant Navy Class 4-6-2 No. 35028 'Clan Line' worked UK Railtours 'The Waterloo Sunset' consisting a 12 coach rake from London to Yeovil and return via Romsey and Guildford, seen here passing Wyke just to the east of Andover. *David Lindsell*



Charter Scene

Railway Touring Company *The Waverley*

▶ LNER A3 Pacific No. 60103 'Flying Scotsman' thunders through Gargrave with the 'Waverley' from York to Carlisle on July 9th. *Gerald Nicholl*

▶ On July 9th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' quietly climbs Mallerstang. *Colin Irwin*





Charter Scene

GBRf Charity Tours The Charitable Chibble

On July 16th at Willington Road, Stow Park, Class 20132 and 20 118 are seen working the 1Z20 Peterborough - Peterborough circular tour. *Steve Thompson*

On July 15th, the 1Z66 Ipswich - Cleethorpes was interesting in that a loco was to be named at the destination. Class 66 778 leads through New Barnetby, with nameplates covered over. On the rear was 66775, which had itself been named 'HMS Argyll' at Devonport a few days earlier. *Steve Thompson*

July 15th and the return 1Z67 passes Bigby Road Bridge, Wrawby with Class 66 775 leading. Of note was that Class 66778 on the rear still had its nameplate covered on the side photographed. It was, apparently however, named "Darius Cheskin". *Steve Thompson*







Charter Scene

Belmond British Pullman The Royal Scotsman

▶ Class 66 746 (with 66 744 on the rear) is seen at Chester on July 9th after arriving with 1Z75 Royal Scotsman, Dundee - Chester.
Brian Battersby

▶ Two for the Tour, as The Royal Scotsman took a trip away from Scotland and visited as many parts of the country it could. In this photo Class 66 744 leads 66 746 whilst working 1Z79 Gloucester to Bath Spa via Newton Abbot and is seen at Bathpool crossing on July 11th.
James Passant





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Charter Scene

Railway Touring Co.
The Dartmouth Express

On June 24th, LMS Royal Scot Class 7P 4-6-0 No. 46100 'Royal Scot' passes along the sea wall at Dawlish with the Working to Kingswear tour. *Colin Irwin*







DRS Class 37 059 heads the Redhill - Rochester leg of Pathfinders marathon 'Buffer Puffer 15' passing Snodland on July 29th. The signal box is closed but remains as it is Grade 2 listed along with other signal boxes on the Medway Valley line. *Chris Morrison*

Inset: Class 37 069 passes a very wet Streatham with the 17:45 London Victoria - Caterham leg of Pathfinders Buffer Puffer 15 tour. 37 059 was on the rear. *Chris Morrison*





Railtalk Magazine

Charter Scene

Statesman Rail
The Fellsman

LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' speeds past Houghton foot crossing on the returning 'Fellsman' from Carlisle to Lancaster on July 11th. *John Sloane*





Railtalk Magazine

Charter Scene

Statesman Rail
The Fellsman

LMS 2-8-0 No. 48151 has been the stalwart of this season's 'Dalesman' tours but was allocated to the longer 'Fellsman' turn on July 25th. Here the crew take in a patch of late evening sun as the 8F breezes past Gib Lane - spot-on time. *Gerald Nicholl*





Charter Scene

Vintage Trains The Scarborough Flyer

▶ On July 1st, LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' passes Beighton with the return working from Scarborough to Tyseley. *Colin Irwin*

▶ Class 8P 4-6-2 No 46233 'Duchess of Sutherland' passes Peartree with the outward working to Scarborough. *Colin Irwin*

▶ The return working to Tyseley, sees the Duchess passing Ulleskelf. Diesel traction would take over the tour from Barrow Hill back to Tyseley. *Colin Irwin*





Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

West Coast's Class 37 669 and 37 516 'Loch Laidon' stand at Leeds on July 13th, whilst heading the tour to York for steam haulage through to Scarborough. *Brian Hewertson*



Charter Scene

West Coast Railway Co. The Scarborough Spa Express

▶ LMS No. 45699 'Galatea' departs York on August 3rd with 'The Scarborough Spa Express'.
Jeff Nicholls

▶ On July 13th, West Coast Railway Company Class 37 669 and 37 516 race through Utleigh, near Keighley, with the diesel-hauled leg of the 1Z21 08:18 Carnforth to Scarborough 'Scarborough Spa Express' excursion. Double-headed type 3's have been a rare occurrence on the Aire Valley since their use on Grassington quarry trains ceased in the 1990's, leaving excursions and the occasional test train the only times that such power can be seen on the route.
Ben Bucki

▶ Hauling train 1Z21, the 08:18 diesel-hauled leg of the Scarborough Spa Express from Carnforth, West Coast Railway Company Class 47 746 crosses the River Aire on a rather gloomy morning of July 27th at Hirst Wood, Saltaire, West Yorkshire. *Ben Bucki*



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Charter Scene

UK Raitours
The Bournemouth Belle

SR Merchant Navy Class 4-6-2 No. 35028 'Clan Line' passes Totton Yard on July 5th with 1Z27 London Waterloo - Bournemouth. Inset: The tour is seen earlier passing Southampton. *Stewart Smith*



Charter Scene

Belmond British Pullman The Northern Belle

▶ Class 68 025 (with 68 028 on the rear) passes a wet Standish with a London Victoria to Ormskirk special for the Open Golf Tournament at Southport on July 21st. *John Sloane*

▶ Class 68 028 arrives at Rufford with 06:12 London Victoria to Ormskirk on July 21st. *John Balaam*

▶ Class 68 028 passes the trees and fishery at Rufford on the rear of the Ormskirk - Preston ECS on July 21st. *John Sloane*





Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

On July 18th, LMS Class 8F 2-8-0 No. 48151 is seen in the sunshine at Armathwaite with the return working from Carlisle to Chester. Inset: Earlier No. 48151 crests Ais Gill. *Colin Irwin*





Charter Scene

West Coast Railway Company The Dalesman

On July 3rd, LMS Class 8F 2-8-0 No. 48151 climbs to Kirkby Stephen with the return working from Carlisle to York. *Colin Irwin*

LMS Class 8F 2-8-0 No 48151 hauls the tour away from Settle and up 'The Long Drag' on June 19th. *Colin Kennington*

Having just emerged from Blea Moor tunnel, the 8F presses onwards through the magnificent scenery with its journey to Carlisle, July 3rd. *Colin Irwin*











Charter Scene

Railway Touring Co. The North Wales Coast Express

▶ LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' departs Holyhead with the return working to Liverpool Lime Street on July 23rd. *Colin Irwin*

▶ 'Leander' heads the outward working from Liverpool Lime St. to Holyhead through Malltraeth on July 23rd. *Colin Irwin*

▶ Captured crossing the river at Frodsham, LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' heads the tour away from Liverpool and towards the North Wales coast. *Colin Irwin*









Charter Scene

Golfex Open Golf Tournament special

▶ Class 67 020 (with 67 005 on the rear) passes through Parbold with the Southport - London Euston special, returning from the Open Golf Tournament on July 21st. *John Sloane*

▶ Class 67 005 working the London Euston - Southport Golf special eases through Wigan Wallgate on July 21st. *Steve Stepney*









Charter Scene

Pathfinder Tours The Lakeland Explorer

▶ Class 68 004 'Rapid' leads Pathfinder Tours' 'Lakeland Explorer', 1Z07, the 05:43 Bristol Temple Meads to Carlisle on the approach to it's destination on July 22nd. *Derek Elston*

▶ Class 68 004 heads south of Balshaw Lane Junction with the returning Carlisle - Bristol charter on July 22nd. *John Sloane*







Railtalk Magazine Charter Scene

S.R.P.S.
The Farington Reverser

Class 37 219 passes Salwick on July 1st with the 1Z38 14:16
Blackpool North - Bamber Bridge and Wigan. *John Balaam*

Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ Class 86 259 passes Charnock Richard on a London Euston - Carlisle 'Cumbrian Mountain Express' working on July 15th. *John Sloane*

▶ LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' running almost an hour late as it approaches the top of the climb at Chapel Lane, Hoghton with the return leg of 'The Cumbrian Mountain Express' on July 15th. *Ken Abram*

▶ West Coast's Class 47 760 is seen at the rear of the CME as it passes Standish on July 22nd. *John Sloane*



Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ LMS Stanier Pacific No. 46233 'Duchess of Sutherland' approaches Gregson Lane with 1Z54 06:04 Crewe - Carlisle on August 5th.
John Balaam

▶ Stanier Pacific No. 46233 'Duchess of Sutherland' brings 'The Cumbrian Mountain Express', 1Z32, 05:50 from Crewe via Liverpool Lime Street into Carlisle on July 22nd. *Derek Elston*







Charter Scene



ECS and Light Engine Moves

West Coast's Class 37 669 and 37 685 rest in the sunshine at York having brought the Scarborough Spa Express in from Carnforth to hand over to Jubilee No. 45699 on August 3rd. *Jeff Nicholls*

West Coast's Class 37 516 'Loch Laidon' with 47 245 DIT departs Crewe working 5M43, the 10:19 Southall WCR to Carnforth Steamtown on July 5th. *Derek Elston*

SR 'Merchant Navy' Class Pacific No. 35018 'British India Line' with its TOPS number (98818) on the cabside and 35018 chalked on the smokebox door (but thankfully shorn of the 'Bodmin' nameplates) wheezes past Keerholme on a loaded mainline test run on July 6th. *Gerald Nicholl*



Charter Scene

ECS and Light Engine Moves



Following raitour duty, Class 73 970 was used to return Class 37 025 and 37 421 back to Derby RTC. Working as 0Z73 Edinburgh - Derby RTC the consist is seen here working through Hambleton South Jct. *Neil Scarlett*

Class 40 145 hauls 47 712 and 47 192 through Acton Bridge on July 11th. The Class 47s heading back to Crewe after taking part in the East Lancs diesel gala. *Brian Battersby*

Class 37 706 and 37 669 stand in Carnforth Goods loop before taking up duty on 'The Scarborough Spa Express' on June 29th. *Keith Hookham*



Charter Scene

ECS and Light Engine Moves

▶ On July 29th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' gets underway after been held at Hellifield outer home signal to join up with 'The Hadrian' coaching stock, having run light engine from York NRM. *Shep Woolley*

▶ On July 21st, LMS No. 46233 'Duchess of Sutherland' with support coach No. 99041 passes Burton as 5Z29 Butterley MRC to Crewe Heritage Centre. *Stuart Hillis*

▶ Class 66 004 hauling 2 coaches from Eastleigh Arlington - Burton Nemesis Rail, arrives at its destination on July 18th. *Stuart Hillis*





On July 14th, Class 57 306, 37 602 and 37 606 working as 0Z07 Crewe Gresty Bridge - Nemesis Rail Burton, arrive at Nemesis Rail. They will take a rake of coaches early next morning to Huddersfield for the Retro Welsh Dragon 2 tour to Swansea. *Stuart Hillis*





Charter Scene

Arriva Trains Wales

▶ Class 67 022 passes Pipers Ash on July 3rd with the 1H92 Llandudno to Manchester Piccadilly service. *Brian Battersby*

▶ Class 67 029 climbs Hencote Bank, Shrewsbury with 1W96 17:15 Cardiff General - Holyhead service on July 23rd. *Keith Davies*





Colas Rail



▶ Class 60 026 emerges from Parkside Cutting at Mill Lane Bridge with the 6J37 Carlisle - Chirk timber on July 3rd. *Dave Harris*



▶ Class 60 026 passes Pipers Ash on July 3rd with a Chirk bound log train. *Brian Battersby*



▶ In torrential rain, Class 70 804 speeds through Helwith Bridge working the 6J37 Carlisle to Chirk logs. *David Hollowood*



Colas Rail



On August 2nd, Class 70 806 hauls DR73910 through a wet Helwith Bridge working 6Z73 Tebay to Rugby. *David Hollowood*

Class 70 806 and 70 809 are stabled in Eastleigh Yard on July 15th, having worked in from Hinksey. *Derek Elston*

Colas 60 087 passes through Bamber Bridge on July 11th hauling the Preston Dock to Lindsey tanks. *John Sloane*



Colas Rail



Something a bit out of the ordinary on July 16th as Class 60 076 working 6C51 Grimsby Pasture St. - Doncaster Up Decoy, conveying 8 MXA, heads through Scunthorpe. *Steve Thompson*



On July 5th, Class 60 076 takes the docks line at Preston station with the 6J37 oil train from Lindsey OR. *Michael Lynam*

Class 70 805 and 66 849 are stabled alongside Eastleigh station on July 28th. *John Sloane*



Colas Rail



▶ Class 70 813 leads the 6C49 Crewe - Bromfield ballast train through Dorrington on June 18th.
Carl Grocott



▶ On July 23rd, Class 56 105 and 56 096 on a light engine move from Up Decoy to Barnetby Sidings, pass through Scunthorpe station.
Steve Thompson



▶ On July 7th, Class 56 078 works the Drax tanks again, 6D13 approaches Althorpe on it's return to Lindsey. *Steve Thompson*



Colas Rail



On July 18th, Class 60 087 hauls the Rectory Jct. - Lindsey tanks past Maud's Bridge.
Mark Enderby



Class 70 812 works the 6C48 Crewe - Bromfield through Steel Heath on June 17th.
Carl Grocott



On June 29th, Class 70 812 stands at Barnetby, having just arrived from Bescot.
Steve Thompson



CrossCountry

▶ The 1V44 Leeds to Plymouth HST service heads along the sea wall at Dawlish on June 24th. *Colin Irwin*

▶ Power cars Nos. 43304 and 43303 speed the 1V58 Glasgow - Plymouth service through Burton on July 22nd. *Stuart Hillis*



DB Cargo



▶ Class 66 009 passes Bayston Hill with the 6V75 10:30 Dee Marsh - Margam steel on July 12th.
Keith Davies



▶ On July 19th, about a sixth of the operational Class 60 fleet on one train! as Class 60 059 and 60 092 pass through Scunthorpe with the 6D75 Trent Yard - Up Decoy, comprising LWR on an RDT and a few MRAs for good measure.
Steve Thompson

▶ Class 66 130 working the Avonmouth - Clitheroe empty cement tanks, passes Boors Head on June 13th. *John Sloane*



DB Cargo



On July 18th, Class 60 063 approaches Barnetby with the Kingsbury-Lindsey tanks. *Mark Enderby*



On July 7th, running in the path of the Eastleigh rails, Class 60 063 leaves the Down Goods at Frodingham Jct. on 6D01 Ent C - Toton Yard with a loaded RDT. *Steve Thompson*



Class 90 037 and 90 034 are seen at a damp Euxton with a Mossend - DRIFT working on July 11th. *John Sloane*



On July 13th, a train not normally photographed, on account of it being booked to run at 04:42. On this day, however, a problem with a “duplicate schedule” (???) apparently took some six hours to resolve, and even then it ran late on the revised timing! It granted a photographic opportunity though, even if I did have to put my dinner back in the oven. So here is a commendably respectable Class 60 100 making it’s way along the Outward Line with 6N11 TrentYard-RedcarOT, all 21 SSAs and 15 MBAs of it. *Steve Thompson*



DB Cargo



Class 66 207 passes Springs Branch with the Knowsley - Wilton bin liner on July 20th.

