





Welcome

Welcome to Issue 132 and your monthly roundup from across the UK.

I was impressed with the quantity of sunny photos we have had sent for this month's issue, as around the Railtalk HQ we seem to have had a rather wet August. Still with the darker nights looming I'm sure it won't be long before the white stuff hits the ground, but first, and happening as I write this is the RHTT season, with movement of the first sets of wagons out of York works looking shiny and clean (well that won't last long will it!). But reports are that this year will see possibly a bumper amount of services run as Network Rail has not cut back on lineside vegetation as much as on previous years. Good to see that the Class 20s have once again been resurrected for the Yorkshire circuit, however I'm not sure if there is one or two diagrams for them this year, but the excellent RHTT Facebook group will have all the answers.

Charter Scene commences this month with the ROG operated shuttles which were used during the London Euston blockade, great to see those Class 47s used on long distance runs once again and I think that the new ROG livery looks great on them, even if it does look very similar to DRS blue.

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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

Class 60 026, in ex works condition, leads the 6J37 Carlisle to Chirk logs off Ribbleshead viaduct on August 23rd.
David Hollowood

This Page

Class 50 008 'Thunderer' stands at York on August 19th working a Derby to Bishop Auckland ECS, returning stock to the Weardale Railway.
Richard Hargreaves

Next Page

Class 37 403 powers the 11:56 Carlisle - Lancaster along the Kent Estuary near Arnsdale on August 5th.
Chris Morrison



Also in the last few weeks I must congratulate West Coast Railways for their use of varied heritage traction on their Scarborough Spa Express services. Not often these days that you see Class 33s, 40s, 47s, and 56s used and I really hope that their usage was well patronised.

As always, I hope everyone has a fantastic month going forward. I'm off on a short trip to Czech via Germany and hope for some sunny weather, so until next month, please keep sending in those photos.

Andy Patten
Editor

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

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Unit 6, France Ind. Complex
Vivars Way, Canal Road
Selby, North Yorkshire
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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without:

Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson,

Stuart Hillis, Keith Hookham, David Hollowood, Derek Hopkins, Elle-May Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Michael Lovatt, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.





Charter Scene

Chiltern/ROG Euston closure additional

▶ Rail Operations Group's Class 47 812 heads the 15:40 Birmingham Moor St. - London Marylebone service on August 27th.

Chris Morrison

▶ ROG's Class 47 813 and 47 812 are seen returning empty coaching stock from the relief Birmingham Moor Street - London Marylebone passenger workings, as 5Z47 Tyseley - Nemesis Rail Depot, Burton on August 28th.

Stuart Hillis







Railtalk Magazine Charter Scene

565 Charters/B.L.S.
The 565 Special

Class 37 254 and 37 175 working the 1Z56 Carnforth - Carmarthen head past a sunny Meole Brace on September 2nd. *Carl Grocott*

Charter Scene

565 Charters/B.L.S. The 565 Special



▶ West Coast's Class 37 668 and 37 669 prepare to depart Chester on September 2nd having taken over from the Colas pair for the run back to Carnforth. *Brian Battersby*

▶ Class 37 175 and 37 254 draw forward and await to depart light engine, having just arrived at Chester with the returning tour from Carmarthen. *Brian Battersby*

▶ Class 37 254 and 37 175 are seen departing Crewe, working 1Z56 Carnforth - Carmarthen. *Paul Godding*









Railtalk Magazine

Charter Scene

GBRf Charity Tour
The Absent Shunter

On August 13th, the 1Z07 08:33 Newcastle to Basingstoke passes through Northampton with Class 86 101 at the helm, heading to London Euston where 66 723 would take over. *Derek Elston*





Railtalk Magazine Charter Scene

West Coast Railway Co.
The Dalesman

On August 15th, LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' approaches Crosby Garret. *Colin Irwin*



Charter Scene

West Coast Railway Co. The Dalesman

▶ LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' climbs out of Lazonby heading towards Carlisle. *Colin Irwin*

▶ LMS 8F No. 48151 hauls 'The Dalesman' on August 29th, confusingly carrying 'The Fellsman' headboard. Photographed on the long drag between Seaside and Ribbleshead. *Colin Kennington*

▶ On August 15th, Class 47 580 leads a Class 37 away from Hellifield after taking over the tour for the run back to Chester. *Colin Irwin*





Charter Scene

West Coast Railway Co. The Dalesman

▶ LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' eases over the River Ribble on the return steam leg of 'The Dalesman' on August 7th. *Gerald Nicholl*

▶ LMS 4-6-0 No. 46115 'Scots Guardsman' dodges the heavy showers and finds some sunshine with the northbound 'Dalesman' heading for Ribblehead on August 15th. *Gerald Nicholl*

▶ Stanier 4-6-0 No. 46115 'Scots Guardsman' blasts up the 1 in 100 gradient towards Rosie's Bridge with the northbound 'Dalesman' on August 8th. *Gerald Nicholl*



Charter Scene

Pathfinder Tours The Settle & Carlisle Explorer

▶ Class 88 004 and 68 016 power through Blackburn with 1Z40 Appleby to Newport on August 12th. *David Hollowood*

▶ Class 68 016 'Fearless' working 5Z41 Pengam Sidings - Burton Nemesis Rail depot on August 13th, returning 12 coaches used on Pathfinders Settle & Carlisle Explorer from Newport to Appleby the previous day. *Stuart Hillis*

▶ Class 88 004 and 68 016 pass Coppull with the Newport - Appleby charter on August 12th. *John Sloane*







Railtalk Magazine Charter Scene

Torbay Express Ltd.
The Torbay Express

On July 23rd, LNER A1 No. 60163 'Tornado' speeds along the sea wall at Dawlish, heading to Kingswear. *Richard Hargreaves*



Charter Scene

Railway Touring Co. The Waverley

▶ On August 27th, powering up the last few yards to Aisgill summit, LMS 5XP Class 4-6-0 No. 45690 'Leander' makes a fine sight and sound with the return leg of 'The Waverley' to York.

Shep Woolley

▶ Running 8 mins early, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' is about to cross Little Dale Beck on the approach to Blea Moor Tunnel with the northbound 'Waverley' railtour to Carlisle on August 13th. *Shep Woolley*

▶ LMS 5XP Class 4-6-0 No. 45690 'Leander' is about to pass Salt Lake Cottages with the northbound 'Waverley' rail tour to Carlisle on August 27th.

Shep Woolley





Railtalk Magazine Charter Scene

Railway Touring Co.
The Waverley

It's not often you can see the crags on Pen-y-Ghent but they are prominent as LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' speeds over the River Ribble on the approach to Helwith Bridge with the return leg of 'The Waverley' to York. *Shep Woolley*

Charter Scene

Statesman Rail The Fellsman

▶ It's not exactly the Himalayas but Jubilee Class 4-6-0 No. 45690 'Leander' blasts through the balsam as it crests the summit of Hoghton Bank on a murky morning with the outbound 'Fellsman' on August 22nd. *Gerald Nicholl*

▶ LMS Stanier 4-6-0 No. 46115 'Scots Guardsman' roars past a waiting photographic gallery at Lostock Hall station on 'The Fellsman' on August 1st. *John Sloane*

▶ LMS 2-8-0 No. 48151 powers the return last 'Fellsman' of 2017 along the Eden Valley on August 29th. *Gerald Nicholl*







Railtalk Magazine Charter Scene

Statesman Rail
The Fellsman

LMS Stanier 4-6-0 No. 46115 'Scots Guardsman' heads 'The Fellsman' between Cherry Tree and Pleasington on August 1st.
John Sloane

Charter Scene

West Coast Railway Co. The Scarborough Spa Express

▶ Class 40 145 passes Lostock Hall Junction with 'The Scarborough Spa Express' on August 17th.
John Sloane

▶ 'The Scarborough Spa Express' has become even more interesting as unusual diesels are being used between Carnforth and York. On August 22nd preserved Class 40 145 provided the motive power, seen passing Starricks.
Colin Kennington

▶ An outing for Colas Rail's Class 56 302 on the SSE on August 31st, seen here departing Bamber Bridge, heading from Carnforth to Scarborough.
John Sloane







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Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

Class 40 145 with the 1Z25 Carnforth - Scarborough, 'The Scarborough Spa Express' is seen here passing Eastwood on August 17th. *Dave Harris*



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

On August 31st, in pouring rain, Colas Rail's Class 56 302 is seen passing through Accrington hauling 1Z25 'The Scarborough Spa Express' Carnforth - Scarborough via Preston and Blackburn.
Michael Lynam

Charter Scene

Railway Touring Co. The Royal Duchy



On July 30th, LMS Royal Scot Class 7P 4-6-0 No. 46100 'Royal Scot' heads through Dawlish working the 1Z37 Bristol - Par. *Steve Thompson*



And again on August 6th, 'Royal Scot' works the same train to Par through Dawlish. *Steve Thompson*

'Royal Scot' works the 1Z39 Par - Bristol return charter through Dawlish on August 6th, however apparently it ran out of coal at Exminster. Someone got their logistics a bit wrong, either that or a heavy-handed driver! *Steve Thompson*



Railtalk Magazine

Charter Scene

Railway Touring Co.
The Royal Duchy

LMS Royal Scot Class 7P 4-6-0 No 46100 'Royal Scot' heads through Dawlish on July 30th with the 1Z39 Par to Bristol return working.
Richard Hargreaves





Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ LMS Stanier Pacific No. 46233 'Duchess of Sutherland' working 1Z54 'The Cumbrian Mountain Express', 06:04 Crewe to Carlisle via Manchester Victoria arrives into Carlisle on August 5th. *Derek Elston*

▶ On August 5th, LMS Stanier Pacific No. 46233 'Duchess of Sutherland' crosses Lostock Hall Junction with the Crewe - Manchester Victoria - Carlisle via S&C 'Cumbrian Mountain Express'. *John Sloane*









Charter Scene

ECS and Light Engine Moves

It's a dreary damp morning as Stanier Class 5 4-6-0 No. 44871 slows for a signal check at Mills Hill whilst heading to Carnforth and then on to Scotland from the ELR on August 17th.

Gerald Nicholl

On August 4th, West Coast's Class 47 237 passes through Acton Bridge with a short rake of coaching stock from Southall - Carnforth running as 5M43.

Michael Lynam

On August 17th, almost at the end of its test run, 'British India Line' passes Hest Bank, now just 3 minutes late, after starting out 3 hours late.

Colin Kennington





Charter Scene

ECS and Light Engine Moves

▶ On August 4th, West Coast's Class 37 669 passes Balshaw Lane Junction with a Carnforth - Crewe ECS working. *John Sloane*

▶ West Coast's Class 57 315 hauls (out of view) Class 31 466 and 73 001 through Earlstown on a Bury - Lydney move to return the pair back to the Dean Forest Railway on August 8th. *John Sloane*

▶ LMS 'Black Five' No. 44871 rushes through Leyland on it's way from Castleton to Carnforth and later onwards to Bo'ness on August 17th. *John Sloane*





Charter Scene

ECS and Light Engine Moves

▶ On August 12th, LNER A3 No. 60103 'Flying Scotsman' stands at York NRM being prepared for the following days out to Carlisle on 'The Waverley'. *Michael J Alderdice*

▶ Class 56 302 basks in the sunshine at York on August 31st, having brought in the diesel leg of the Scarborough Spa Express for LMS Jubilee Class 4-6-0 No 45699 'Galatea' to take over. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

▶ Merchant Navy Class No. 35018 'British India Line' passes just south of Settle Jct. with the 5M50 Carnforth - Carnforth via Hellifield test run on August 18th. *Dave Harris*

▶ Class 68 029 and 68016 arrive at Burton Nemesis Rail on August 26th having worked light from Crewe Gresty Bridge to collect coaching stock for Retro Railtours' Chesterfield - Edinburgh tour on August 28th. *Stuart Hillis*

▶ Class 37 405 and 37 419 'Carl Haviland' deliver 3 Anglia liveried coaches, as 5Z29 from Norwich Crown Point to Nemesis Rail depot, seen approaching Burton on August 9th. *Stuart Hillis*









New Caledonian Sleeper on the road to Velim

In a major programme milestone, the first of the 75 new carriages for the iconic Caledonian Sleeper service have arrived at the Velim test centre in the Czech Republic, where they are to undergo several weeks' testing.

Five carriages were despatched in August from the factory in Beasain, northern Spain where the new fleet is being manufactured and assembled for Serco by CAF. They were transported by road from the CAF factory to Hendaye station in France where they started their rail transit to the Czech Republic.

Dynamic testing will start in the near future at Velim Test Centre and will last several weeks. Once these tests are successfully completed, the carriages will then be moved from Velim to Polmadie in Glasgow, UK via the Channel Tunnel. The UK test programme is expected to start before the end of the year, initially with static and locomotive interface testing, progressing later to dynamic testing.

Serco committed to the introduction of the new fleet when it won the contract in 2014. It represents an investment of over £100m, part-funded by a £60m capital grant from Scottish Ministers, and when introduced in 2018 it will bring new standards in guest comfort.

Commenting on the start of the Czech trials, Peter Strachan, Serco's Chairman, UK Rail, said: "It's great to see the first of the new carriages on the move. To design, build

and introduce a new fleet is extremely challenging and complex. Achieving this milestone is entirely due to the professionalism of the Serco team and everyone involved across the rail industry. We still have a lot of work to do to successfully bring the new sleeper fleet into service next year, but I am really excited about the quality of experience we will be able to offer our guests when it arrives."

Serco began operating the franchise for Scottish Ministers in April 2015 and has already brought in many improvements to the current fleet. These have included opening a new Guest Service Centre in Inverness; a new booking website allowing guests to book up to 12 months in advance; new bedding with more comfortable pillows and duvets; new customer sleep packs – upgraded dining options with seasonal local produce menu; procurement that focuses on Scottish food and drink sourced from local suppliers; new smart branding with new uniforms; on board events and a new on-board magazine.



Caledonian Sleeper

▶ Class 73 961 departs Doncaster West Yard on August 2nd as 0Z75 15:30 Doncaster Down Decoy GBRf to Craightinny T.&R.S.M.D.
Derek Elston

▶ Class 92 010 waits patiently at Edinburgh Waverley station on August 28th for her next duty.
Keith Chapman



Colas Rail



On July 27th, Class 70 801 approaches Dawlish working the Moorswater to Aberthaw tanks.
Richard Hargreaves



On September 1st, Class 56 096 and 56 105 head through Scunthorpe working the 0Z56 Barnetby Down Sidings - Doncaster CHS.
Steve Thompson

Class 60 026 takes the 6J37 loaded timber across the junction at Winwick, heading from Carlisle to Chirk on August 30th.
Dave Harris

Colas Rail



On August 7th, Class 70808 storms past Chiltern's Class 68 012 at Leamington Spa working a Bescot bound ballast. *Richard Hargreaves*



'Lending a helping hand' - Normally in the hands of DB, on August 3rd Class 70 812 leads the 7C28 from Exeter Riverside to Whatley Quarry past Norton Fitzwarren. Colas worked the run down and back as far as Westbury for a DB locomotive and driver to take the train to the quarry. *James Passant*

Class 60 026 heads south through Balshaw Lane Junction with the Carlisle - Chirk log train on August 30th. *John Sloane*





Colas Rail



▶ Class 56 113 and 56 087 work the 6Z56 Bletchley - Guide Bridge, seen here passing Searchlight Lane Jct. on August 28th. *Carl Grocott*



▶ Class 60 085 and 60 095 pass Bradley on a Carlisle - Bescot light engine move on August 19th. *John Sloane*



▶ Class 70 804 and 70 806 work the 0S70 Bescot Up Engineering Sidings to Carlisle N.Y through Leyland on August 1st. *Alan Naylor*

Colas Rail



▶ Class 70 804 passes through Hellfield on August 2nd with a Carlisle - Chirk log train.

Michael Lynam

▶ On August 3rd, Class 70 813 works the 6C36 cement empties from Moorswater to Aberthaw through Dawlish. *Steve Thompson*

▶ On August 21st, the sun had departed by the time Class 60 076 passed through Scunthorpe with the 6E32 Preston - LOR discharged bitumen tanks. *Steve Thompson*





Colas Rail



▶ Class 56 105 and 56 096 pass Lostock Hall Junction on the Preston Dock - Lindsey discharged bitumen tanks on August 1st.

John Sloane

▶ Class 60 085 passes the former Boars Head Junction with the Carlisle - Chirk log train on August 16th.

John Sloane

▶ Class 60 096 arrives at Leicester working the 6E38 13:54 Colnbrook Colas Rail to Lindsey Oil Refinery Colas empty tanks on August 2nd.