John Sloane



Class 66 075 working the 6E95 Newbiggin to Hull Gypsum, passes a wet Helwith Bridge on August 2nd. *David Hollowood*

David Hollowood



Class 90 028 leads 90 019 through Bradley on July 12th with a Mossend - DRIFT working.

John Sloane

DB Cargo



▶ On July 13th, Class 66 083 marshals its car train at Southampton W Docks Berth 109, prior to departing with it to Birch Coppice Exchange Sidings, as seen from the top deck of Queen Mary 2. *Michael Lynam*

▶ Class 66 133 shunts a spoil train at Westbury on July 21st. *Stuart Hillis*

▶ Class 66 198 works the 6X44 Bescot - Toton engineers through Burton on July 25th comprising flat wagons and point carriers. *Michael Lynam*





DB Cargo



▶ Class 66 021 approaches Scunthorpe on July 6th with 6D68 spoil empties from Roxby to Belmont. *Steve Thompson*

▶ Class 66 185 runs along the sea wall at Dawlish on June 22nd with a St. Blazey to Exeter Riverside working. *Colin Irwin*

▶ On July 18th, Class 66 140 hauls an Immingham - Drax Biomass working past Maud's Bridge. *Mark Enderby*



DB Cargo



On July 6th, a quite clean Class 66 128 heads through Scunthorpe on 4R49 Drax-Immingham Biomass empties. *Steve Thompson*



The 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd passes through Stafford with Class 90 037 piloting 90 034 on July 5th. *Derek Elston*



Class 60 063 working the 6E54 Kingsbury - Humber discharged oil tanks heads through Burton on July 14th. *Stuart Hillis*



DB Cargo



▶ Class 66 103 leading the 4M00 Mossend to Clitheroe, passes Long Preston on August 2nd.
David Hollowood



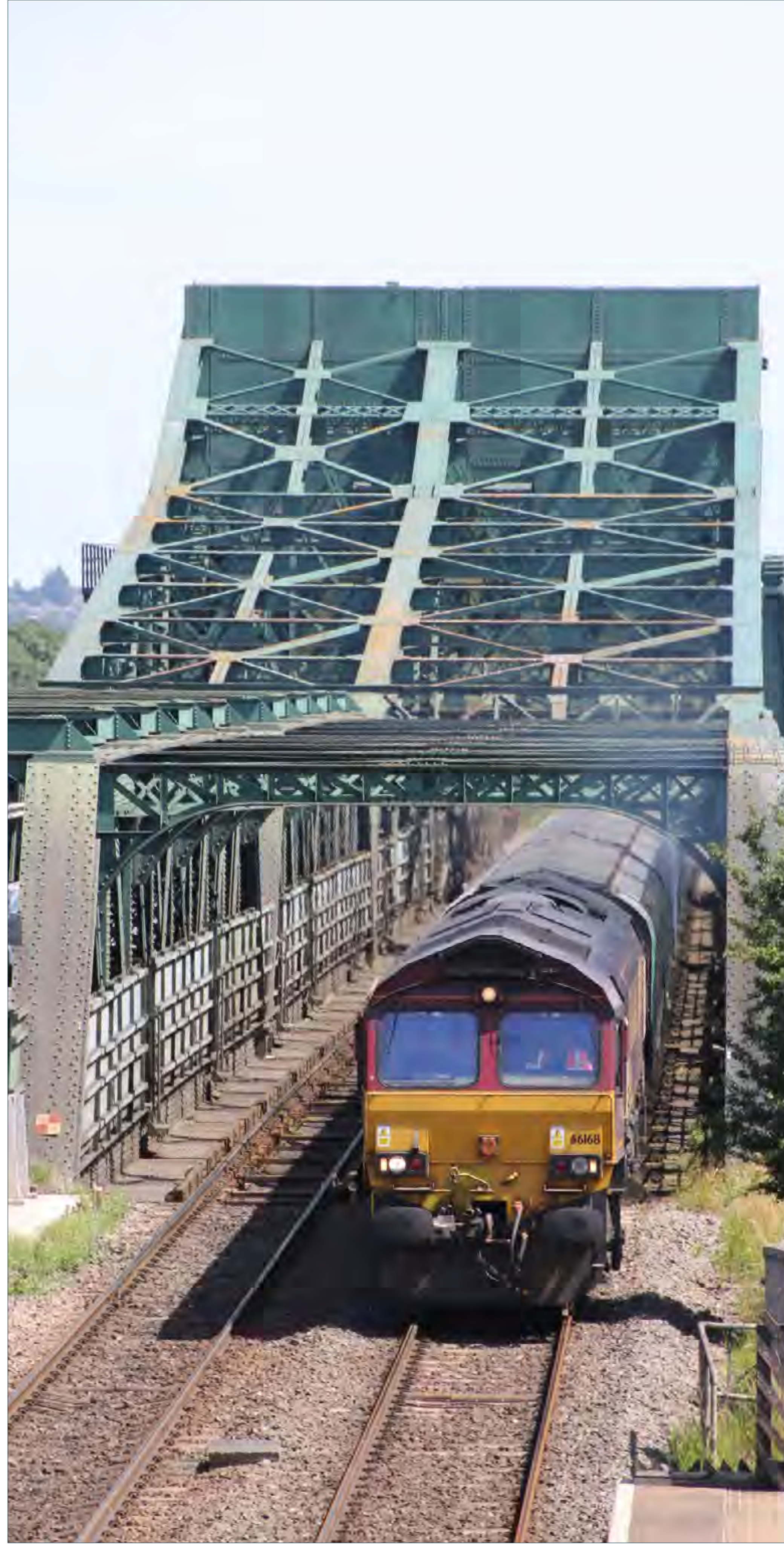
▶ Class 66 059 at Meole Brace with the 6V75 09:30 Dee Marsh - Margam steel on July 13th.
Keith Davies



▶ Running 21 mins late, Class 66 200 hurries through Eastleigh with the 10:44 Morris Cowley M.A.T. to Southampton Eastern Docks car train. on July 15th. *Derek Elston*



DB Cargo



▶ On July 11th, the 6E20 Llanwern Exchange Sidings - Immingham SS, sees Class 66 131 arriving into Scunthorpe for a driver change.
Steve Thompson

▶ Class 66 168 crosses the King George V Bridge over the Trent at Althorpe on July 18th hauling an Immingham - Drax Biomass.
Mark Enderby

▶ Recently repainted Class 66 085 runs around it's train at Burton Maurice Hill siding on July 7th.
Stuart Hillis

DB Cargo



▶ Class 66 054 trundles through Stafford on July 5th working the 09:15 Trafford Park Euro Term to Soton W Docks Berth 109. *Derek Elston*



▶ Class 60 039 'Dove Holes' hauls a very late running 6E54 Kingsbury - Humber discharged oil tanks through Burton on July 20th. *Stuart Hillis*



▶ Class 60 063 works through Scunthorpe station with 6N73 Ent C - Lackenby slab train, July 24th. *Steve Thompson*

DB Cargo



▶ On July 27th, Class 66 160 leads an interesting convoy through Acton Bridge consisting of 90 029, 66 189 and two box wagons, heading from Warrington Arpley Sidings - Crewe TMD.
Michael Lynam

▶ Class 66 150 with the 4M69 Southampton (via Bescot) - Burton liner is seen backing into Burton Maurice Hill siding on July 1st.
Stuart Hillis

▶ With Pen-Y-Gent in the background, Class 66 138 slows for Settle Junction with the 10:44 Newbiggin - Hull empties on July 18th.
Colin Kennington





DB Cargo



▶ Class 66 085 departs Maurice Hill siding, Burton, working the 4L07 Burton - Felixtowe intermodal on July 18th. *Stuart Hillis*

▶ Class 60 039 'Dove Holes' working 6E08 Wolverhampton - Immingham, passes Burton on July 7th. *Stuart Hillis*

▶ A dreary morning of July 11th, only slightly brightened up by the 'Chinese' 66 passing through the station on 6X01 Trent Yard - Eastleigh long-welded rail train. *Steve Thompson*



Direct Rail Services



On July 13th, superpower for the 6K73 Sellafield - Crewe with Class 68 003, 68 030 and 37 069 passing Bradley in charge of a single flask.
John Sloane

On June 16th, Class 57 301 and Caledonian Sleeper liveried Class 92 033 stand outside Willesden depot.
John Sloane

Class 66 432 working the 6U77 Mountsorrel - Crewe loaded IOA's, heads through Burton on July 12th.
Stuart Hillis



Direct Rail Services



▶ Class 20 312 and 20 302 await the autumn RHTT season as they are seen at Crewe Gresty Bridge on July 15th. *Brian Battersby*



▶ Class 88 003 'Genesis' rolls into Crewe having run light engine as the 13:38 Rugby C.S. to Crewe Gresty Bridge (DRS) on July 5th. *Derek Elston*

▶ Class 88 002 speeds through Bradley with the southbound 'Tesco' express on June 25th. *John Sloane*

Direct Rail Services



▶ Class 37 259 hauls 20 312 and 20 302 past Standish on July 21st on a Gresty Bridge - Kingmoor move for display at the open day at Kingmoor the following day. *John Sloane*

▶ Class 88 006 nears Holme with the 06:16 Daventry - Mossend 'Tesco Express' on July 3rd. *Colin Kennington*

▶ Class 88 006 almost silently passes through Stafford on July 15th heading a northbound 'Tesco' working. *Richard Hargreaves*





Direct Rail Services



On July 5th, Class 37403 waits to depart Preston, operating a Northern service to Barrow.
Michael Lynam



On July 24th, a walk onto Frodingham Footbridge produced this shot of Class 66 422 working 6Z51 Trent Yard - York Works, taking an RDT set for attention.
Steve Thompson



The Cats are Crossing - as Class 68 024 and 68 002 top'n'tail the short set over Reedham swing bridge whilst they work 2J73 from Lowestoft to Norwich on July 4th.
James Passant





Direct Rail Services

▶ Class 88s seems to have taken over the 'Tesco Express' workings recently. This is Class 88 006 passing Winwick on July 5th. *Jeff Nicholls*

▶ Class 68 022 hauls 68 012 from Carlisle to Crewe, seen here at Preston on July 25th. *John Balaam*

▶ Class 66 429 passes Hest Bank on July 18th with the 04:19 Crewe Basford Hall to Carlisle departmental service. *Colin Kennington*





Direct Rail Services



Class 57 308 is seen stabled at Crewe Gresty Bridge on July 15th. *Brian Battersby*

DRS Open Day 2017 – A Great Success

DRS's Flagship event took place on Saturday 22nd July 2017 at their Kingmoor Depot in Carlisle. The annual event raises money for charities and local causes and they are delighted to announce that a record breaking £29,000 was raised at this year's event!

DRS would like to thank everyone who visited the 2017 Open Day. All monies raised will be donated via DRS's Sponsorship & Donations Committee who provide and manage assistance to local communities around the sites where DRS operate through sponsorships, charitable giving and employee participation in local and national fundraising events. Last year DRS were able to support over 50 different causes and donated over £21,000.00 via the Sponsorship & Donations fund.

The 2017 Open Day saw around 20% of the fleet on display with as much variety as possible. From the Class 20

locomotive to the brand new Class 88 locomotive there really was something for everyone. For those with a more technical interest, the maintenance shed was open allowing access to the cabs of locomotives including the Class 88 where Stadler Rail were available to answer any questions. This kind of access cannot be found anywhere else and is a privilege they are proud to offer their visitors.

DRS volunteers were on hand to chat to visitors and explain what is involved in maintaining the DRS fleet and provide technical information. The event also provides the industry with an opportunity to promote railway safety as well as the career and apprenticeship opportunities available.

Network Rail, British Transport Police and Sammy the Safety Bear from Virgin Trains were all able to support the event, highlighting

how they help to keep the UK Rail Network safe for us all.

The event saw DRS celebrate a naming ceremony. 66301 was unveiled as 'Kingmoor TMD' This is the first of their Class 66 locomotives to be named. Also a first was the nameplate auction, which boosted the total with £14,000!

DRS would like to thank all traders and exhibitors for their support including Stadler who travelled from Valencia! A big thank you to CAT for displaying both the Class 68 and 88 engines and our event sponsors AST Signs and Tesco. Finally a special thanks goes to the Open Day working group, without their dedication and enthusiasm the event would not be possible and of course the many volunteers who work the event.

Direct Rail Services



▶ Tractors over the Junction as Class 37 405 leads the short set with 37 422 on the rear as it passes Brundall signal box, working 2P33 from Great Yarmouth to Norwich on July 3rd.

James Passant

▶ Class 37 425 waits departure time at Carlisle on July 5th with a Northern service to Barrow in Furness. *Michael Lynam*

▶ Inspection saloon No. 975025 'Caroline' being propelled by Class 37 405 as 5Z02 Bristol Temple Meads Motorail - Derby RTC, passes through Burton on July 25th. *Stuart Hillis*





Freightliner



▶ Class 90 045 and 90 048 pass Charnock Richard with the 4M27 Coatbridge - Daventry on July 15th. *John Sloane*



▶ On July 12th, Class 66 618 is lit-up well enough by the evening sun as it passes Frodingham Jct. on 4N84 Trent Yard - Redcar empty JNAs. *Steve Thompson*



▶ Class 86 605 and 86 628 pass through Highbury and Islington with the overnight Coatbridge to Felixtowe liner on June 16th. *John Sloane*



Freightliner



▶ Class 66 554 hauls the Ipswich - Lindsey empty fuel tanks past Crowle on July 18th.
Mark Enderby



▶ On July 14th, Class 66 621 with the 6G65 Hope - Walsall loaded cement tanks passes Nemesis Rail, Burton. *Stuart Hillis*



▶ Class 66 537 passes Gospel Oak with a London Gateway to Garston liner on June 16th.
John Sloane



Freightliner



On August 2nd, Class 90 046 and 90 048 lead the 4M27 Coatbridge - Daventry through Euxton.
David Hollowood



Class 86 605 and 86 628 head through Camden Road with a Felixtowe to Trafford Park liner on June 16th.
John Sloane



Class 66 603 works an Immingham - Scunthorpe loaded ore train through Barnetby on July 18th.
Mark Enderby



Freightliner



▶ Class 66 414 climbs Hencote Bank, Shrewsbury with the 6M86 10:29 Margam - Dee Marsh Recp Sidings on July 27th. *Keith Davies*



▶ On July 25th, Class 66 534 arrives on the Up Goods at Scunthorpe prior to running round 6C79 Immingham Bulk Terminal - CHP. *Steve Thompson*



▶ Class 90 016 and 90 045 head through Charnock Richard on July 1st with the 4S44 DRIFT - Coatbridge. *John Sloane*





Freightliner



On July 12th, Class 66 603 arrives into Scunthorpe on the Up Goods with 6C80 coal from IBT to CHP. Nature is rapidly reclaiming the currently disused Goods Yard on the left.
Steve Thompson

Class 66 953 working a Barnetby - Stoke Gifford coal empties, passes Crowle on July 18th.
Mark Enderby

The 22:01 Coatbridge F.L.T. to Felixstowe North F.L.T. eases through Stratford with Class 86 638 and 86 608 at the helm on July 29th.
Derek Elston



Freightliner



▶ Class 66 517 passes Leaton with the 6M86 10:38 Margam - Dee Marsh Recp Sidings on July 18th. *Keith Davies*

▶ Class 90 016 pilots 90 045 into Crewe working the 12:13 Daventry Int Rft Recep Fl to Coatbridge F.L.T. on July 5th. *Derek Elston*

▶ Class 70 019 working the 4M99 17:00 Southampton Maritime to Trafford Park liner passes through Southampton, passing Southern's Class 377 147 waiting to depart with the 1C93 17:14 Southampton to Horsham/ London Victoria. *Stewart Smith*





Freightliner



On July 27th, Class 86 638 and 86 608 head a Garston FLT - Crewe Basford Hall liner south through Acton Bridge. *Michael Lynam*



On July 25th, Class 66 572 can't believe it's luck at being allowed a clear run through on the Main at Scunthorpe with the substantial weekly 6E50 Ipswich SS - LOR tanks. *Steve Thompson*



Class 70005 powers the 4M5809:25 Southampton M.C.T. to Garston F.L.T. intermodal past Church Brampton on July 4th. *Derek Elston*

Freightliner



▶ Sunny Stenson Cement as Class 66 602 crosses over Stenson Junction whilst working 6G65 from Hope to Walsall with loaded cement tanks.
James Passant



▶ On July 27th, Class 70 017 speeds north through Acton Bridge with a Felixstowe - Ditton working.
Michael Lynam



▶ A convoy comprising of Class 66 544, 66 523, and 66 545 working from Crewe Basford Hall to Toton, passes Burton on July 22nd. *Stuart Hillis*



Freightliner



▶ Class 66 510 approaches Acton Bridge on July 27th with a Runcorn Folley Lane - Northenden RTS bin train. *Michael Lynam*



▶ Class 66 510 with the 6G65 Earles Sidings - Walsall loaded cement, passes Burton on July 25th. *Stuart Hillis*



▶ On July 27th, Class 66 951 passes through Acton Bridge in charge of an engineers train consisting of concrete sleepers from Crewe Basford Hall - Ashton Moss North Junction. *Michael Lynam*

Freightliner



▶ Class 66 571 with the 4035 12:05 Daventry IFT to Southampton Maritime liner passes through Southampton as Class 158 953 departs with 1F28 16:23 Portsmouth Harbour to Cardiff Central. *Stewart Smith*

▶ Class 66 565 eases the 05:21 Garston F.L.T. to Southampton M.C.T. into Eastleigh on July 15th where a driver swap will take place. *Derek Elston*

▶ On July 23rd, Class 66 419 passes through Stalybridge working a Crewe to Phillips Park engineers train. *Brian Hewertson*



GBRf



▶ Class 66 702 working the 6M33 Arcow to Pendleton shunts its train ready for departure at Arcow Quarry, August 2nd. *David Hollowood*

▶ Class 20 905 and 20 107, barriers and 'S' class underground units Nos. 547/548 with HNRC liveried 20 314 and 20 311 on the rear, work the 7X09 Old Dalby to Derby Litchurch Lane, (instead of going to West Ruislip as they usually do), passing Moira West Junction on July 28th. *Stuart Hillis*

▶ Class 92 044 and DRS's Class 57 304 are seen stabled at Carlisle on July 5th. *Michael Lynam*





GB Railfreight and Royal Navy join forces to name Class 66 'Argyll'

At a ceremony held at HM Naval Base Devonport in Plymouth on Tuesday 11th July, GB Railfreight (GBRf) and the Royal Navy (RN) celebrated the naming of a Class 66 engine Argyll, after HMS Argyll, a type 23 frigate.

Loco 66 775 has been repainted in a special livery for the occasion and also has the ship's crest attached to the engine.

John Smith, Managing Director, GB Railfreight, said: "We at GB Railfreight are deeply honoured that one of our engines will carry the name of Argyll, in recognition of the service our brave armed forces provide and the close working relationship between our two organisations.

"GBRf is also pleased to continue to draw inspiration from our serving men and women, such as those onboard HMS Argyll, replicating their hard work, culture of service towards a greater national good, and the development of our highly valued workforce through new skills and experiences. These values are at the core of our business too, and we know the Argyll class 66 engine will continue in this spirit."

The naming marks the next step in a partnership between GB Railfreight and the senior service which began with a trip to sea for affiliated organisations, as guests of the captain, to experience a day in the life of a warship and her crew.

Bob Tiller, Engineering Director, GB Railfreight Ltd, described his experiences of life aboard the Argyll: "I was lucky enough to be on board HMS Argyll during some work up trials as a guest of Commander Shaughnessy as part of an affiliated group. Two of our train drivers, Clive Coulis and Martin Clemis joined me.

"We sailed from Plymouth and undertook various exercises with the crew including live firing, damage-control, emergency fire and dummy man overboard retrieval.



"We were treated to such kindness and welcomed so much by her commander and crew that I asked the captain if I could name one of our GB Railfreight Locomotives after HMS Argyll in tribute to her crew. This I am pleased was warmly accepted. We were to say the least overwhelmed with how the crew of HMS Argyll and worked together as a team and we at GB Railfreight took back with us a lot of thought and inspiration."

Class 66 748 passes through Acton Bridge on July 27th working a Liverpool Biomass Terminal - Drax EAS loaded biomass train. *Michael Lynam*

Class 66 702 'Blue Lightning' heads the 6M16 Pendleton to Arcow through Helwith Bridge on August 2nd. *David Hollowood*



Class 73 119 'Borough of Eastleigh' stands outside the Arlington workshops, Eastleigh on July 15th. *Derek Elston*

Class 92 032 leads 66 729 through Standish on June 14th working the 6S94 Dollands Moor - Irvine china clay. *John Sloane*

Colourful Containers, and still wearing its rainbow livery, Class 66 720 heads the 4Z26 from Felixstowe North to Masborough. The service is seen just after passing Lancaster Crossing, north of Stowmarket on July 5th. *James Passant*



▶ Class 66 714 'Cromer Lifeboat' roars through the historic station at Earlestown with the 09:54 Biomass empties from Drax to Liverpool on July 5th. *Jeff Nicholls*

▶ Class 92 044 and 66 728 pass Balshaw Lane Jct. on June 28th with the 6S94 Dollands Moor - Irvine china clay. *John Sloane*

▶ Class 66 712 'Peterborough Power Signalbox' passes East Farleigh on July 29th with the 13:37 Hoo Junction - Perry Street Fork Junction (near Barnehurst) engineers train. The signal box is still open with the crossing gates opened by the signaller. *Chris Morrison*

GBRf



▶ In Bardon Aggregates livery, Class 66 711 'Sence' takes the bi-directionally signalled loop at Earlestown with the 11:23 Biomass train from Liverpool to Drax on July 5th. *Jeff Nicholls*



▶ Class 66 737 is seen at Charnock Richard with a Marcroft - Carlisle working on July 18th. *John Sloane*



▶ Class 66 713 'Forest City' with the 6K50 Toton - Crewe engineers train, passes Burton on July 7th. *Stuart Hillis*



On July 5th, Class 66 740 'Sarah' with the 6045 Bicester to Marchwood is seen approaching Southampton Central. *Stewart Smith*

GB Railfreight names two class 66 locomotives in honour of long-serving employees

GB Railfreight, the third largest rail freight operator in the United Kingdom, has named two class 66 locomotives "Joanne" and "Annette" in honour of two long-serving members of staff at a special naming day ceremony.

A train carrying 124 employees of GB Railfreight left King's Cross, bound for Peterborough on Wednesday 28th June, bookended by the two class 66 locomotives.

The naming ceremony took place at 12.30pm among the colleagues, family, and friends who made the journey in old, beautifully maintained Pullman carriages.

The locomotives were officially named by John Smith, Managing Director of GB Railfreight, Joanne Marshall, Head of Communications, and Annette Payne, a Train Service Controller. The guests of honour were then presented with commemorative replicas of the engines and the name plaques that will adorn them as they move about the country's railways.

John Smith said: "Both Joanne and Annette are hugely valued members of the team with almost twenty years of service between them. Our staff are the lifeblood of GB Railfreight and we are delighted to be able to recognise their contribution to our success in this way."

Joanne Marshall said: "This is a huge honour, I am very proud to think that my namesake will be out on the rail network, working hard for GB Railfreight too."

Annette Payne said: "I was very moved to have been chosen to be recognised in this way. This kind of honour shows the value GB Railfreight places on its employees and why it's such a fantastic place to work."

The journey back was a celebration of Joanne and Annette, and the work they do for GB Railfreight. It was also a scenic ride through the East Anglian countryside as the train took the long way back to King's Cross, passing villages, towns, and spotters with long lenses, glimpsing for the first time the newly-christened Joanne and Annette.