Derek Elston





Colas Rail



Class 70 804 powers off the slow line at Balshaw Lane Junction with the Carlisle - Chirk log train on August 9th. *John Sloane*



Class 70 804 heads past Bradley, near Standish, with the Carlisle - Chirk log train on August 2nd. *John Sloane*



Class 70 806 passes Charnock Richard on August 2nd with a Tebay - Carlisle - Rugby track machine move. *John Sloane*

Colas Rail



▶ Class 70 817 leads the 6C36 Moorswater - Aberthaw cement empties, viewed from Sheldon Bridge, Teignmouth on August 10th.
Steve Thompson



▶ In pouring rain on August 2nd, Class 70 806 passes through Hellifield with track machine No. DR73910 in tow as 6Z73 from Tebay - Rugby.
Michael Lynam



▶ On August 1st, Class 70 804 and 70 806 approach Carlisle running light engine from Bescot to Carlisle N.Y. *Michael Lynam*





CrossCountry



On August 13th, due to a shortage of XC power cars, hired in VTEC liveried No. 43305 leads 43207 on 1S51 Plymouth - Glasgow through Dawlish. *Steve Thompson*

Two days earlier, on August 11th, East Midlands Trains power car No. 43043 partnered 43207 through Dawlish on 1S51 Plymouth - Glasgow. *Steve Thompson*

Hired in VTEC power car No. 43305 with XC's 43207 on the rear, passes Burton working the 1S51 Plymouth - Glasgow service on August 13th. *Stuart Hillis*





DB Cargo



▶ The Avonmouth - Clitheroe cement tanks have been top and tailed recently, with a second Class 66 attached at Warrington's Arpley Yard. Seen here at Warrington Bank Quay is Class 66 118 at the rear on August 10th. 66 004 was the leading loco. *Jeff Nicholls*

▶ Class 66 198 with the 4E69 Southampton - Wakefield intermodal, passes Burton on August 7th. *Stuart Hillis*

▶ In the evening of August 15th, the 6D15 Redcar OT - Trent Yard furnace slag train made a rare sociable appearance, it normally arrives in the early hours! Class 60 044 is nearing journey's end passing through Scunthorpe with it's heavy load. *Steve Thompson*



DB Cargo



▶ Class 66 145 heads the 6E95 Newbiggin to Hull Gypsum train seen here at a very misty Ribbleshead on August 23rd. *David Hollowood*



▶ Aren't the nights pulling in? On August 31st, the light was fading quickly as Class 60 063 passes through Scunthorpe on 6E08 Wolves ST - Imm SS hauling empty coil-carriers. *Steve Thompson*



▶ Class 66 185 heads west with a rake of coal hoppers through Swindon on August 4th. *Ken Mumford*

DB Cargo



▶ With a short train of car carriers from the Jaguar plant on Merseyside, Class 66 164 passes through the jungle which surrounds Warrington's Arpley Junction on August 30th. *Jeff Nicholls*



▶ On August 3rd, Class 66 085 hauls the weekly (!!!) 6C53 St. Blazey - Riverside Yard china clay job, passing through Exeter St Thomas, which looks nothing like the photos which adorn the walls of the footsteps up to the platforms! *Steve Thompson*



▶ Class 66 198 leads a northbound intermodal through Leamington Spa on August 7th. *Richard Hargreaves*





DB Cargo



▶ On August 21st, the Kellingley Colliery - Killingholme spoil traffic finally got under way, here is the first train of 22 MBAs passing through Scunthorpe with Class 66 001 leading (pic left) and 66 128 (pic right) on the rear. Initially two trains per day, the practise of topping and tailing ended halfway through the week, locos being changed at Killingholme. *Steve Thompson*

▶ On August 4th, Class 66 150 passes through Acton bridge with a bin train from Knowsley Freight Terminal - Wilton EFW. *Michael Lynam*

DB Cargo



▶ Class 66 004 passes through Acton Bridge on August 4th with a mixed rake of wagons from Warrington Arpley - Stoke Marcroft Engineering for maintenance. *Michael Lynam*



▶ Class 66 121 with the 4M07 Felixtowe - Burton intermodal, arrives at Burton on August 10th. *Stuart Hillis*



▶ A light load as Class 66 084 works 6D44 Bescot - Toton engineers with only two empty wagons through Burton on August 10th. *Stuart Hillis*



DB Cargo

▶ An unusually active (for freight) August 25th sees Class 66 177 makes it to the top of the bank and through Scunthorpe on 6E53 Kellingley - Killingholme spoil train. *Steve Thompson*

▶ Class 60 063 working 6E08 Wolverhampton - Immingham, with only one rake of covered steel carriers, passes Burton on August 7th. *Stuart Hillis*

▶ Class 67 014 working light from Toton to Duddleston Junction (Birmingham) and return, as a crewe trainer/route learner, passes through Burton on the return trip on August 3rd. *Stuart Hillis*



DB Cargo



▶ Class 66 154 passes Sidings Lane foot crossing working Tees NY - Knowsley Freight Terminal on August 28th. *Alan Rigby*



▶ On August 25th, a retimed 6N11 Ent C - Tees Yard, approaches Scunthorpe station behind Class 66 119, with 60 100 cadging a lift. *Steve Thompson*



▶ Class 90 024 and 90 028 pass Bradley with the 4M25 Mossend - DRIFT on August 9th. *John Sloane*

DB Cargo



▶ Class 60 066 approaches the foot crossing at Broad Oak Farm, Moberley with a rare daylight running of 6F05 Tunstead Sidings - Lostock Works on August 28th. *Nick Clemson*

▶ Class 90 024 and 90 028 head south through Acton Bridge with a Mossend - Daventry intermodal on August 4th. *Michael Lynam*

▶ Recently repainted Class 67 028 stands on Thunderbird duty at Newcastle on August 14th. *Alan Rigby*





Direct Rail Services



▶ Class 88 009 working the 4S43 'Tesco' to Mossend on August 14th, passes Long Ashes, Penrith, in poor weather. *David Hollowood*



▶ Class 66 305 emerges from the slow line at Balshaw Lane Junction working 6K05 Carlisle - Basford Hall engineers on August 9th. *John Sloane*



▶ Class 68 005 'Defiant' on the rear of the 16:38 Norwich to Great Yarmouth service stands at Norwich on August 8th. Class 68 028 being the leading loco. *Derek Elston*



Direct Rail Services

▶ The relief line between platforms 6 and 7 at Nuneaton, which has seen little use since it was put in several years ago, at last has a regular user. On August 7th, Class 66 305 on the 6Z46 Carlisle - Stud Farm ballast hoppers waits out its 25-minute recess before continuing into Leicestershire. *Dave Peel*

▶ First time out of the box as Class 68 034 powers the 6K27 Carlisle to Crewe engineers through Leyland on the evening of August 30th with 66 421 tucked in behind. *David Hollowood*

▶ Class 68 028 stands at Somerlayton on August 8th whilst working the 2J70 10:05 Norwich to Lowestoft service. *Derek Elston*



Direct Rail Services



▶ Class 37 602 and 37 609 head through Balshaw Lane Junction with a Riviera Trains Generator coach, being moved from Burton to Kingmoor on August 9th. *John Sloane*



▶ Class 88 009 approaches Leyland working the Daventry - Mossend 'Tesco' train on August 17th. *John Sloane*

▶ Class 88 005 arrives into Preston on August 26th with the northbound 'Tesco' Daventry - Mossend. *Brian Battersby*



Direct Rail Services



▶ Class 66 425 and 68 030 with two tanks form the 6K05 from Carlisle to Crewe on August 23rd, passing here at Ribbleshead. *David Hollowood*



▶ Class 37s continue to have two daily diagrams on the Cumbrian Coast services, here Class 37 403 pushes towards Preston with the 05:15 from Carlisle, past Bay Horse on August 17th. *Colin Kennington*

▶ Class 37 405 is seen stabled on Norwich Crown Point TMD on August 8th. *Derek Elston*

Direct Rail Services



▶ The classic East Anglian venue of Reedham Swing Bridge as Class 68 005 tops and tails with 68 028 on the 10:57 Lowestoft - Norwich service on August 14th. *Jeff Nicholls*



▶ Class 88 007 'Electra' nears Euxton Junction with the 06:40 Daventry - Mossend on August 12th. *John Balaam*



▶ Class 66 434 passes Coppull Moor with the 6K05 Carlisle - Crewe on August 30th. *John Sloane*



Direct Rail Services



Class 37 419 and 37 405 depart Brundall with a service for Norwich. *Jeff Nicholls*



Class 66 425 with the 6K05 Carlisle - Crewe Infrastructure train, passes Tommy Halls Barn near Settle on August 17th. *Dave Harris*



On Thunderbird duties at Crewe on August 10th was a very shiny and renamed Class 57 308 'Jamie Ferguson'. *Jeff Nicholls*





Direct Rail Services



▶ On August 15th, a quite presentable Class 66 428 ambles through Scunthorpe with 6Z50 York Works - Trent Yard, comprising an RDT set and 5 HQA autoballasters tucked on the rear. *Steve Thompson*

▶ Class 88 006 flies through Acton Bridge on August 8th on a driver training run between Crewe and Wigan North Western. *Michael Lynam*

▶ Class 66 303 works the 6U77 Mountsorrel - Crewe loaded stone through Burton on August 13th. *Stuart Hillis*





Direct Rail Services

◀ Class 37 401 approaches Ulverston propelling the 11:56 Carlisle - Lancaster service on August 12th. *Chris Morrison*

Direct Rail Services



Class 88 009 'Diana' works the 4S43 Daventry to Mossend 'Tesco' service, approaching Leyland on August 9th. *Alan Naylor*



Class 37 403 'Isle of Mull' propels 2C44, the 10:54 Carlisle to Barrow-in-Furness service away from Carlisle on August 5th. *Derek Elston*



Class 68 003 and 68 027 pass Bradley with the 6K73 Sellafeld - Crewe flask on August 23rd. *John Sloane*

East Midlands Trains



On August 5th, power car No. 43045 is caught departing Leicester on the rear of a London St. Pancras to Nottingham service.