GBRf



On July 13th, Class 66 717, 66 706 and celebrity 66 775 'HMS Argyll' are seen stabled at Eastleigh.
Michael Lynam



Class 66 768 (replacing the usual 59 003) hauls the 6M83 Tinsley - Bardon Hill empty stone hoppers through Burton on July 25th.
Stuart Hillis

Class 59 003 hauls a failed 66 701 from Tinsley to Bardon Hill, seen here at Moira West Junction on July 5th.
Stuart Hillis



GBRf



On August 2nd, Class 66 772 shunts the 6M33 Arcow to Pendleton at Arcow Quarry prior to departure. *David Hollowood*

Class 59 003 working 6M83 Tinsley - Barton Hill empty stone hoppers, passes Burton on July 20th. *Stuart Hillis*

Class 66 779 passes Melton on July 18th with a Hull - Ferrybridge working. *Mark Enderby*







Great Western Railway



IEP's Nos. 800 004 and 800 003 worked a press and publicity run from Cornwall and the first daylight run through Devon, on June 22nd, and the first ever run into Cornwall. Seen here passing the harbour at Starcross. *Colin Irwin*

Great Western Railway's Class 800 001 passes Penleigh Park crossing, Westbury, whilst working 5X91 Plymouth to North Pole on July 18th. *James Passant*

By comparison the main photo on this page, 'proper' traction on the 1A89 13:03 Penzance to London Paddington service on June 22nd, provided by a Great Western Railway HST set. *Colin Irwin*









Great Western Railway



▶ Class 57 605 'Restormel Castle' sits in Platform 1 at London Paddington on the evening of July 6th at the head of the 'Night Riviera' sleeper.
Jeff Nicholls

▶ Class 800 001 departs Plymouth on July 17th with return testworking to London Paddington.
Steve Andrews



Network Rail



▶ Class 73964 (with 73961 leading) heads through Pipers Ash on July 3rd working the 1Q41 Derby RTC to Crewe CS. *Brian Battersby*



▶ On July 18th, power car No. 43013 leads the NMT through Hest Bank with a Derby RTC to Edinburgh working. *Colin Kennington*



Network Rail



In fading light on August 3rd, GBRf's Class 73 963 tops and tails with 73 961 on a Crewe - Crewe working near Glazebrook on the former CLC line. *Jeff Nicholls*



On July 1st, Class 37 175 and 37 254 working the 1Q68 test train pass through Althorpe Station. *Steve Thompson*



Class 97 303 and 97 302 top'n'tail the 6C70 16:51 Crewe Basford Hall - Barmouth pass Upper Battlefield on July 30th. *Keith Davies*

Network Rail



▶ Class 67 027 'Charlotte' and 67 023 'Stella' with the 1Q32 Derby RTC - Tyseley test train, via the East and West Midlands, pass Moira on July 11th. *Stuart Hillis*



▶ Skipping at Sherborne as Class 67 023 is seen leading the set (with 67 027 on the rear) whilst working 1Q23 from Reading Triangle Sidings to Salisbury via Exeter, Salisbury, Westbury and back to Salisbury on June 29th. *James Passant*

Network Rail



▶ Class 37 611 and 37 608 working the 1Q55 Tyseley - Derby, pause at Wellington on June 16th. *Carl Grocott*



▶ Class 67 023 and 67 027 climb Hencote Bank with the 1Q55 14:56 Tyseley LMD - Derby RTC test train on July 14th. *Keith Davies*



▶ On July 11th, having toured the outer reaches of North Lincolnshire, the "Yellow Peril", Class 950001, heads back to Doncaster, it's dreadwork done! *Steve Thompson*



Network Rail



▶ Class 73964 'Jeanette' await time at Manchester Oxford Road station with the 1Q44 Crewe - Crewe test train via Liverpool/Southport on July 6th. *Dave Harris*



▶ Inspection saloon 'Caroline' with newly paired loco Class 37 422 working 2Z02 Leicester - Derby, via Burton-Leicester-Midland Main Line to Harringay and return to Derby, passes Moira on July 11th. *Stuart Hillis*



▶ Power car No. 43062 heads the Network Rail New Measurement Train as it approaches Malvern Wells signal box on July 4th. *Neil Pugh*

Rail Operations Group



▶ Class 37 800 speeds through Peckham Rye on July 22nd working a Ramsgate to Derby SouthEastern EMU move. *Class47*



▶ Class 47 812 leads the 5N36 15:02 Wolverton Centre Sidings to Allerton Depot EMU transfer with Class 319 424 sandwiched between the translator vehicles as it approaches Church Brampton on July 4th. *Derek Elston*



▶ The 5M94 Hornsey Depot to Long Marston passes Northampton on July 10th with Class 37 884 dragging 319 421 and 319 003 en route to storage. *Derek Elston*







Units: DMUs and EMUs



▶ Arriva Trains Wales' Class 153 362 arrives at Crewe having worked as 2K58, the 14:24 from Shrewsbury, July 5th. *Derek Elston*

▶ London Overground's Class 378 205 calls at Highbury and Islington on June 16th working a Stratford bound service. *John Sloane*

▶ First Great Western's Class 158 958 arrives into Southampton Central on July 5th working the 1F14 10:23 Portsmouth to Cardiff service. *Stewart Smith*



Units: DMUs and EMUs

▶ Heathrow Express' Class 332 005 sits in London Paddington station on the evening of July 7th awaiting its next trip to the airport. *Jeff Nicholls*

▶ Northern's Class 158 759 working the 1B25 14:11 Blackpool North - York service, passes through Salwick on July 1st. *John Balaam*

▶ South Eastern's Class 375 822 departs London Victoria working the 11:37 service to Ramsgate. *John Sloane*



Units: DMUs and EMUs



▶ A line up of South West Trains' Classes 159, 450, 444 and 456 units are seen at Clapham Jct. on June 16th. *John Sloane*



▶ Northern's Class 142 053 leads a classmate out of Blackpool North on July 22nd with the 13:21 service to Manchester Victoria. *Chris Morrison*



▶ Northern's 2H89, the 11:55 Carlisle to Leeds service arrives at Settle station with Class 153 328 leading a Class 158 on July 24th. *Ben Bucki*

Units: DMUs and EMUs



▶ Great Northern's Class 313 052 is seen approaching Alexander Palace with a Hertford loop service on June 16th. *John Sloane*



▶ A Northern Class 142 unit passes Rufford fishery with a Preston - Ormskirk service on July 21st. *John Sloane*



▶ South West Trains' Class 707 003 and 707 005 rush through Eastleigh on July 15th working as 5Q84, the 12:22 Bournemouth T&RSMD to Clapham Yard Sidings mileage accumulation run. *Derek Elston*



Units: DMUs and EMUs

South West Trains Class 444 037 departs Southampton with the 1W26 16:03 Weymouth to London Waterloo service, seen from a nearby multi-storey. *Stewart Smith*



Units: DMUs and EMUs



▶ Northern's Class 156 421 arrives past the semaphore signals at Blackpool North with a train from Hazel Grove on July 22nd.
Chris Morrison

▶ Great Northern's Class 387 124 approaches Alexander Palace with a London Kings Cross bound service. *John Sloane*

▶ Great Northern's Class 313 036 arrives into Alexander Palace on July 22nd working a service to Moorgate. *Class47*



Units: DMUs and EMUs

Greater Anglia's Class 170 203 arrives into Brundall with a Norwich to Yarmouth working on June 21st. *John Sloane*



Units: DMUs and EMUs



Greater Anglia's Class 156 416 stands at Brundall on June 21st working a Yarmouth - Norwich service. *John Sloane*

Northern's Class 158 752, working a York - Blackpool North service, is seen near Pleasington on July 25th. *John Sloane*

Great Western Railway's Class 158 950 departs Salisbury with the 1F09 09:30 Cardiff - Portsmouth Harbour service on July 8th, whilst South West Trains' Class 159 005 waits in bay Platform 6 with the 11:47 service to London Waterloo. *Stewart Smith*



Units: DMUs and EMUs

▶ Northern's Class 158 908 passes through Saltaire, West Yorkshire, with Sir Titus Salt's imposing mill looming over the station (reopened in 1984), with train 2H85, the 08:53 Carlisle to Leeds service on July 21st. *Ben Bucki*

▶ Northern's Class 142 051 passes Cocker Bar with the 2F08 11:15 Preston - Ormskirk service on July 21st. *John Balaam*

▶ East Midlands Trains' Class 158 812 passes the former Trowse station with the 09:57 Norwich to Liverpool Lime Street service. *John Sloane*



Units: DMUs and EMUs



▶ South West Trains' Class 444 009 is the rear unit of the 1W54 09:20 Weymouth to London Waterloo as it departs Southampton on July 5th. *Stewart Smith*



▶ South West Trains' Class 455 868 approaches Wandsworth Town with a London Waterloo service. *John Sloane*



▶ East Midlands Trains Class 158 777, hired in to work Greater Anglia's 2J60 05:35 Norwich to Lowestoft and return, is seen here arriving at Lowestoft, on July 4th. *James Passant*

Units: DMUs and EMUs



Great Western Railway's Class 143 603, now in GWR green livery, stands at Exeter St. Davids on August 3rd. *Steve Andrews*



Great Western's Class 153 372 waits to depart Westbury on July 21st working a service to Swindon. *Michael Lynam*



Great Northern's Class 365 522 approaches Alexander Palace on June 16th with a Hertford loop service. *John Sloane*



Units: DMUs and EMUs



▶ Arriva Trains Wales Class 158 837 rumbles away from Barmouth with the 2G55 13:38 Pwllheli to Birmingham International service, heading towards the famous bridge over the estuary. *Ben Bucki*

▶ Class 150 270 stands at Colne station before working the 12:21 Northern service to Blackpool South on July 25th. *Keith Chapman*

▶ First Great Western's Class 150 122 arrives at Great Malvern station on July 5th to form the 10:48 Great Malvern to Brighton service. *Neil Pugh*

Units: DMUs and EMUs



London Overground's Class 172 004 passes Gospel Oak running ECS. *John Sloane*



London Midland's Class 150 109, working a Hereford to Birmingham New Street service, stands in Great Malvern station on July 5th. *Neil Pugh*



Northern's Class 142 063 calls at Middlesbrough on June 25th with a service to Saltburn. *Andrew Wilson*



Units: DMUs and EMUs



On July 13th, South West Trains Class 450 008 and 450 124 pass at Eastleigh on services to Poole and London Waterloo respectively.
Michael Lynam



Class 156 471, in the new Northern livery, is about to depart Clitheroe with the 12:46 service to Manchester Victoria on July 27th.
Keith Chapman



Busy times at Keighley Station on July 17th, with the 2S16 10:11 Bradford Forster Square to Skipton preparing to depart whilst the 2H31 10:17 Skipton to Leeds stands in the opposite platform. Both services are formed of Class 333 Electric Multiple Units, staple motive power for the electrified local services in the Aire Valley.
Ben Bucki

Virgin Trains



Class 91 named to mark 40 years of High Speed Trains at Bounds Green

Virgin Trains has named a Class 91 to mark 40 years of High Speed Trains (HST) at their Bounds Green depot. Class 91119 received its new name, 'Bounds Green Intercity Depot 1977 -2017', courtesy of engineer Steve Kirkup, who started at the depot back in 1977.

Bounds Green underwent major structural work in 1977 with the construction of Roads 9-14 at the depot in addition to a new yard in readiness for the HST which was set to transform the service along the east coast main line.

Forty years on they are still an integral part of the Virgin Trains east coast fleet, racking up close to 100,000 miles in a typical week, working alongside their stablemate the Class 91 to deliver more services than ever before.

Widely regarded as one of the most successful train designs in the modern era, the HST will pass the baton on next year to the Azuma train, for the next exciting adventure in the route's history with more frequent and faster services. But until then the HST will continue to delight customers and railway enthusiasts alike, its recent interior refresh as part of Virgin Trains £21m fleet revamp a big hit with passengers.



Class 221 103 stands at Telford Central on July 8th working a London Euston to Shrewsbury service. *Richard Hargreaves*



Virgin Trains



Virgin Trains helping to transform Doncaster station entrance

Vision for a new, improved and greener forecourt at Doncaster station.

Virgin Trains is supporting a multi-million pound transformation of the entrance and approach to Doncaster station. Doncaster Council is planning to pedestrianise the forecourt outside the station, with an attractive, partially grassed area. The transformation of this key gateway to the town is part of the council's plans to encourage further business investment in the town and to improve its environment for residents, visitors and rail commuters.

Virgin Trains, which manages Doncaster station, plans to support the council by investing £500,000 to create a contemporary glazed canopy to provide shelter for customers accessing a new taxi rank and drop off just over 100 metres south of the entrance to the station.

The redevelopment of the station forecourt is being carried out by the council in partnership with Virgin Trains and South Yorkshire Passenger Transport Executive. In February 2017 the council secured £7 million of Sheffield City Region funding to transform the station forecourt.

Residents, businesses and visitors to Doncaster are being asked for their views on the plans, with a number of engagement events in the coming weeks ahead of a formal submission for planning permission.

Cllr Bill Mordue, Cabinet Member for Business, Skills and Economic Development, said: "The plans we have revealed for the new station forecourt are really exciting. We have worked hard to develop these with our partners, ensuring that we take into account all users of the station. It is now time to let the residents of Doncaster have their say and input.

"We need to ensure that we get this development right because for many visitors to Doncaster, the station is the first impression they get of the town centre. This needs to be a friendly and welcoming area that residents and visitors want to come back to again and again."

Tim Hedley-Jones, Major Projects Director for Virgin Trains on its east coast route, said: "Like Doncaster Rovers, which has recently announced Virgin Trains as its shirt sponsor for the next two years, we believe the town is going places, and we're really pleased to work with the council to transform the forecourt of the station.

"This is an important gateway to the town, and the canopy and improvements to the forecourt could significantly enhance our customers' experience and improve visitors' first and last impressions of Doncaster."

Sir Nigel Knowles, Chair of the Sheffield City Region Local Enterprise Partnership, said: "This is a great development at a great time for the region. It's exactly the right sort of move forward for our 'let's get it done' work ethic - harnessing drive and ambition."



In a tropical rainstorm, an unidentified Class 91 departs York heading north on August 3rd.
Jeff Nicholls



Virgin Trains



Virgin Trains' smartphone revolution sees millions of customers switch from paper tickets

A fifth of Virgin Trains customers have chosen digital tickets on its west coast route

Sales of digital tickets have more than trebled in a year

Virgin Trains leads the industry, selling 80% of most popular form of digital ticket on UK rail network

Rapid conversion follows drive to develop better alternatives to traditional orange ticket

A fifth of Virgin Trains customers have switched to mobile-friendly digital tickets after their launch on the west coast route last summer. More than 1.5 million digital tickets have been sold in the last three months alone, as customers respond positively to their simplicity and ease of use. Unlike traditional paper magstripe tickets, which have been an industry standard for 30 years, digital tickets can be easily downloaded to smartphone devices or printed at home and then scanned at

automated ticket barriers.

Between March and May, 18% of Virgin's ticket sales were for digital tickets, a dramatic increase on a year earlier when this represented only one in 20 sales. Their rapid take-up is a positive boost to Government and industry ambitions to roll out digital ticketing across the rail network and has been praised by independent passenger watchdog Transport Focus.

David Sidebottom, passenger director at Transport Focus, said: "Passengers tell us that they want more choice when it comes to buying tickets. More than 1.5 million passengers choosing to use smart ticketing reflects the ease and growing confidence they have in going paperless. It offers a faster and convenient service that avoids queuing."

John Sullivan, Virgin Trains' Chief Information Officer on the west coast route, said digital tickets carried a number of advantages over paper tickets. Customers can save time by avoiding the need to go into ticket offices, either to purchase or print tickets. And buying tickets digitally, either through the websites or mobile phone apps, can simplify what can be a confusing choice of ticket types for customers since these platforms automatically select the best option, he added.

"Digital ticketing is the technology of the future and we've seen how quickly customers switch when given the choice. We're confident that we've established the right platform for the industry and are working with Rail Delivery Group and Government to help roll this out to other parts of the rail network," John said.

Virgin Trains became the first operator to sell digital across all its routes in August. These utilise an industry-standard barcode which can be downloaded onto smartphones, Apple Wallets, the Virgin Trains app or printed at home.

The Rail Delivery Group (RDG) estimated in March that Virgin Trains accounts for 80% of sales of the most popular form of digital ticket, the eTicket.

Virgin Trains is now working with the RDG part of its Barcode Enablement Programme to ensure that other parts of the network are upgraded to allow seamless travel across the country with digital tickets. Virgin Trains' east coast business is aiming to emulate this success as part of a comprehensive digital refresh strategy being rolled out this year. Recently it launched mTickets which can be downloaded straight to mobile devices.

On Sunday June 4th, London Kings Cross services to and from Leeds were diverted via Hambleton West Jct. Here the 11:01 Leeds to London Kings Cross HST passes Gascoigne Wood on its way to join the ECML. *Neil Scarlett*





Isle of Wight



▶ Class 483 004 approaches Ryde Esplanade with the 15:40 service for Ryde Pierhead on July 1st.
Derek Elston



▶ 1938 stock Class 483 008 approaches Ryde Pier Esplanade station bound for Ryde Pier Head.
Derek Elston



▶ Former London Transport 1938 stock Class 483 004 approaches Ryde Pier Head station.
Derek Elston





National Rail DRS Open Day



▶ Class 68 026, 68 001 and 68 012 at the DRS open day, held this year at Carlisle Kingmoor on July 22nd. *Derek Elston*



▶ Class 88 001 'Revolution' is seen sandwiched between two of Carlisle's independent snow ploughs at Kingmoor during the open day. *Derek Elston*



▶ Class 37 259 receives a wash at Kingmoor. *John Balaam*

National Rail

DRS Open Day



Class 37 424 'Avro Vulcan XH558' on display at the DRS open day at Kingmoor on July 22nd.

Derek Elston



Class 37 425 'Sir Robert McAlpine/Concrete Bob' undergoes repairs inside the depot at Kingmoor.

Jeff Nicholls

Class 88 008 'Ariadne' stands in the air on jacks at Carlisle Kingmoor depot.

John Balaam



Thundering at Taunton

Classic traction still shows use on the mainline, as shown here by GBRf utilising Class 50 008 'Thunderer' to haul Railgrinder No. DR73901 back from its week stay at Okehampton to Chaddesden Sidings as 4Z01. The location is Bathpool crossing just north of Taunton on July 7th. *James Passant*

Greater Anglia launches new initiatives to keep trains clean

Greater Anglia is using new green technology to clean trains faster and better.

Cleano machines, which clean windows and hard surfaces including walls and ceilings, are now being used at Crown Point depot, in Norwich, where trains are deep-cleaned.

The Cleano machines have a cleaning pad at the end of an extendable aluminium pole, and use only purified water instead of chemicals. They do not leave water marks or smears on the surfaces.

It used to take two hours to clean one train carriage, however the Cleano has seen this reduced to just 45 minutes, meaning train cleaners can carry out even more cleaning.

Martin Wink, Greater Anglia's Presentation Production Manager, said: "We are committed to improving train cleanliness and the Cleanos have worked wonders on our trains – colleagues find them easy to use, they save time and they are better for the environment.

"We are investing in the cleanliness of our trains and we are very pleased that passengers are seeing improvements."

Every one of Greater Anglia's 120 Intercity carriages are cleaned every day, however they are scheduled for a deep clean at the depot every 28 days.

The train company is constantly looking for new ways to improve station cleaning. It has also invested in two battery-operated carpet spot cleaners, to blitz fresh spillages such as coffee. These cleaners will be trialled at Norwich rail station over the coming months.

Earlier in the year, Greater Anglia announced it has invested £5,000 in back pack vacuum cleaners for presentation staff to use at Norwich, Southend Victoria, Colchester and London Liverpool Street.



Fares Advice with RailUK

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

Large train ticket price difference still exists 15 years on. Why?

Q: I was going through some old papers and I found one where I had queried why a fare between A and B was more expensive than A and C when C was one stop further away than B and clearly valid to stop short at B. This was back in 2002.

As I currently speak the anytime day return difference between the two stations is £18.70 and ticket for C is still valid to stop short at B.

In 2002 I'd been using the more expensive tickets for two weeks and then a friend pointed it out to me. Alas I didn't need to travel the route after that so never did make any savings.

Being green at the time I rang up National Rail Enquiries who gave me the number of the Strategic Rail Authority. I rang them up and they confirmed the difference was correct but said fears were being reviewed in 6 months time.

Since then nothing has happened to even out the price difference, although both sets of fares have risen.

Is it likely that the rail company indeed knows about this difference but it's in their advantage to keep one station much more expensive than the other? Or are they likely to have missed it? There are hundreds of fares after all.

I'm not naming the stations in case someone else is using the ticket. I don't want to spoil their savings.

A: "What the market will bear" pricing policies should have been constantly reviewed and tweaked however they have been set in stone by privatisation and regulation.

I suspect your case involves a TOC

boundary or a flow with multiple TOC's? Individual TOC's have hunted down irregularities but they still exist often based on old BR organisational boundaries. nullifying The odd split ticket is not worth the risk of significantly altering the price of a large flow.

The BR fares structure of 1993 is baked into the regulated fares of today. The limited capability to resolve anomalies has been reduced recently by constraining the fares baskets and degree of "flex" allowed. Meanwhile, the TOCs have introduced many unregulated fares which conflict with the old structure.

It needs a complete overhaul, but the DfT is very reluctant as it means there will be winners and losers, and they are scared of the losers! The next "big thing" to introduce is single leg pricing to replace off-peak returns, but there's no sign of it yet.

There are numerous examples, why highlight them and get them withdrawn? Simply make the most of them whilst you can. Accept that there are historical anomalies, some caused by loading increases on key flows.

In the same way you have to hunt around through the complex basket of fares for any simple journey from A to B and it's accepted as 'the market' or 'competition', then check out a few other variations. I've benefitted in the past.

If the All Line Rover can be restricted because it once could be used as it was originally intended (and yes, I lived in Bedford at the time!!) then even the smallest anomaly is at risk when highlighted.

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!

◀ 'Bunty' on the Heatherslaw Light Railway is captured moving into position to take the 11:00 train from Heatherslaw to Etal on July 7th.
Ray Anslow



Greater Anglia to run second rail enthusiasts' charity train

Greater Anglia is to run a rail enthusiasts' charity charter train on Saturday 16 September to raise funds for East Anglia's Children's Hospices (EACH).

The special trip will operate with one of the company's intercity MkIII carriage sets "top and tailed" by two Class 68 diesel locomotives. It will run from Norwich to Ely and back, then from Norwich up the Great Eastern Main Line to London Liverpool Street and back – different routes from where the locomotives have previously been operating.

The price for this "one-off" trip is £60 Standard or £95 First Class (including complimentary tea/coffee/water), with all profits from the event donated to EACH.

Bookings can only be made online via <https://public.greenrailtravel.co.uk>, clicking on the Special Trains/Events tab and choosing the Greater Anglia Specials option.

The planned timings for the trip are as follows:

Norwich depart 10.20
 Ely arrive 11.28 depart 11.55
 Norwich arrive 12.55 depart 13.33
 London Liverpool St arrive 15.34 depart 16.24
 Norwich arrive 18.21

The train operator is also auctioning two opportunities for a cab ride - one from Norwich to Ely and the other from Ely to Norwich. Anyone booking on the tour can bid for this very rare opportunity to experience a driver's eye view of a rail journey. The participants making the two highest individual bids, received on the site by the end of Sunday 10 September, will win the cab rides. Again, the money raised will go to EACH.

A café bar serving light refreshments will be available on-board throughout the day, further increasing the charitable contribution from the event. Anyone with any queries about the event can ring 0345 600 7245 and choose option 3, followed by option 2 to find out more details. The Class 68 locomotives have been used on some weekday passenger services between Norwich and Great Yarmouth/Lowestoft since Summer 2016, firstly to cover for a train needing long term repairs and latterly to provide cover during the roll out of Greater Anglia's innovative Wheel Slip Protection modification programme for its Class 156 diesel units (an initiative which makes the trains' wheels less susceptible to damage, thereby improving reliability, especially during the challenging autumn period when track conditions can be difficult).

The period of Class 68 operation on regular Greater Anglia services is due to come to an end on Friday 8 September, so to mark the end of the locomotives' time in the region, Greater Anglia is running a follow-up to its highly successful EACH Express trip with Class 37 diesels at the end of April 2016. It will follow the same itinerary as that trip, with journeys from Norwich to Ely and back and then Norwich to London and back.

The trip is being run with valuable support from Direct Rail Services (DRS), which hires the Class 68s to Greater Anglia and will be providing the drivers for the trip. With more than 550 seats available, a sold-out trip would generate significant funds for this very worthwhile cause.

With hospices in Milton (Cambridgeshire), Quidenham (Norfolk) and Ipswich (Suffolk) and offering support across those three counties and for families from Essex too, EACH provides services across a similar area to Greater Anglia and the itinerary for the trip takes the train quite close to all three hospices.

The charity has previously been chosen by employees as the recipient of charitable funds linked to the company's employee survey and last year's EACH Express trip, as well as more localised fund-raising initiatives. In addition to its wider fund-raising work, the charity is currently raising money towards "The Nook", a new hospice for Norfolk to succeed Quidenham.

Jonathan Denby, Head of Corporate Affairs for Greater Anglia said: "We're delighted to be running this special Class 68 railtour to raise funds for East Anglia's Children's Hospices. It's an extremely worthwhile cause focused on the region we serve and supported by many of our employees. Taking in two routes on which the Class 68 locomotives haven't been operating passenger services, we hope it will be very popular and generate an impressive contribution to EACH funds. It promises to be a great day out for all involved."

Graham Butland, Chief Executive, from EACH said: "We're thrilled this second special charter train will benefit EACH. It's a wonderful opportunity for rail enthusiasts to travel behind these locomotives before they leave East Anglia, while also supporting local families. We're very grateful to Greater Anglia for their generosity and support, and would urge people to book their place quickly to avoid disappointment."

West Coast's Class 33 025 and 37 518 are seen at Wareham on June 27th working the Swanage - Wareham shuttle. *Keith Hookham*

Greater Anglia's innovative new train braking system wins Engineering award

An innovative new train braking system – like ABS in cars – pioneered by Greater Anglia, has won the Engineering award at the Rail Industry Innovation Awards.

This is the first time such a system – known in the industry as ‘Wheel Slide Protection’ (or WSP) – has been designed for Class 156 trains and it will benefit rural train services in Norfolk, Suffolk, Essex and parts of Cambridgeshire.

Wheel Slide Protection is a braking system like ABS on a car which uses technology installed on the train to judge whether its wheels are slowing evenly when the train brakes. When the wheels do not brake evenly this can cause damage to the wheel, known as a ‘wheel flat’. Wheel flats must be removed on a wheel lathe, which returns the train wheel to a perfect circle again. This can involve the train being out of service for up to a week. If several trains suffer from wheel flats at the same time, which can occur in adverse weather conditions, particularly during the Autumn, this can lead to disruption to passengers through a shortage of operational trains available, meaning that some services are cancelled. Greater Anglia believes that by installing WSP on its Class 156 trains (it is already installed on other types of train in its fleet), the number of rural services disrupted due to wheel flats will be significantly reduced. The prototype Class 156 has been in operation since October 2016, through Autumn and adverse weather – including on the Marks Tey – Sudbury line (where, in 2015, many services were cancelled due to wheel flats caused by rails made slippery by fallen leaves - whereas service delivery in Autumn 2016 was generally very reliable, as a result of this project and a package of other improvements implemented by Greater Anglia and Network Rail).

Six months later, the train's wheels are all still in good condition. None of its wheels have needed to visit the wheel lathe, whereas other Class 156 trains have needed to receive attention two or three times during the same period. James Abbott, Editor of Modern Railways who organises the awards, said: “We are pleased to promote innovation in all corners of the railway and this project is a fine example of pioneering engineering to improve every day operations.”

Greater Anglia's Norwich Depot Technical Manager, Jason Mills, said, “We are absolutely delighted to receive this recognition for an innovative solution and industry first by the teams at Norwich Crown Point, Porterbrook, KBRS, SNC-Lavalin and Loram UK Ltd, taking a class of train that some thought incompatible with WSP and creating a bespoke system that has surpassed everyone's expectations. This investment means that these trains will be more reliable as they will not need to be taken out of service as often to visit the wheel lathe, and is a further investment to improve our passengers' experience while we await the roll out of new trains from 2019.”

Porterbrook's Fleet & Standards Director, Neil Foster, said, “Porterbrook was confident that WSP could be retrospectively fitted to Class 156 trains, but the performance of last Autumn's WSP trial surpassed everyone's expectations. It was only possible to deliver the trial in time to experience last autumn through a collaborative approach between all stakeholders. Porterbrook is really pleased to be supporting Greater Anglia in the fitment of WSP across its whole 156 fleet and ultimately we hope that WSP will be more widely adopted across the UK's Class 150, 153, 155 & 156 fleets if there is industry support for this successful approach”.

Dream comes true for James, 8, with Greater Anglia train cab ride

An eight-year-old boy has been given the trip of a lifetime when he became a train driver for the day.