Richard Hargreaves

Power car No. 43048 T.C.B. Miller MBE on the rear of the 1B68 17:32 Nottingham to London St. Pancras International service, stands at Leicester on August 2nd. *Derek Elston*

Class 222 102 has received the attention of a graffiti crew and is seen at Wellingborough working 1B71, the 18:05 Nottingham to St. Pancras International on August 2nd.

Derek Elston



Freightliner



▶ Class 66 548 passes through the Crosfields chemical complex in Warrington with the 17:30 working from Fiddlers Ferry to Crewe Basford Hall. The opposite working, from Portbury, ran six hours late so this was a hastily arranged working. *Jeff Nicholls*

▶ Class 90 044 leads 90 043 through Charnock Richard on August 2nd with the 4S44 DRIFT - Coatbridge. *John Sloane*

▶ Class 66 607 crawls round the station avoiding line at Leicester working the 13:18 West Thurrock Sidings Fhh to Tunstead Sidings on August 2nd. *Derek Elston*



Freightliner



▶ Class 90 043 and 90 048 are seen speeding down from the former Standish Junction with the 4M27 Coatbridge - Daventry on August 16th.
John Sloane



▶ Class 70015 with the 4095 Leeds - Southampton liner heads through Burton on August 8th.
Stuart Hillis



▶ On August 25th, empties off the Scunthorpe coal circuit are seen making their weekly way back to Hunslet Yard, Class 66 571 providing the power instead of the more usually Class 66/6.
Steve Thompson



Freightliner

▶ Class 66 561 crosses the River Mersey at Twelve Arches bridge, Warrington, with coal empties from Fiddlers Ferry to East Usk Yard on August 30th. *Jeff Nicholls*



▶ Still sporting its former DRS livery, a very work-stained Class 66 413 arrives on the Up Goods at Frodingham Jct. on August 15th prior to running round 6C77 coal from IBT to CHP. *Steve Thompson*

▶ Class 90 045 leads 90 016 through Farington Curve Junction with the 4S44 Daventry - Coatbridge on August 11th. *John Sloane*



Freightliner



Class 66 599 passes Charnock Richard on August 16th with a Crow Nest Junction - Basford Hall via a reversal at Preston, engineers train in connection with the Bolton line electrification works. *John Sloane*



Heavy Haul's Class 66 420 with the 6G65 Hope (Earles Sidings) - Walsall loaded cement, passes Burton on August 17th. *Stuart Hillis*



Coal deliveries to Fiddlers Ferry from Portbury have recommenced. Class 66 561 is seen amidst the wild flowers at Hall Nook Crossing shortly after leaving the power station on August 30th with empties for East Usk Yard. *Jeff Nicholls*



Freightliner



▶ Class 66 544 with the 6G65 Hope (Earles Sidings) - Walsall loaded cement tanks passes Burton on August 25th. *Stuart Hillis*

▶ Class 90 045 and 90 016 pass Standish with the 4S44 Daventry - Coatbridge on August 29th. *John Sloane*

▶ Class 66 548 approaches Latchford Sidings with a late running delivery of coal from Portbury for Fiddlers Ferry on August 30th. The train is crossing the River Mersey and is signalled into the lower sidings for 66 548 to run round. The giant PQ Corporation factory dominates the Warrington skyline. *Jeff Nicholls*



Freightliner



▶ Class 66 620 with the 6G65 Hope (Earles Sidings) - Walsall loaded cement wagons heads through Burton on August 10th. *Stuart Hillis*

▶ Class 66 555 idles away a few hours in Latchford Sidings with the 15:30 empty coal working from Fiddlers Ferry to York Yard South on September 1st. The track it is standing on was once part of the through route from Ditton Junction to Skelton Junction, which closed in the mid 1980s. *Jeff Nicholls*

▶ On August 4th, Class 66 614 passes Acton Bridge heading a Hardendale Quarry - Tunstead sidings empty box wagons working. *Michael Lynam*

Freightliner



▶ Class 66 561 working the 6V75 Dee Marsh - Margam, passes Burgs Lane on September 2nd. *Carl Grocott*



▶ On August 8th, Class 47 830 passes through Acton Bridge whilst on route learning duties between Crewe, Greenbank and Fiddlers Ferry power station. *Michael Lynam*

▶ On August 19th, Class 66 529 catches some sun as it passes through Doncaster working a Leeds - Ipswich liner. *Richard Hargreaves*

Freightliner



▶ Class 86 637 and 86 638 approach Acton Bridge on August 8th with a Ditton - Crewe Basford Hall working. *Michael Lynam*



▶ Class 70 011 passes through Acton Bridge working a Felixstowe - Ditton (O'Connor) liner on August 8th. *Michael Lynam*



▶ Heading under one of the new gantries at Swindon on August 4th, Class 66 537 heads to Southampton with a liner from Wentloog. *Ken Mumford*



Freightliner



Class 66 570 passes through Acton Bridge on August 4th with a Garston FLT - Crewe Basford Hall liner.. *Michael Lynam*



Pictured hauling a Crewe to Trafford Park liner through Manchester Piccadilly on August 14th is Class 66 418. *Brian Hewertson*

Class 66 567 works a well loaded Southampton Maritime to Garston liner through Whitchurch on August 15th. *David Lindsell*

GBRf



▶ Class 92 044 and 66 737 are seen at Standish with the 4S94 Wembley - Irvine china clay train on August 16th. *John Sloane*

▶ On August 15th, Class 66 776, newly named 'Joanne' working 6G16 Cliffe Hill Stud Farm - Bescot loaded NR discharge wagons, passes Burton on a strange route, via Leicester - Loughborough - Stenson - Burton, then Lichfield to Crewe, reverse back to Stafford and Bescot. *Stuart Hillis*

▶ Class 66 705 'Golden Jubilee' leads 6E45, the 13:04 Theale Puma GBRf to Immingham Puma GBRf empty tanks through Leicester on August 2nd. *Derek Elston*



GB Railfreight's summer charity charter trains raise over £26,500

GB Railfreight (GBRf) is delighted to announce that its two charity charter trains, "The Charity Chibble" from Ipswich and "The Absent Shunter" from Newcastle, have raised over £26,500 for GBRf's three chosen charities; The British Heart Foundation (BHF), Woking Homes and The Ripple Project.

"The Charity Chibble" took place on Sunday 15th July. Starting at Ipswich, it headed for London to then take a circular tour via Peterborough and Sheffield, back to London and on to Basingstoke.

The second trip on Sunday 13th August, "The Absent Shunter", was a one-way trip from Newcastle to Basingstoke via York, Crewe and London. As the ride was long distance – it could only be one way – but still created a lot of interest, especially as it is an opportunity to reach our supporters and staff in the north of England.

The masterminds behind the charity trains are GBRf Managers Paul Taylor and Dale Williams. The tours were designed to make use of the coaches used on staff day-trip trains the previous day – rather than run them directly back empty to Eastleigh Depot in Hampshire, they ran as passenger services with all advertising being done through social-media.

But these events could not be done without the willing help of the staff across GBRf, these include volunteer Train Managers (Drivers), the Guards who worked the train and an army of stewards and helpers on both days from all parts of the business.

Thanks are also due to the Harry Needle Railroad Company and Electric Traction Ltd who allowed use of their locomotives as well as Riviera Ltd who own the coaches.

All of the money raised will go towards GBRf's chosen charities; The British Heart Foundation (BHF), Woking Homes and The Ripple Project. The money raised by GBRf for the BHF will fund lifesaving research to help support the 7 million people living with heart and circulatory disease in the UK.

For over 50 years, BHF-funded research has revolutionised our understanding and the treatment of heart disease. Woking Homes is a residential care home with a 'railway heritage' providing a secure, relaxed, and homely environment primarily for former rail employees. The Ripple Project seeks to improve the quality of life for residents of all ages in the Restalrig, Lochend and Craigentenny and Edinburgh area, designed to help local people help themselves. GBRf has been supporting these charities since December 2016 and will continue to do so until the end of this year.