James Heath, who lives in Norwich and attends Parkside School, enjoyed a ride in the train cab on Greater Anglia's 10.36 Norwich to Great Yarmouth service on Friday 21 July.

The youngster, who has autism, was given a first class view of the tracks with driver Steve Goodrum. He was given a drivers' rucksack, whistle, flag and name badge ahead of his journey.

James' mum, Liz, said: “James loves all transport but trains are his favourite. His favourite journey is from Norwich to London Liverpool Street –

last time we went there, we took James to the transport museum and he absolutely loved it!

“James was so excited when I told him he was going to ride in a cab. He has really enjoyed his day and we would like to thank everyone who was involved.”

Alan Murphy, Driver Manager at Greater Anglia, said: “We were very pleased to welcome James on board our services – we are so pleased he enjoyed his day.

“It's the dream of so many little boys to become a train driver and I'm glad that Greater Anglia was able to make one boy's dream come true.”



DCR's Class 56 303 with Loram railgrinders, running as 4Z01 Oakhampton (Dartmoor Railway) - Derby Chaddesden sidings, passes Burton on July 7th. *Stuart Hillis*

On July 15th, Class 37 602 and 37 606 head through Stalybridge with the Retro Railtours Huddersfield to Swansea outing, Class 57 306 was on the rear. *Brian Hewertson*



LNE & EM hits new record for performance



National Rail

London North Eastern and East Midlands Route announces its best period on record for delay minutes

In period 4, LNE & EM Route clocked up 79,000 minutes of delay; the lowest total for a period for over eight years. It marks an improvement on the previous best period (June 2015) by over 10,000 minutes. This completes a successful first quarter of the year, as three of the best 10 periods for delay minutes since the start of Control Period 4 have all been in the first few months of 2017-18.

Paul Rutter, chief operating officer said: “The start of this year has been superb in terms of performance and it reflects the hard work we are doing as an organisation to improve the way we deliver for our customers.

“Since the restructure of the Route in April and the attention we’re paying to improving maintenance and operations, we have formed a number of alliances with our train operating companies and are continually looking for new ways to work closer together to keep passengers moving.

“Thank you to everyone who has focused their attention on preventing delays on our network. We must now make sure we continue this trend throughout the rest of this year, as well as concentrating on mimicking our success to reduce delay per incident – so when problems do occur, we have trains back up and running as quickly as possible.”

The Route’s positive performance also has an impact on the Route’s train operators. David Horne, managing director for Virgin Trains East Coast, said: “I’d like to pass on my congratulations and thanks to everyone in LNE & EM Route who has been working hard to reducing delays to our train services.

“Together, we’ve been able to provide a more reliable and enjoyable journey for our passengers and it’s a great reflection of how devolution is enabling the LNE & EM team to improve the travelling public’s experience of the rail industry.”

On the Middleton Railway, Leeds, a special event was held in conjunction with the Leeds Steampunk Market on the 1st and 2nd of July. The trains were being operated by two of the resident steam fleet, and in the morning “Matthew Murray”, a Manning Wardle ‘L-Class’ tank loco, was in charge of ‘driver for a fiver’ sessions. The tank locomotive is seen running through the sidings behind the platform, on its way from the locomotive sheds up to the headshunt. *Amy Bucki*



National Rail

Class 08 598 and 08 600 top and tailed a mess van at A. V. Dawsons Limited, Middlesbrough on June 25th and ran 6 trips each carrying around 40 passengers on a Branch Line Society organised event. It was supposed to be 08 600 and 08 774 but 08 774 was out of service so they used newly purchased 08 598 instead. The tour started in the Automotive Steel Storage Terminal (ASST) and visited the Tees Riverside Intermodal Park Terminal, Ayrton Terminal, Middlesbrough Goods, the Network Rail limit at Metz Bridge and finally the North Sea Supply Base Wharf directly alongside the River Tees which has never seen a passenger train since it opened in December 1830.

Andrew Wilson



Consultation feedback will help shape region's new trains to passenger needs

Over 1,000 people took part in a consultation about the design of Greater Anglia's brand new trains and their feedback will now be used as the trains enter production. Greater Anglia is replacing every single train with brand new state-of-the-art trains from 2019-2020.

The train company published the initial designs of its new trains online, asking people for their views. A "mock-up" of the new Stadler train, which will operate services on the mainline, regional routes and Stansted Express, was also shipped from Switzerland to its Norwich Crown Point Depot so people could get a taste of the new trains first hand. Over 50 stakeholders from groups such as Greater Anglia's customer panels, the Stakeholder Advisory Board, rail user groups, local authorities, chambers of commerce, local enterprise partnerships, community rail partnerships and cycling groups, including the Greater Anglia Cycle Forum, attended special tours. Rail passenger bodies such as Transport Focus and London Travelwatch, plus disability groups and the Department for Transport have also been involved and consulted in the process.

Visitors to the Stadler mock-up liked the seating layout, plug points and USB ports, large windows, easier access onto and through the train, new customer information systems, and the separate dedicated areas for wheelchair users and bicycles. They have also raised constructive suggestions about some aspects of the seating, signage and labelling and marking out of the cycle area. The online public consultation about both types of new train, including the Bombardier-built trains which will operate on suburban and some main line routes, has generated comments about seating design, provision of seat backs tables, seat alignment to windows and signage around areas with tip-up seats or cycle areas, all of which will be fed back and help to shape the final design.

Mike Kean, Franchise and Programmes Director, Greater Anglia, said: "Our priority for the new trains was to involve the public and stakeholders fully in the design process and we are pleased that this extensive consultation process has resulted in so much useful feedback which will inform and shape the final design. We will report back on how we've responded to comments and feedback

and we are looking forward to transforming train services in East Anglia. The introduction of new trains will not only transform customers' journeys, but lead to shorter journey times, more seats and and make our service more reliable - generally making our customers lives a little easier.

"Every single route operated by Greater Anglia is due to benefit from the biggest-ever investment in trains in East Anglia, in a programme which will have wider benefits for the regional economy."

The £1.4 billion investment in 169 new trains - 1043 carriages in total - will see every train fitted with free high-quality Wi-Fi, at-seat plug and USB points, air conditioning and modern passenger information screens, in bright new carriages with comfortable new seats.

The new trains programme is currently progressing well and on schedule.

New train details:

There will be ten 12-carriage intercity trains for Norwich – Ipswich – Colchester - London intercity services on the Great Eastern Main Line and ten 12-carriage Stansted Express trains for services between London Liverpool Street and Stansted Airport.

There are then 24 four-carriage and 14 three-carriage bi-mode trains for regional services across Norfolk, Suffolk and Cambridgeshire, which can operate using both diesel and electric power.

Also on order are 89 five-carriage and 22 ten-carriage trains for suburban services on the West Anglia Main Line (between Cambridge, Bishops Stortford, Harlow, Hertford East and London) and the Great Eastern Main Line (between Ipswich, Harwich, Clacton, Colchester, Braintree, Chelmsford and London and between Southend and London).

The intercity, Stansted Express and regional trains (378 carriages in total) will be built by Stadler in Switzerland, whilst the suburban trains (665 carriages in total) will all be built by Bombardier in Derby. They will be maintained at existing depots at Norwich and Ilford, plus a new depot at Brantham, near Manningtree.



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

On July 1st, NMT power cars Nos. 43013 and 43062 speed through Swinton on a Heaton to Derby move. *Brian Hewertson*



Gospel Oak to Barking electrification works to be complete in time

Network Rail has set out the plan for delivering the remaining electrification of the Gospel Oak to Barking line ahead of the introduction of new trains from spring 2018.

The electrification installation will be completed in January 2018, enabling testing of the new electric trains and driver training to begin, with trains to start entering passenger service from spring 2018. Current diesel services will continue to run as normal until replaced by new double-length trains.

Weekend closures will take place from Saturday 29 July to Sunday 10 September. Discussions are ongoing with TfL, train and freight operators to finalise agreements for additional weekend closures this autumn, and two longer closures required to complete electrification. The longer closures are proposed to be from Sunday 17 September until Sunday 22 October, and from Monday 27 November until Sunday 14



January 2018. These dates could be subject to change. Details will be confirmed nearer the time.

Rail replacement buses will be provided. Regular users of the Gospel Oak to Barking line will continue to be automatically refunded the additional cost of travel made by Tube or rail.

Meliha Duymaz, route managing director said: "The Gospel Oak to Barking line is set to benefit from a transformational upgrade with better services provided by a new fleet of longer electric trains, doubling the current capacity."

"This project has not been without its difficulties and we'd like to apologise for the continued disruption and thank both passengers and neighbours for their patience while we finish our work."

"We still have a lot to do but with a new team in place to finish off the project, I'm confident that the immense benefits of this once-in-a-lifetime investment will be realised in the months ahead, and the benefits enjoyed for years to come."

Passengers should check before they travel and plan their journey in advance at tfl.gov.uk

Loco Fleet List 2017

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 2017 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 using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk

Loco Fleet List



2017

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK



The Steeple Grange Railway is a 18 inch gauge railway near Wirksworth in Derbyshire. It has a long uphill run with passengers travelling in a ex NCB manrider pushed by battery or diesel locos. On July 9th, a former Horwich works Ruston diesel and a Clayton battery loco were in operation. *Colin Kennington*



Britain's biggest builder opens up for competition under new reforms

Network Rail is investing almost £130m in Britain's railways every week, with over 15,000 live projects on its books to deliver improvements to our railways for the 4.5m people who use it every day. The reforms unveiled by chief executive, Mark Carne, represent a raft of opportunities for other companies to directly work on Britain's railway projects and to compete for a slice of this huge market and to potentially deliver further improvements for passengers that otherwise might not happen.

Mark Carne, chief executive, Network Rail, said: "A growing railway drives the economy, jobs and housing and by welcoming open competition into the core of our business we will increase the pace of innovation, creativity and efficiency and could deliver even more improvements to our railway and for the people that use and rely on it every day. I am determined to create an environment where innovative third party companies can compete for and directly deliver railway projects. These reforms mark the next stage of Network Rail's transformation having already decentralised into nine devolved individual businesses."

Some of the reforms announced include:

- Publishing a regular pipeline of third party project opportunities
- Creating a swathe of third party project champions across the country who will work side-by-side with delivery bodies, investors and funders to ensure their projects are successful
- Creating a clear service level agreement for third parties so they have clarity and reassurance regarding Network Rail's legal obligations
- Introducing flexibility to railway standards. Safety, of course, will always be central to our ethos but where we can encourage innovation and reduce costs without compromising our solid safety record, we will explore how we can

be more flexible

- Launching a rewards scheme where money saved from introducing a new idea or innovation is shared between Network Rail and the company or individual

These reforms will also unlock new sources of funding because potential investors will have choices over who delivers projects for them. This will reduce the burden on central government and taxpayers and create new opportunities for passengers and the communities that depend on the railway.

Deputy chairman of the National Infrastructure Commission, Sir John Armitt, said: "Record numbers of people are choosing to travel by train, and Network Rail is in the midst of a huge programme of renewals and enhancements to the network, alongside working on major schemes such as East-West Rail and HS2. So I welcome these measures, which will help drive innovation and bring new competition and the latest technologies into the industry, to deliver better services for passengers."

Darren Caplan, chief executive of the Railway Industry Association, said: "We are excited by the opportunities we see to innovate with these reforms. We all know that the industry has to change – these changes mark a welcome, positive, approach from Network Rail which has previously resisted such radical steps."

Leo Quinn, Balfour Beatty group chief executive, said: "Network Rail's announcement represents a new and innovative phase in developing our national transport system. The changes set out are designed to unlock exciting opportunities to invest and improve the UK's rail network. At the same time this should provide a steadier flow of investment, moving away from the stop-go nature of a regulatory cycle, and helping the rail supply chain to invest in the skilled workforce necessary to build world-class railways."

Andrew Wyllie CBE, chief executive, Costain commented, "As a major engineering solutions provider to Network Rail, I welcome the proposals which represent innovative thinking in the way critical rail infrastructure is delivered in the UK. Our railway infrastructure is essential to support a growing economy, and enables us to go about our daily lives efficiently and cost effectively. Constant innovation and the increasing integration of technology solutions will ensure that the UK has the 21st century rail infrastructure from which we can all benefit."

Mr Carne continued: "I am also determined to find ways for the private sector to directly invest in railway projects. As a government owned business, this has some challenges, but by unlocking private finance we can potentially deliver railway improvements that would otherwise not be possible."

One of the first examples of railway projects being privately financed in an innovative way is Network Rail's new two-year deal with Resonate – the British signalling and train control specialists. The deal sees Resonate introduce its new, digital traffic management system into the signalling and control systems for the main lines out of London Paddington that could reduce delays by up to 15%.

The deal sees the supplier financing and bearing the risk of introducing the new technology but it will reap rewards from the savings made in reducing delays. Back in December 2016, Network Rail commissioned a review - the Hansford review - into how to encourage competition into railway projects and attract more private sector involvement to fund and finance Britain's railway projects. Network Rail now has published both the review, and also its swathe of reforms aimed at breaking down the actual and perceived barriers identified by Hansford.

▶ The Scottish Railway Preservation Society ran a rail tour from Polmont to Blackpool on July 1st hauled by Class 37 025 and 37 219. The outward working is seen approaching Hest Bank level crossing. *Colin Kennington*

▶ BR black Class 08 No. 13236 (08 168) is seen shunting coaching stock at Nemesis Rail depot. *Stuart Hillis*



National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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



On June 19th, Colas Rail's DR73948 heading from Bescot Engineers Sidings to Crewe Basford Hall Yard, rounds Queensville Curve.
Nick Clemson

A heavily delayed HST, complete with pigeon, crosses the famous I. K. Brunel bridge at Saltash on June 19th.
Colin Irwin

Some Southern Nostalgia



The Southern Railway obtained much of its stock for suburban electrification in the 1920s and 1930s by converting pre-grouping steam-hauled coaches. However the SR built two batches of new suburban electric stock in 1925 for the Eastern section and for the Guildford via Cobham line. The latter, seen here, followed previous LSWR electric stock by having a vee-nose instead of the usual flat front.



The Brighton Belle (5BEL) units were perhaps the best-known British electric multiple units. One is shown in Southern Railway days, in full Pullman livery.



Southern Railway pre-war main line through corridor multiple units are epitomised in this photograph of 4COR unit 3103, here seen in British Railways all-blue livery with yellow ends.



Southern Railway pioneer electric locomotive CC1, seen on wartime freight duties. The locomotive was withdrawn in 1969.





The Nosh Report

Welcome to the “Nosh Report” and a dip into what’s available in the eating world, with a railway theme or connection.

Well It has been a few months since my last report, but I am always on the look out for new and interesting locations to visit and this month’s recommendation comes from David Mead who recommends Holmsley Tea Rooms and very kindly took the Railtalk team there and showed us round.

The Old Station House Tea Rooms at Holmsley
Station Road, Holmsley, Burley, New Forest, Ringwood BH24 4HY, England
01425 402468

David writes:

Holmsley Tea Rooms is the Up Side Main Building of the former Holmsley Station situated on “Castleman’s Corkscrew” railway - The Southampton and Dorchester Railway opened on

of years. The track was converted into a road towards the Sway road junction. The station has now been lovingly restored and is open daily from 10.00hrs. to 17.00hrs. (Times may vary in Winter) and the two dining rooms are well hung with photographs of the station and associated railway scenes.

The food is very well served - at table service and there are daily specials on the board for lunch. The station is renowned for its cream teas and luxury afternoon teas. Especially noted for its cream pastries. Unfortunately there is no public bus service except for a summer season open top New Forest Tour bus which stops nearby. So road transport is essential - the situation being mid-way on the A35 between Lyndhurst and Christchurch.

As I said, I visited the Tea Rooms in late July and was very impressed, both with the quality of the food and the history of the place as it is filled with interesting photos of how things used to be.



1st. June 1847 as “Christchurch Road”. It was the nearest station for Christchurch when opened. The station was renamed Holmsley after the direct line from Brockenhurst to Christchurch and Bournemouth opened in 1862. The line between Brockenhurst and Ringwood finally closed in 1964 and the station remained derelict for a number

If you have any suggestions for future reports then please do get in touch either to the editorial team or to the address below, and thanks for reading.

Send your emails to:
nosh.report@railtalkmagazine.co.uk



Railtalk Magazine

National Rail

Class 37 402 stands at Whitehaven providing the traction for 2C34, the 14:33 Carlisle to Barrow-in-Furness service on July 22nd. *Derek Elston*

A Different View



On July 1st, Class 73 134 is seen facing an uncertain future on jacks at the back of Brush Works, Loughborough. *Richard Hargreaves*



Former DB Class 323.539 'Cheviot' now at work at Eastleigh Works, is seen in the yard on July 28th. *John Sloane*



Hythe Pier Railway No. 2 (Brush Electric 16307/17) at work trundling along Hythe Pier on July 27th. *John Sloane*



A Different View

On the Middleton Railway, Leeds, a special event was held in conjunction with the Leeds Steampunk Market on the 1st and 2nd of July. The trains were being operated by two of the resident steam fleet, and in the afternoon “Matthew Murray”, a Manning Wardle ‘L-Class’ tank loco, was in charge of the main service (having been used on ‘driver for a fiver’ sessions before lunchtime). The loco was photographed from the open end of one of the passenger carriages (converted from old luggage vans) on a service between Park Halt and Moor Road. Having come to a sudden halt -thought to be caused by members of the public crossing the tracks near to the tunnel mouth- the locomotive blows-off steam in the tight confines of the tunnel, a somewhat deafening and smoky experience for those of us on the open-end of the carriage. *Amy Bucki*



A Different View

Ruston No. 222 068 'Berry Hill' is seen in operation at the Golden Valley Light Railway at Swanwick. *Derek Elston*



An empty Heysham Harbour station greets passengers off the Isle of Man ferry on July 10th, as Northern guards were on strike.

Colin Kennington

On the Mid Hants Railway, No. 34007 'Wadebridge' has been disguised as No. 34019 'Bideford' at Ropley Shed Yard in withdrawn condition. The loco was to appear in Eastleigh Shopping Centre on a low loader during the weekend of the 15th and 16th July, during the celebrations to commemorate the end of Southern steam on the main line. *David Lindsell*

Preserved Railways

Foxfield Railway

▶ Peckett OX1 Class 0-6-0ST No. 1859 'Sir Gomer' was built in Bristol by Peckett and Sons Ltd in 1932, and is seen here storming up Foxfield Bank on July 15th. *Richard Hargreaves*

▶ Peckett 0-4-0 saddle tank W4 class built 1903, No. 933 'Henry Cort' is seen at Caverswall Road. *Richard Hargreaves*

▶ Andrew Barclay No. 486 0-6-0DH 'Clive', formally 'Meaford Power Station Locomotive No 4' is seen undergoing restoration at Caverswall Road on July 15th. *Brian Battersby*





Preserved Railways

Foxfield Railway

▶ Unique Dubs crane tank No. 4101 storms out of Foxfield Colliery, banked by 'Sir Gomer', on July 14th, the first day of the lines 50th Anniversary Gala. *Jeff Nicholls*

▶ Hunslet Austerity 0-6-0 Saddle Tank 'Wimblebury' stands in the yard at Caverswall Road awaiting its next working to Dilhorne Park. *Richard Hargreaves*

▶ North Staffordshire Railway 0-6-2T No. 2 was built at Stoke works in 1923. The loco has arrived here from the NRM. *Richard Hargreaves*





Preserved Railways

Foxfield Railway

‘Bellerophon’ is checked over at Caverswall Road station as it prepares to take out its first passenger train of the gala on July 14th. The rolling stock comprises of two former North Staffs Railway four wheeled coaches.

Jeff Nicholls

Former Shelton Steelworks Janus ‘Ludstone’ is seen inside the Caverswall Road shed undergoing restoration on July 15th.

Brian Battersby

‘Bellerophon’ attacks Foxfield Bank, with a little help from Dubs crane tank No. 4101, during the first day of the railway’s 50th anniversary gala, on July 14th. *Jeff Nicholls*



Preserved Railways

Isle of Wight Steam Railway

▶ Isle of Wight Steam Railway A1X terrier No. W11 passes through Haven Street non stop en route to Wootton during the 1940's event on July 1st. *Derek Elston*

▶ Class 03 No. D2059 heads the 14:37 departure from Smallbrook Junction to Wootton during the 1940s Experience on the Isle of Wight Steam Railway, July 1st. *Derek Elston*

▶ Isle of Wight Steam Railway's No. 24 'Calbourne' stands under the shear legs with the second axle dropped at Haven Street on July 1st. *Derek Elston*





Preserved Railways

Great Central (North)

▶ Class 45 060 'Sherwood Forester' departs Ruddington on July 1st, heading to Loughborough. *Richard Hargreaves*

▶ Prototype HST power car No. 41001 along with its matching stock stands at Rushcliffe Halt awaiting the arrival of a service from Ruddington. *Richard Hargreaves*

▶ Class 08 784 and 08 922 have been purchased from DB by private individuals and have recently arrived at Ruddington. *Richard Hargreaves*





Preserved Railways

Great Central (North)

▶ Scotrail liveried Class 47 765 leads Intercity liveried Class 47 828 into Ruddington on July 1st. *Richard Hargreaves*

▶ Class 56 097, in Trainload Coal livery, backs onto its next working at Ruddington on July 1st. *Richard Hargreaves*

▶ Undergoing major bodywork repairs, Class 46 010 is seen inside the shed at Ruddington. *Richard Hargreaves*



Preserved Railways

East Lancs Railway

▶ Class 37 109 departs Rawtenstall with the 1J74 18:46 service to Heywood on July 8th.
John Balaam

▶ On July 8th, Class 31 466 prepares to depart Burrs Country Park with a working to Bury.
Brian Hewertson

▶ Class 25 No. D7629 arrives into Bury on July 8th with a service from Heywood. *Andrew Wilson*





Preserved Railways

East Lancs Railway

▶ Class 45 108 passes between Rawtenstall West and Townsend Fold with 1J72 17:56 Rawtenstall - Heywood on July 8th. *John Balaam*

▶ Visiting the line for the diesel gala, Colas Rail's Class 60 026 arrives at Irwell Vale with a service to Heywood. *Michael Lynam*

▶ Class 56 006 awaits departure time at Rawtenstall with a service to Heywood on July 8th. *Andrew Wilson*



Preserved Railways

East Lancs Railway

▶ Warship No. D832 'Onslaught' and Hymek No. D7076, call at Irwell Vale station working the 12:50 Bury Bolton Street to Rawtenstall on July 8th. *Derek Elston*

▶ Class 50 015 pulls into Ramsbottom on July 8th with the Bury local service. *Michael Lynam*

▶ On July 7th, Class 40 No. 345 stands at Ramsbottom on a service to Rawtenstall with Class 56 006 on the rear. *Michael Lynam*







Preserved Railways

East Lancs Railway

▶ Class 60 026 passes Townsend Fold on July 8th with the 1J69 15:55 Heywood - Rawtenstall service. *John Balaam*

▶ Class 47 No. 1842 (47 192) approaches Irwell Vale working the 12:46 Rawtenstall to Heywood service on July 8th. *Derek Elston*

▶ Class 33 109 'Captain Bill Smith RNR' and Class 73 001 arrive into Ramsbottom during the diesel gala on July 8th. *Michael Lynam*



Preserved Railways

East Lancs Railway

▶ On July 7th, visiting for the gala, ScotRail liveried Class 47 712 approaches Ramsbottom on a service to Heywood. *Michael Lynam*

▶ Class 40 106 approaches Ramsbottom with a Rawtenstall to Heywood service on July 8th. *Michael Lynam*

▶ On July 8th, Class 25 No. D7629 calls at Irwell Vale en route to Rawtenstall. *Michael Lynam*







Preserved Railways

Midland Railway Centre



▶ Class 33 No. D6501 is photographed arriving at Swanwick Junction with the 15:28 from Hammersmith to Riddings during the 1960s event on July 9th. *Derek Elston*



▶ GWR 0-6-2T No. 5619 runs round it's train at Hammersmith during the 1960s event on July 9th. *Derek Elston*



▶ English Electric type 1s Nos. D8059 and D8188 stand in the sunshine at Butterley during the 1960s event on July 9th. *Derek Elston*

Preserved Railways

Midland Railway Centre



Western Class 52 No. D1048 'Western Lady' in the yard at Swanwick on July 9th. *Derek Elston*



Peckett No. 1163 'Whitehead' stands at Swanwick Junction during the 1960's event on July 9th. *Derek Elston*



Recently painted Class 20 007 stands in the yard at Swanwick Junction, July 9th. *Derek Elston*



Preserved Railways

Wensleydale Railway

▶ On July 14th, visiting loco DB Class 60 044 heads along the line during the diesel gala.
Colin Kennington

▶ Originally scheduled to be scrapped, Class 20 166 shows that there is plenty of life left in it with a superb performance at the lines diesel gala on July 14th. *Colin Kennington*

▶ Only recently returned to service, former Fragonset loco Class 31 459 enjoys one of its first passenger runs in a good few years.
Colin Kennington



Preserved Railways

Paignton and Dartmouth Steam Railway

▶ Great Western Railway 7800 Class No. 7827 'Lydham Manor' is seen departing Goodrington sands on June 20th, heading to Kingswear. *Colin Irwin*

▶ British Railways Standard Class 4 4-6-0 No. 75014 'BRAVEHEART' departs Kingswear on June 19th, heading to Paignton. *Colin Irwin*

▶ Great Western Railway 7800 Class No. 7827 'Lydham Manor' is seen departing Goodrington sands on June 20th, heading to Kingswear. *Colin Irwin*















Preserved Railways

Exbury Garden Railway

◀ 'Rosemary' about to depart Exbury Central on the 12 noon departure on July 31st. This is a 0-6-2T built by the Exmoor Railway Co in 2001. The line opened in 2001 as an added attraction alongside the magnificent gardens, the railway was the inspiration of enthusiast Leopold de Rothschild and the culmination of 'A Dream that Became Steam.' Today visitors can enjoy a relaxing 20 min journey as the train passes through the specially designed 'Summer Lane' Garden, now reaching maturity with huge swathes of colourful perennials, flowering grasses, a pool and maturing trees, all planted in a free-flowing naturalistic style. The railway skirts the top of the Rock Garden, where passengers are given a bird's eye view of the largest man-made Rock Garden in Europe. The 12 ¼" railway runs along a 1¼ mile track.