John Smith Managing Director of GBRf has said: "I am delighted we have been able to raise such amazing figures from our charity rides. Our charity events are a day for all our staff, supporters, and crew to enjoy whilst supporting worthwhile causes. Thank you to the GBRf staff who are able to put such events on".



◀ Class 66 777 'Annette' (with 66 753 on rear) works the 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers through Moira on August 23rd. *Stuart Hillis*



GBRf

- ▶ Class 66 779 'Evening Star' working the 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers passes Moira on August 16th. *Stuart Hillis*
- ▶ Class 66 707 'Sir Sam Fay (Great Central Railway)' leads the 4N80 11:30 Doncaster Down Decoy GBRf to North Blyth GBRf on the approach to Doncaster station on August 2nd. *Derek Elston*
- ▶ Class 66 727 at the head of the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf liner as it heads through Northampton on August 21st. *Derek Elston*



GBRf



▶ On August 17th, Class 66 776 heads through Burton with a second working of 6G16 Stud Farm - Bescot loaded self discharge stone train. *Stuart Hillis*

▶ At less than walking pace, 66707 'Sir Sam Fay' crawls through Crosfields chemical works with coal from Redcar to Fiddlers Ferry on a sunny September 1st. *Jeff Nicholls*

▶ Class 66711 is seen at Culcheth foot crossing working the 4M09 16:28 Drax to Tuebrook Sidings on July 31st. *Tim Richardson*



▶ Class 66 702 passes through Hellfield on August 2nd with empty hoppers from Doncaster - Arcow Quarry. *Michael Lynam*

▶ Class 66 723 (in its new helicopter livery) and 92 044 pass Coppull with the Wembley - Irvine china clay train on August 23rd. *John Sloane*

▶ With Pen-y-Ghent as the backdrop, Class 66 747 passes Selside hauling the 6E77 Arcow - Hunslet loaded stone on August 17th. *Dave Harris*

GBRf



▶ Class 66 769 arrives into Doncaster on August 19th working the regular Saturday South Eastern EMU drag to the works for overhaul. *Richard Hargreaves*



▶ Ex-works Class 66 723 (ZA723) stands at Eastleigh on August 10th. *Julian Churchill*



▶ Class 66 752 'The Hoosier State' powers the late running 6E84 08:20 Middleton Towers GBRf to Monk Bretton Redfearns GBRf through Doncaster on August 2nd. *Derek Elston*



GB Railfreight continues to support armed forces by updating the livery of the Chinook locomotive

Following on from the highly successful collaboration and naming of the HMS Argyll F231 (formally 66 775) after the 23 Frigate HMS Argyll in July, GB Railfreight are continuing their support of our forces by updating the livery of the Chinook locomotive.

In 2008 the 66 723, Chinook, was unveiled in a naming ceremony by John Smith and the then Station Cdr Group Captain Andy Turner in support of the Royal Air Force. It carries the 3 squadron plaques of 7, 18 and

27 Squadron the 3 frontline Squadrons at RAF Odiham.

In recognition of the 100-year anniversary of the Royal Airforce next year, the livery of the Chinook Locomotive has been updated to include the Royal Airforce Standard, the aircraft number ZA from the Chinook fleet and the view of a Chinook.



Class 66 712 'Peterborough Power Signal Box' leads Class 92 010 working 6S94 Dollands Moor - Irvine China Clays, passing through Leyland on August 2nd. *Alan Naylor*

Class 66 755 stands at Bardon Hill on August 28th. *Derek Elston*

GBRf



▶ On August 4th, Class 66 715 passes through a sunny Acton Bridge working a Liverpool Biomass Terminal - Drax AES Biomass train. *Michael Lynam*



▶ Class 66 754 heads through Hyde Central on August 14th hauling an Arcow Quarry to Bredbury stone train. *Brian Hewertson*



▶ On August 19th, Class 66 704 heads northwards through Doncaster with Tyne bound empties. *Richard Hargreaves*

GBRf



▶ Class 66 701 leads the 6M33 Arcow to Pendleton. The train is seen here having departed from Arcow quarry, headed to Blea Moor and now returning through Ribbleshead on August 23rd. *David Hollowood*



▶ Class 66 752 leads 66 710 working the 6K50 Toton - Crewe past Searchlight Lane Jct. on August 28th. *Carl Grcott*



▶ Class 66 756 arrives into Leicester on August 5th with a rake of box wagons. *Richard Hargreaves*



Great Western Railway



On July 24th, power car No. 43028 speeds through Dawlish with a London Paddington to Plymouth service. *Richard Hargreaves*

On July 28th, power car No. 43165 arrives into a very wet Liskeard working a Penzance to London Paddington service. *Richard Hargreaves*

Power car No. 43172 'Harry Patch' is seen on the rear of a London Paddington bound service as it heads through Dawlish Warren on July 24th. *Richard Hargreaves*





Great Western Railway

▶ A Great Western IC125 headed by power car No. 43169 'The National Trust' departs Worcester Shrub Hill with the 14:25 Great Malvern - London Paddington service on August 28th.
Chris Morrison



New Intercity Express Trains for Devon and Cornwall begin testing

Passengers in the South West are a step closer to experiencing new trains as Hitachi begins testing the Class 802 Intercity Express Train fleet. On Tuesday 8 August, the first of Great Western Railway's Intercity Express Trains for Devon and Cornwall carried out test runs in Somerset, between Bruton and Cogload. Two more trains are due to arrive in the South West within the coming weeks as part of a comprehensive test programme. From 2018 this fleet of Class 802 IETs, which is being financed by Eversholt Rail, will connect London Paddington to Exeter, Plymouth, Penzance and many more communities.

Part of GWR's new Intercity fleet, the 36 Class 802s are fitted with bi-mode technology, allowing trains to use both diesel and electric power, ensuring passengers experience new trains as soon as possible. Passengers will benefit from over a fifth more seats per train, more frequent trains and shorter journey times. The IET is designed to withstand the region's variable weather conditions, including routes along the Dawlish coast. These new trains harness Hitachi's Japanese bullet train technology and will offer a step-change in the journey experience for passengers.

Mark Hopwood, Managing Director of GWR, said: "We know how important the railway is to the economies and communities of the South West, and the start of testing today marks another milestone in delivering the improvements we know our passengers wish to see. "These trains will help us deliver faster, more frequent services into the South West, each providing up to a fifth more seats per train."

Berry Sas, Projects Director at Hitachi Rail Europe, said: "This is an exciting milestone for our team as we ensure the trains are delivered on time and in top condition. Passengers and enthusiasts will be able to catch glimpses of the new trains as they begin regular test runs in the region."





Great Western Railway

Power car No. 43002 'Sir Kenneth Grange' is seen on the rear of 1C86 London Paddington - Penzance as it passes Cockwood Harbour on July 31st. *Dave Harris*

Class 57 605 stands at Penzance on August 5th having arrived with the 2C51 service from Exeter St. Davids. *Carl Grocott*

Power car No. 43098 leads a Paignton - London Paddington service along the sea wall approaching Dawlish Warren on July 28th. Seen here from the top of Langstone Rock. *Dave Harris*



GWR agrees sponsorship deal with Visit Bath

Great Western Railway (GWR) has agreed a partnership deal with Visit Bath, helping to continue to promote the city as a leading UK destination. With GWR providing over 60 services a day between London and Bath Spa, offering over 30,000 seats, as well as direct services from South Wales, the South Coast, and the South Cotswolds, a one-year partnership agreement has been signed.

Bath's new MP Wera Hobhouse has welcomed the move and said: "Bath is such a wonderful destination with its rich and diverse heritage, its arts festivals and cultural activities, and its retail opportunities. Visiting by train couldn't be easier as you arrive right in the heart of the city. I'm very pleased to see Visit Bath and GWR coming together to help promote our wonderful city." By working in partnership, the two organisations hope to maximise the role of tourism to the city, helping travellers to make greater use of rail and all the advantages that taking the train has to offer.

GWR Brand and Product Manager Rachel Jefferies said: "We at GWR recognise the value of rail to the national and to local economies, and we are honoured to serve some of the UK's top destinations; allowing people to get to great places. "Now there is no need to worry about traffic jams or parking. Sit back, relax with a drink, and enjoy the scenery as you watch the UK's only World Heritage city roll into view."

The agreement will see GWR help fund Visit Bath, the official destination organisation for Bath and beyond, and GWR take advantage of Visit Bath publications, helping to improve access to the city.

Leslie Redwood, Head of Business Development and Partnerships at Visit Bath said: "We are delighted to announce this major strategic marketing partnership with GWR, especially at this most crucial time of the biggest upgrading of the railway in a generation. Visit Bath is also a rapidly changing and expanding organisation with much more of a national and international remit than ever before, supporting both the City and Region of Bath with Marketing Campaigns, Events and many new Partnership arrangements, across many sectors, widening the organisation's support and promotional agenda. "This arrangement is one of the biggest strategic partnerships ever agreed outside of London and is already yielding huge benefits to both partners involved – we look forward to a long and fruitful relationship with our new lead travel partners."

Bath has over 5 million visitors every year, 4.6 million of which are day trippers, making it the most visited city outside of London. During the 2016 Bath Christmas Market, over a quarter of visitors to the city travelled by train with the number increasing year on year.

The agreement comes just a few months before the arrival of new Intercity Express Trains (IET) enter passenger service, providing the biggest change in the GWR fleet in a generation.

Replacing GWR's fleet of High Speed Trains first introduced to the UK rail network in the late, 1970's the new IETs will provide over a fifth more seats per train, enable more frequent services, and with the completion of electrification quicker journey times.



Photo L to R: Visit Bath's Leslie Redwood, GWR's Rachel Jefferies and Visit Bath Chief Executive David James. © GWR



On August 10th, power car No. 43125 leads the 1A83 Penzance - London Paddington past Sheldon Bridge, Teignmouth. *Steve Thompson*

Class 57 602, arrives into Dawlish on 2E75 Plymouth - Exeter on August 12th. *Steve Thompson*

Great Western Railway



▶ Power car No. 43193 leading the 1C82 London Paddington - Penzance, seen here passing through Clerks tunnel from Horse Cove on July 31st. *Dave Harris*



▶ Power car No. 43180 on the rear of 1L85 Cheltenham Spa to London Paddington stands at Gloucester on August 19th. Power car No. 43040 'Bristol St. Philip's Marsh' was leading. *Ray Anslow*

▶ Power car No. 43016 leading a Penzance - London Paddington service is seen here passing Spey Point Teignmouth on July 28th. *Dave Harris*



Great Western Railway

▶ On August 5th, Class 57 605 heads through Dawlish with the 2C51 Exeter - Penzance service. *Steve Thompson*

▶ Power car No. 43185 (with 43002 on the rear) works the 1C76 London Paddington - Penzance through Dawlish on August 6th. *Steve Thompson*

▶ Power cars Nos. 43002 and 43185 head through Dawlish on the 1A94 Penzance - London Paddington service. *Steve Thompson*



Network Rail



Class 67 027 and 67 023 top'n'tail the 08:14 Tyseley L.M.D. to Bristol High Level Siding, seen approaching Weymouth on August 9th.

Julian Churchill



Not a common sight down in Somerset, but on August 3rd, Class 37 403 leads inspection saloon Caroline on a jolly past Cogload Junction whilst working to Newton Abbot (originally planned to terminate at Exeter St. Davids). The working was 2Z02 Willesden Brent DRS to Willesden Brent DRS. *James Passant*



Class 37 218, and 37 421 top'n'tail a Derby - Carlisle test train working past Coppull Moor on August 1st. *John Sloane*





Network Rail



▶ On August 6th, Class 37 175 shoves a Derby - Chesterfield - Derby working through Stanton Gate. *Mark Pichowicz*

▶ Class 37 219 and 37 421 approach Farington Curve Junction with a Blackpool North - Morecambe via Hellifield test train on August 11th. *John Sloane*

▶ On August 19th, 1Q86 Class 37 254 and 37 057 arrive at Lincoln, running unusually via Newark to Peterborough instead of via Spalding as booked. *Steve Thompson*





Network Rail



▶ Class 37 057 stands at Doncaster on August 26th, on the rear of a Lincoln to Derby test train, (with Class 37 254 leading), in the background are Virgin Trains' Class 91 125 and EMT's Class 156 415. *Richard Hargreaves*

▶ Class 37 254 'Cardiff Canton' and DBSO No. 9702 working 3Q36 Derby RTC - Crewe, via Burton - Leicester - Burton - Toton to Crewe., pass Moira West Junction signalbox on August 1st. *Stuart Hillis*

▶ On August 18th, 3Q55 had been to Barton on Humber and then made it's way back to Derby via Brigg, with DVT No. 9701 leading and Class 37 025 providing the power in rear, seen here near Brigg Sidings Box, just short of Hibaldstow barriers. *Steve Thompson*



Network Rail



▶ On August 3rd, a surprise visit through Dawlish by the inspection saloon. It was only supposed to work as far as Exeter, but then made a quick trip to Newton Abbot and back. Here Class 37 403 hauls 'Caroline' past the sea front.

Steve Thompson

▶ Class 67 027 'Charlotte' and 67 023 'Stella' top'n'tail the test train from Derby RTC - Tyseley via East and West Midlands, passing Moira West Junction on August 8th. *Stuart Hillis*

▶ On August 26th, 1Q68 time again! as Class 97 301 leads into Scunthorpe for the customary photo-stop before reversal and 37 175 taking charge for the return westwards. *Steve Thompson*





Network Rail



▶ Class 97 303 (with 97 302 on the rear) heads through Steel Heath on July 30th working the 6C70 Crewe - Barmouth. *Carl Grocott*



▶ On August 16th, Class 37 025 arrives into Lincoln on the rear of a test train from Derby - Immingham via 'Lincolnshire' with DBSO No. 9701 leading. *Michael Lynam*



▶ BR blue large logo Highland liveried Class 37 025 'Inverness TMD' and DBSO No. 9701 works Derby RTC - Exeter Riverside test train, through Burton on August 7th. *Stuart Hillis*



Network Rail



▶ Class 37 421 (with 37 219 on the rear) storm up Boars Head Bank, past Standish, on a Derby - Carlisle test train on August 29th. *John Sloane*

▶ On August 27th, Class 37 057 worked the 10:15 Reading Triangle Sidings to Derby RTC SERCO crossing Monxton Viaduct near Andover running some 17 mins early. *David Lindsell*

▶ Class 950 001 passes through Leamington Spa on August 7th, heading south. *Richard Hargreaves*





Rail Operations Group



‘Phoenix through Bridgwater’ as Rail Operations Group’s Class 37800 rockets through Bridgwater whilst working 0M57 Taunton to Derby North Doc Siding on August 3rd. *James Passant*

First Scheduled Passenger Services Operated by ROG

Rail Operations Group operated their first scheduled passenger services over the August Bank Holiday. Due to the closure of Euston for engineering work, ROG operated a series of additional services between Birmingham Moor Street and London Marylebone to add capacity to the Chiltern main line.

The trains were formed of Mk2e coaching stock provided by Riviera Trains and hauled by ROG’s 95mph class 47 locomotives. Mark Keighley, ROG’s Passenger Services Manager said, “although we’ve operated a number of passenger charter services in the past, this was a significant step forward in establishing ROG as a key player in supporting the Train Operating Company (TOC) sector”.

Rail Operations Group are developing plans to separate passenger operations from its core business.

Photo shows ROG’s class 47 locomotive 47813 at the head of 1R92, the 12.53 London Marylebone to Birmingham Moor Street service on Saturday 26 August. ©ROG/Tom Stobbs.



ROG Start High Speed Train Cascade Programme

The first GWR (Great Western Railway) High Speed Train to be cascaded to Abellio Scotrail was transferred from St. Philips Marsh Depot in Bristol to Polmadie Depot in Edinburgh on Friday September 1st.

In total, 26 HST train sets will be transferred to Scotrail by Rail Operations Group between now and November 2018.

The image shows the first transfer running into Edinburgh Waverley station following its run via the East Coast Main Line.



More Technical Advancement from ROG

In 2015, ROG announced its vision to eradicate the use of barrier and translator vehicles from routine locomotive haulage of UK EMU train fleets. This required ROG to acquire and modify a small number of locomotives. The modification would equip the locomotives with electro-pneumatic brake translation equipment and also Dellner and Tightlock couplers compatible with EMU rolling stock.

ROG achieved that vision when it ran its first commercial service on behalf of one of the rolling stock leasing companies hauling a pair of class 319s EMUs using new, direct coupling, through its new drop-head Tightlock coupler arrangement. Although ROG have been operating similar EMU stock movements with Dellner couplers for 18 months, this was the first time employing the new Tightlock arrangement which had been designed, engineered and fitted by UKRL in Leicester. The movement illustrated above is the first of a number of similar moves taking off-lease class 319 EMUs into store.



Photo: ©ROG/Tom Stobbs.