David Mead



Preserved Railways

Bure Valley Railway

▶ 1992 built 2-6-2 steam loco No. 6 'Blickling Hall' arrives into Aylsham. *John Sloane*

▶ No. 9, 'Mark Timothy', 2-6-4T built in 1993 and originally oil fired, was converted to coal in 2003, is seen arriving at Wroxham. *John Sloane*





Despite its relative youth (built new in the 1970's), Double Fairlie "Earl of Merioneth" is facing withdrawal, a legacy of the materials used in its construction. Despite many enthusiasts assuming the locomotive had already been stood-down it has been reunited with its power bogies over the winter and put into use for one final season of operation before withdrawal for some component recovery, though it is promised that the main superstructure will be preserved for possible display, and it may even be restored for use at some unspecified time in the future. On a somewhat dull and overcast day, the engine waits at Porthmadog Harbour Station with a train for Blaenau Ffestiniog. *Ben Bucki*



Preserved Railways

Keighley and Worth Valley Railway

▶ On the first day of the Little Engines Gala at the Keighley and Worth Valley Railway on July 9th, 'Coal Tank' No. 1054 runs alongside the River Worth near Damems with a train to Oxenhope.
Ben Bucki

▶ In preparation for the Little Engines Gala, an unusual cavalcade on July 4th forms the delivery of the visiting locomotives from Ingrow West to Haworth sheds. Resident diesel locomotives D0226 'Vulcan' and ex-BR Class 25 059 top and tail the Austerity tank loco 'Mech.Navvies Ltd.' and the Beattie Well Tank No. 30587.
Ben Bucki

Preserved Railways

Keighley and Worth Valley Railway



▶ One of the stalwarts of the operating fleet, former MR 4F No. 43924 draws forward into the headshunt at Oxenhope after arriving with a service from Keighley, on a sunny Saturday July 1st. *Ben Bucki*

▶ On the first day of the Little Engines Gala, the diesel turns were covered by the unique English Electric demonstrator loco No. D0226 'Vulcan, seen here between Mythomes Tunnel and Haworth at Ebor Lane, with a service for Oxenhope. *Ben Bucki*

▶ On the first day of the Little Engines Gala the industrial tank 'Nunlow' was hastily rostered in place of unavailable 'Mech Navies Ltd.' for some rare full-line running, a popular decision with the attending enthusiasts. The Hudswell Clarke tank engine thunders away from Mytholmes Tunnel as it nears Haworth Station with a service from Keighley. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway

Mersey Docks & Harbour Board / Hunslet Diesel Mechanical 0-6-0 Shunter No. 32 'Huskisson' sits in the sunshine before departing Keighley on July 8th. *Keith Hookham*

During the lines small engines gala, Class 08 shunters Nos. 08 266 and 08 993 run round at Oxenhope on July 8th. *Brian Battersby*

London and South Western Railway 0298 Class Beattie Well Tank No. 30587 stands at Keighley station on July 7th before working a shuttle to Ingrow West. *Keith Hookham*





The A1 Steam Locomotive Trust
New Steam for the Main Line

ONE LAST PUSH TO FUND TORNADO'S TENDER

The A1 Steam Locomotive Trust, the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado, is delighted to announce that its fundraising campaign to purchase the locomotive's tender from William Cook Cast Products has already reached 95% of its 163 member target to raise £200,000. By 2014 the Trust had repaid all the £1m debt needed to complete Tornado in 2008 and funded the conversion of BR Mk 1 BCK E21249 into her support coach. However, the tender is currently owned by William Cook Cast Products Ltd (the Trust's Principal Sponsor) as chairman Sir Andrew Cook CBE kindly offered to fund the construction of the tender in 2006, allowing funds being raised to be spent on the engine. The tender is leased to the Trust under a 15-year loan agreement which will come to an end in 2021.

Tornado's tender is a development of those built for the original Peppercorn class A1s - mainly due to the different operating environment on the modern Network Rail main line. Due to the lack of surviving steam infrastructure, water capacity is at a premium and so Tornado's tender carries 6,200 gallons, as opposed to 5,000 gallons, and seven tons of coal, rather than nine tons in the original A1s. The tender is also the home for many of Tornado's other unique features including an alternator, Timken cartridge roller bearings (pre-greased sealed self-contained units which do not have to be fitted in enclosed axleboxes), Train Protection & Warning System (TPWS), National Radio Network (NRN) radio, Global System for Mobile Communications - Railway (GSM-R) radio, GPS tracker and of course the mobile phone charger!

Membership of The 163 Pacifics Club has grown steadily since its launch in September 2013 and over 150 of the initial 163 ex-LNER Express Passenger 'Pacifics' have already received new 'shed allocations'. Due to popular demand, an additional 46 'Pacifics' have now been released from the Raven class A2s, Thompson classes A2/1s, A2/2s, A2/3s, Peppercorn class A2s and Gresley class A4s (destroyed No. 4469 Gadwall). One supporter has chosen to sponsor the 'honorary Pacific', Gresley class W1 4-6-4 No. 10000/60700 which was un-named but also had 6ft 8in driving wheels.

Details of The 163 Pacifics Club:

- We need to raise £200,000 to purchase Tornado's tender
- Although Tornado carries the number '60163' - the next in the Peppercorn class A1 series following No. 60162 Saint Johnstoun - her pre-nationalisation LNER number would have been '163'
- There were therefore 163 ex-LNER express passenger 'Pacifics' (wheel arrangement 4-6-2) from the Gresley class A3s/A4s, Thompson class A1/1 and Peppercorn class A1s
- Due to popular demand, an additional 46 'Pacifics' have been released from the Raven class A2s, Thompson classes A2/1s, A2/2s, A2/3s, Peppercorn class A2s and Gresley class A4s (destroyed No. 4469 Gadwall)
- If 163 people were to make a one-off donation of £960 (or alternatively donate £240 per month for four months), with the addition of Gift Aid (£240) this would raise £195,600.
- As with the previous schemes, this initiative comes with benefits for those who generously take part, including:
 - A numbered certificate recording the details of the donation and the number/name of the chosen ex-LNER passenger 'Pacific'
 - Name inscribed on the official Roll of Honour in Darlington Locomotive Works which will detail the 'Pacific' sponsored
 - Entry into a draw for a main line footplate ride on No. 60163 Tornado.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented:

"We are delighted that over 150 people have joined The 163 Pacifics Club so far, meaning that we have already received pledges of 95% of the 163 needed to raise £200,000 to purchase Tornado's tender from William Cook Cast Products Ltd by 2021. William Cook Cast Products Ltd has been principal sponsor to The A1 Steam Locomotive Trust through its chairman Sir Andrew Cook CBE

since 1994, providing all the steel castings for No. 60163 Tornado and No. 2007 Prince of Wales - including all the wheels - at preferential rates and on generous terms - for which the Trust is enormously grateful. Due to popular demand, we have decided to release the remaining ex-LNER 'Pacifics' and there are some truly iconic names available to sponsor. Any additional funds raised will be ring-fenced and used for the next overhaul of Tornado's tender. Please contact the Trust on enquiries@a1steam.com or 01325 460163 for more information and to reserve your favourite 'Pacific'. Keeping Tornado on the Network Rail main line is expensive and time consuming and so the Trust is always seeking new supporters and volunteers to come on board. Next year will see the 10th anniversary of Tornado's completion and we will be seeking to mark this milestone in an appropriate manner."

Travel with No. 60163 Tornado

Tornado's packed main line diary for the second half of 2017 includes:

- Monday 28th August - 'The Easterling' - London King's Cross to Great Yarmouth - A1SLT promoted tour - bookings through UK Railtours
- Wednesday 6th September - 'Belmond British Pullman' - London to Bristol (return with No. 35028 Clan Line) - Belmond British Pullman
- Sunday 10th September - 'The Torbay Express' - Bristol to Kingswear and return - Torbay Express
- Saturday 16th September - 'The Border Raider' - Birmingham for the Settle & Carlisle Railway - A1SLT promoted tour - bookings through UK Railtours
- Saturday 23rd - Sunday 24th September - Barrow Hill Roundhouse 'Pacific Power' weekend
- Saturday 7th October - 'The Tees-Tyne Express' - Dorridge to Newcastle and return - A1SLT promoted tour - bookings through UK Railtours

Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 www.ukrailtours.com or through www.a1steam.com. The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photo: ©A1SLT/John Wilkinson





Preserved Railways

Middleton Railway

- ▶ 1924 built Hudswell Clarke 0-6-0 'Slough Estates No. 3' (owned by, and on long-term loan from, the Slough and Windsor Railway Society), is seen running-round at the terminus of Park Halt on July 2nd. *Ben Bucki*
- ▶ On July 2nd, 1903 built veteran Manning Wardle 'L-Class' 'Matthew Murray' is seen running-round at Park Halt. *Ben Bucki*
- ▶ Peckett saddle tank No. 2103 (built in 1948) sits outside the museum in the sunshine. *Ben Bucki*



Preserved Railways

Isle of Man

▶ Isle of Man Steam Railway No. 12 'Hutchinson' awaits departure time at Douglas with the 13:50 service to Port Erin on July 13th.

John Balaam

▶ Douglas Horse Tram No. 44 stands at Derby Castle with Torrin.

John Balaam

▶ Snafell Mountain Railway car No. 5 departs Laxey on July 12th.

John Balaam







TENDER FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE SPONSORED BY CLEVELAND BRIDGE

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that Cleveland Bridge UK Ltd, Darlington-based global leaders in technology based engineering, construction and steel fabrication services, is to assemble the locomotive's tender tank. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity, builders and operators of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Cleveland Bridge has agreed to build the new locomotive's tender tank on very beneficial terms. They have agreed to fabricate the tender tank, the construction of which is like a lightweight box girder structure, from weathering steel plate as well as shot blasting and primer painting the finished structure. The construction of the tender will take an estimated two years, with a break part way through the process for the tender tank base plate to go to the workshop of I D Howitt in Crofton, West Yorkshire to be trial fitted to the tender frames. This is the same process that was used for the tender built for No. 60163 Tornado.

The A1 Steam Locomotive Trust has agreed to provide a number of Cleveland Bridge apprentices with the opportunity to assist in building No. 2007 Prince of Wales, providing them with experience in a different engineering environment. Overall, the sponsorship by Cleveland Bridge is significant to the project and enables us to bring forward the construction of the tender by at least 12 months. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and well over 830 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (around 120 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 160 people have pledged £1,000 each – target now raised from 160 to 200 people and £200,000 to £250,000), Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of over 45% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Other recent progress includes:

- Wheelsets: assembly of the crank axle has been completed by South Devon Railway Engineering (SDRE) and it is in the process of finish machining by Unilathe of Stoke on Trent; The Cartazzi axle, wheels and tyres are with SDRE for assembly
- Smokebox: the smoke lifting screen beading is now fully fitted
- Sandboxes: the original class P2 locomotives were fitted with gravity sanders for the leading coupled wheels and steam operated forward sanders for the driving coupled wheels. No backward sanders were fitted. No. 2007 is likely to do significant work in reverse, mostly on heritage railways, but from time to time hauling substantial loads over significant gradients on the main line running tender first. The leading and forward driving sanders have been altered for air operation (as per Tornado) and new backward sandboxes and fillers have been designed. All six sandboxes and fillers have been assembled and fitted to the frames
- Fittings: the superheater header has arrived at Darlington Locomotive Works
- Brake & spring gear: orders have been placed with I D Howitt Ltd at Crofton for brake hangers and spring gear details
- Boiler Cladding: The boiler cladding has been modified from the original design to reflect minor changes in the specification of No. 2007, including reducing the overall height of the locomotive by one inch to comply with the "go anywhere" national network loading gauge. A skeleton frame is being manufactured to enable the cladding to be made

prior to delivery of the boiler. This enables the Trust to put off ordering the boiler by six months and still maintain the anticipated completion date.

Chris Droogan, Managing Director of Cleveland Bridge UK Ltd, commented: "At Cleveland Bridge we are very conscious of our 140 years of heritage, building many of the most iconic structures in the world including the Victoria Falls Bridge, Bosphorus Bridge, Tsing Ma bridge in Hong Kong, Jiangyin Bridge over the Yangtze, Sydney Harbour Bridge, Thames Flood Barrier, Queen Elizabeth II bridge at Dartford and most recently the Forth Replacement Crossing. Engineering Excellence is at the core of everything we do, and are delighted to support The A1 Steam Locomotive Trust in its project to build Britain's most powerful steam locomotive as they share our commitment to new and higher standards of excellence."

Mark Allatt, P2 Project Director, The A1 Steam Locomotive Trust, added: "We are pleased to welcome Darlington-based and world leading Cleveland Bridge as a sponsor of No. 2007 Prince of Wales. Their sponsorship of the construction of No. 2007's tender and secondment of apprentices to Darlington Locomotive Works to work on the engine, will help the Trust to maintain the progress necessary to complete the new locomotive by 2021. We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since construction started only three years ago. Thanks to our supporters' continued generosity, well over £1m has been spent on construction, over £1.4m donated and over £2.4m pledged.



"We are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales in 2017 having already reached 100% of our initial fundraising target for The Mikado Club and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. We would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Mikado Club. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales continues to gather pace."

Photo: Cleveland Bridge Apprentices. © A1SLT/Cleveland Bridge



From the Archives



▶ Class 37 415 waits to depart Manchester Victoria with the evening loco hauled service to Southport, while 37 426 waits with the evening loco hauled service to Blackpool, April 6th 1992.
Michael Lynam



▶ Class 47 574 stands outside Stratford Depot on August 1st 1987. The depot's traditional white roof and silver buffers having been applied to the loco. *Derek Hopkins*



▶ Class 31 405 and 37 235 are seen stabled at Healey Mills on February 13th 1994.
Brian Hewertson



From the Archives



▶ EWS liveried Class 37 422 passes Standish on July 16th 2008 with a Warrington Arpley to Blackburn trip working. *John Sloane*



▶ Class 37 904 and 37 901 are seen stabled at Cardiff Canton on March 19th 1999. *Paul Godding*



▶ BR Diesel Multiple Units Class 142087 working to Leeds and Class 141 016 heading for Wakefield Westgate are seen at Huddersfield station on 6th June 1987. *Dave Felton*





From the Archives



▶ Class 37 059 'Port of Tilbury' heads through the yard at Healey Mills on February 13th 1994.
Brian Hewertson

▶ Network SouthEast's Class 165 110 departs Reading on October 8th 1994 with a London Paddington service. *Paul Godding*