On August 21st, 5Z94, the 15:02 Hornsey E.M.U.D. to Long Marston passes Church Brampton with Class 37 884 taking 319 449 and 319 436 into storage. *Derek Elston*

On August 2nd, Class 37 800 heads through a wet Dawlish Warren with a route learning trip, from Taunton to Plymouth. *Richard Hargreaves*





Rail Operations Group



▶ ROG/ Europhoenix Class 37 884 towing Class 319 421 as 5Z94 from Derby Litchurch Lane to Long Marston for storage, passes Burton on August 25th. *Stuart Hillis*

▶ Class 47 813, 47 812 and 37 601 'Perseus' working as 0R98 Leicester LIP - Burton Nemesis Rail Depot, via the Leicester - Burton freight line, arrive at Burton on August 25th. *Stuart Hillis*



Units: DMUs and EMUs



Merseyrail's Class 507 002 in its colourful 'Liverpool Hope University' livery, departs Leasowe on August 26th. *Paul Godding*

Class 319 374 displays Northern's new livery as it approaches Coppull Moor on a Preston - Liverpool South Parkway service on August 1st. *John Sloane*

Arriva Trains Wales' Class 158 841 and 158 825 call at Telford Central on August 28th. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Arriva Trains Wales' Class 175 007 calls at Earlestown on a Llandudno - Manchester Piccadilly working on August 6th. *John Sloane*

▶ Northern's Class 142 094 departs Doncaster with the 2P65 10:19 Scunthorpe to Lincoln Central via Sheffield service on August 2nd. *Derek Elston*

▶ On August 20th, First Great Western's Class 166 202 working the 1P41 from Worcester Foregate Street enters Oxford to link up with 166 120 for the rest of the journey to London Paddington. *Ray Anslow*



Units: DMUs and EMUs



Greater Anglia's Class 155 322 and 155 335 depart from Reedham station with the 09:48 from Lowestoft to Norwich on August 14th.
Jeff Nicholls



Merseyrail's Class 508 112 stands at Hamilton Square on August 26th with a service to Liverpool Central.
Paul Godding



Great Northern's Class 313 045 arrives into Alexandra Palace with the 2J04 15:34 Hertford North to Moorgate service on August 23rd.
Derek Elston

Units: DMUs and EMUs



▶ Great Northern's Class 365 540 hurries past Harringay with the 1C47 07:29 Cambridge to London Kings Cross service on August 26th. *Derek Elston*



▶ Merseyrail's Class 508 139 departs Leasowe on August 26th. *Paul Godding*



▶ Northern's Class 156 484 leads past Standish on a Blackpool North - Manchester Airport service, diverted because of the Bolton blockade on August 29th. *John Sloane*



Units: DMUs and EMUs



▶ Northern's Class 156 464 passes Balshaw Lane Junction working a Buxton - Barrow service on July 30th. *John Sloane*

▶ Great Northern's Class 387 122 rushes through Harrigay working the 1T11 06:54 Kings Lynn to London Kings Cross service on August 26th. *Derek Elston*

▶ On August 5th, Northern's Class 158 842 and 158 909 departs Appleby on a Leeds - Carlisle service. *Michael Lynam*



Units: DMUs and EMUs



▶ Arriva Trains Wales Class 150 260 working the 2D17 Blaenau Ffestiniog to Llandudno, stands at Blaenau Ffestiniog station on July 1st. *Alan Naylor*

▶ On August 28th, London Midland's Class 172 220 arrives into Kidderminster with a Worcester bound service. *Richard Hargreaves*

▶ Greater Anglia's Class 156 419 departs Brundall with a service to Great Yarmouth on August 16th. *Jeff Nicholls*



Units: DMUs and EMUs

▶ East Midlands Trains' Class 158 864 waits departure time with 2L72 to Leicester at Lincoln on August 19th. *Steve Thompson*

▶ South Eastern's Class 466 005 and 465 905 await departure time at London Blackfriars on August 23rd forming the 2S95 18:10 to Rochester service. *Derek Elston*

▶ East Midlands Trains' Class 156 415 departs Duffield on August 12th, working a Newark Castle to Matlock service. *Richard Hargreaves*



Units: DMUs and EMUs



▶ South West Trains' Class 707 010 stabled in the yard at Clapham Junction, along with a rather large amount Class 450 Desiro's. *Derek Elston*



▶ Northern's Class 156 425 and a Class 142 unit head out of Parbold with a Manchester Victoria service passing the newly unveiled "Parbold Cabin" sign on the box which has been restored by local volunteers, August 31st. *John Sloane*



▶ Thameslink's Class 700 103 approaches London Blackfriars station working the 1W90 15:35 Brighton to Bedford service on August 23rd. *Derek Elston*

Units: DMUs and EMUs



East Midland Train's Class 153 310 and 153 383 occupy the east bays at Lincoln on August 16th. *Michael Lynam*



On August 26th, Arriva Trains Wales Class 150 237 working the 2G62 Maesteg to Cheltenham Spa service, calls at Gloucester. *Ray Anslow*

Greater Anglia's Class 321 448 is seen in the yard at Wabtec, Doncaster on August 2nd. *Derek Elston*

Units: DMUs and EMUs



On July 24th, Great Western's Class 143 603 and 153333 stand at Teignmouth working a Paignton to Exmouth service. *Richard Hargreaves*



Great Western's Class 153 380 and 153 329 call at Torquay on August 12th working the 1A92 Paignton - London Paddington, the units worked to Exeter St. Davids for a HST forward. *Steve Thompson*



South West Trains' Class 159 104 calls at Whitchurch on August 15th working a late running 10:06 Gillingham to Reading service. *David Lindsell*

Units: DMUs and EMUs



▶ Arriva Trains Wales' Class 158 836 departs Llandudno on August 21st working a service to Manchester Piccadilly. *Alan Rigby*



▶ East Midlands Trains' Class 156 498 stands at Manchester Piccadilly on August 17th working a Liverpool Lime St. to Peterborough service. *Brian Hewertson*



▶ Great Western's Class 150 239, returns to Cardiff on 2U20 from Paignton, seen here as it arrives at Dawlish on August 11th. *Steve Thompson*



Units: DMUs and EMUs

On August 12th, CrossCountry's Class 221 127 stands at Torquay working the 1V55 Manchester - Paignton service. *Steve Thompson*

South West Trains Class 159 004 waits at Exeter St. Davids with the 1L52 to Waterloo on August 9th. *Steve Thompson*

Fresh from its repaint, Great Western's Class 143 612 stands at Exeter on August 4th. *Richard Hargreaves*



Units: DMUs and EMUs



▶ Northern's Class 319 367 arrives into Preston on August 26th with a terminating service from Liverpool Lime St. *Brian Battersby*



▶ Northern's Class 142 024 departs Doncaster on August 19th working a service to Lincoln via Sheffield. *Richard Hargreaves*



▶ On July 24th, Great Western's Class 143 612 and 153 380 call at Dawlish Warren working an Exmouth to Paignton service. *Richard Hargreaves*



Units: DMUs and EMUs

▶ On August 5th northern TransPennine services were diverted via the Hope Valley, Doncaster and the ECML. Seen here the 14:06 Newcastle to Manchester Airport approaches Joan Croft Jct. north of Doncaster. *Neil Scarlett*

▶ Great Western's Class 143 612 working the 2E40 Paignton - Exeter service, arrives into Dawlish on August 8th. *Steve Thompson*

▶ The colourful combination of Great Western's Class 153 333 and 153 325 departs Paignton on July 25th. *Richard Hargreaves*





Virgin Trains



▶ A pair of Virgin Voyager's form the 1S39 Birmingham New Street to Glasgow Central, passing Long Ashes (Penrith) on a wet August 14th. *David Hollowood*



▶ Class 91 128 'InterCity 50' is signal checked at Alexandra Palace whilst working the 1D20 15:35 London Kings Cross to Leeds service on August 23rd. *Derek Elston*



▶ East Midlands Trains HST power cars Nos. 43059 and 43061 'The Fearless Foxes' sandwich a rake of VTEC liveried stock working the 1D11 11:05 London Kings Cross to Leeds service on August 2nd. *Derek Elston*

Virgin Trains



Power car No. 43317 speeds through Doncaster on August 19th on the rear of a Leeds service, and sporting a plain red bodyside livery.
Richard Hargreaves

Virgin Trains accelerates journeys with eight-minute London-Scotland film

Speeded up cab footage shows some of most iconic scenes on Britain's railway

Virgin's role in accelerating intercity travel celebrated as operator reaches 20th anniversary

Virgin Trains is inviting customers to experience travel between Scotland and London in just eight minutes.

To celebrate its 20th anniversary, the intercity operator has released speeded-up footage showing the incredible sights viewed from the drivers' cab on some of its most scenic routes.

On the west coast route between Glasgow and London, these include the dramatic Cumbrian hills and Beattock Summit in Scotland. On the east coast, the Edinburgh-London journey covers the beautiful border town of Berwick-upon-

Tweed and famous bridges spanning the Tyne between Newcastle and Gateshead.

Over the past two decades, Virgin has become famous for speeding up intercity journeys on the west coast route, where it accelerated the Glasgow-London journey time from more than five hours to 4hr,29min following introduction of its Virgin High Frequency timetable in 2009.

Virgin took over the east coast route in 2015 and is now planning to bring regular Edinburgh-London journey times to around four hours, every hour, following introduction of its new fleet of state-of-the-art Azuma trains.

Danny Gonzalez, who is now Marketing Director for Virgin Trains on the east coast after previously carrying out this role on the west coast route, said: "Train travel in Britain offers some stunning sights and we'd defy anyone to enjoy the same experience when

stuck in motorway traffic or peering through the tiny windows of a plane. We're lucky enough to operate two of the most iconic, famous routes in the country. We'd encourage everyone to take the time to see these for themselves - but if you've only got a few minutes to spare, these videos offer a beautiful introduction."

Videos showing the eight-minute journey from Glasgow and Edinburgh to London can be viewed on YouTube, here:

Glasgow to London - <https://youtu.be/yfJVKo3lhJM>

Edinburgh to London - <https://youtu.be/jvAaxnT6K5E>

Or you can download the full videos using this link: <https://virgintrains.box.com/s/3js3mqweuoq1mphl1egkdozee60rcsxl>

Virgin Trains wins highest ever market share against airlines between Scotland and London

Virgin Trains has hailed an “historic shift” in travel patterns as more Scotland-London passengers choose train over plane than at any time in more than 20 years. New figures reveal an 18% year-on-year growth in Virgin Trains passengers travelling between Glasgow/Edinburgh and London in June. This left Virgin with a 33% share of the air/rail market on the UK’s busiest domestic air routes, beating a previous record set in 2014. The shift coincides with a new report which explores the environmental benefits of train over plane travel.

The research, undertaken by sustainable transport charity Transform Scotland, found that:

- Overall air and rail travel between Scotland’s Central Belt and London is increasing – but carbon emissions are falling as more people choose train
- Virgin Trains’ growth on the west coast route between Glasgow and London over the last decade has saved enough CO2 (332,208tCO2) to take 145,000 cars off the road for a year
- Further passenger growth on the east coast route between Edinburgh and London can be accommodated whilst still cutting carbon, thanks to ambitions plans by Virgin Trains to win a 50% market share against airlines

The full report, A Green Journey to Growth, can be found here: <http://transformscotland.org.uk/>.

Virgin Trains has enjoyed strong growth on its two routes connecting Scotland to London thanks to a string of customer service improvements introduced over the last two years.

On the east coast route, Virgin has completely refurbished its

train interiors and introduced 25 additional direct London-Edinburgh services per week, while the west coast route has seen punctuality improve to its best level in more than a decade.

Both business have lowered fares to compete more aggressively with airlines and introduced BEAM, the industry-leading onboard entertainment app that allows customers to stream hundreds of hours of leading films and TV to their devices. Virgin Trains was named Public Transport Operator of the Year in Transport Times’ Scottish Transport Awards earlier this year.

In June, a total of 180,000 customers travelled on Virgin Trains services between Edinburgh and London on the east coast and Glasgow and London on the west coast, up from 152,000 a year earlier.

This represented 33% of the total air/rail market (not including Sleeper services), up from 32% in June 2014, according to figures for direct air journeys provided by the Civil Aviation Authority (CAA).

On the east coast route between Edinburgh and London, Virgin Trains’ market share against airlines was as high as 37%, up two percentage points on its previous peak in 2014. On west coast, Virgin Trains’ market share between Glasgow and London was 27%.

Virgin has seen similarly strong growth in July and August and expects to retain its record-breaking market share, though comparable CAA figures for airlines are not yet available for these months.

The increase in market share for rail journeys comes against an increase in the overall travel market, with air and rail travel

between Glasgow/Edinburgh and London increasing from 6 million in 2014 to 6.7 million last year.

Virgin Trains has set out bold ambitions to win 50% of the air/rail market share between Edinburgh and London by 2023 after the introduction of its Azuma fleet, which will allow regular journeys to be reduced to just four hours.

The shift has been welcomed by Scotland’s Transport Minister, Humza Yousaf MSP, who said: “The Scottish Government has set some of the toughest climate change targets for the people of Scotland. I am therefore delighted to hear of the increase in the use of our railway, as it is a fundamental part of achieving our greener transport aspirations. I welcome the publication of this Transform Scotland report which showcases the environmental benefits of rail, and underlines the importance of having high speed rail connectivity between Scotland and London.”

David Horne, Virgin Trains Managing Director on the east coast route, said: “When we took over the east coast route, we set out ambitious plans to gain a 50% market share between Edinburgh and London by 2023. These figures show an encouraging start to that journey and confirm an historic shift in travel patterns towards train. Our customers have responded positively to the improvements in customer service and investment in new train interiors and additional services.”

Sarah Copley, Commercial Director for Virgin Trains on the west coast route, said: “In the 20 years that Virgin has operated services between London and Glasgow, we’ve seen spectacular growth as customers have welcomed the step change in services we’ve delivered. We’re delighted to see that growth continue – which is good for customer choice and the environment.”



Virgin Trains



Virgin Trains’ Class 390 103 nears Brock with the 1M12 11:40 Glasgow Central - London Euston service on August 7th. *John Balaam*

Pendolino Class 390 104 complete with ‘Longsight 150’ branding, stands at Preston on August 28th, working a service to Milton Keynes. *Brian Battersby*



Virgin Azuma debuts in Scotland on east coast test run

•Virgin's new state-of-the-art train travels north of the border for first time

•Inaugural run ahead of plans to accelerate London-Edinburgh journeys to 4hrs

Virgin's state-of-the-art Azuma train has visited Scotland for the first time on August 16th as part of plans to transform Edinburgh-London rail journeys.

The inaugural run north of the border was made as part of a testing programme by manufacturer Hitachi in preparation for roll out of the 65-strong fleet on the east coast route next year.

The eagerly-anticipated debut comes as Virgin plans to accelerate journey times between Edinburgh and London by 22 minutes, bringing regular journey times down to just four hours.

The Azuma is set to be one of the most advanced passenger trains on the UK rail network, able to accelerate faster than existing trains and providing more comfort and space inside.

As well as speeding up journeys and boosting capacity out of King's Cross by 28% at peak times, the Virgin-designed train will usher in a new era of comfort and style.

It has taken its name from the Japanese word for "East", in homage to its Japanese bullet train technology and the iconic east coast route where it will operate.

Hitachi is building the Azuma fleet at its purpose built £82million facility in Newton Aycliffe, County Durham, which employs 900 people.

The Azuma being tested on August 16th was a 9-car bi-mode train capable of travelling on both electric and diesel power.

It travelled north of Newcastle for the first time at 12.00, travelling over the iconic Royal Border Bridge in Berwick-upon-Tweed and then over the Scottish border itself at 12.45.

It arrived at Dunbar Station, where it was met by a piper as it pulled into the platform

shortly after 1pm before departing four minutes later to travel south to Doncaster.

The test run was welcomed by Scotland's Transport Minister, Humza Yousaf MSP, who said: "Making rail an attractive alternative is an ideal way to encourage more people out of their cars and onto greener transport. That is why it's great to see Virgin's first cross-border Azuma fleet in Scotland as part of their testing programme which is building towards service introduction next year. This new fleet of trains serving stations all across the north and east of the country offer more opportunities for passengers to travel by rail in the future."

David Horne, Virgin Trains' Managing Director on the east coast route, said: "The Virgin Azuma will deliver a step-change in services between Scotland and England, taking regular journeys down to just four hours. Having the train visit Scotland for the first time as part of testing is a really important moment and reminds us of the excitement it will bring to UK train travel when it is introduced into service."

Karen Boswell, Managing Director at Hitachi Rail Europe, said: "Passengers and enthusiasts in Scotland will be seeing more of the Azuma trains in the coming months as part of our rigorous test programme. Our UK-built fleet harnesses world famous Japanese bullet train technology, giving passengers on the east coast main line the very best in quality and reliability."

Virgin are introducing the Azumas in conjunction with the DfT. The 65-strong fleet must undergo a rigorous test programme ahead of entering passenger service next year.



Virgin Trains

▶ Power car No. 43274 speeds through Doncaster on August 26th leading a London Kings Cross to Leeds service. *Richard Hargreaves*

▶ Class 91 111 departs York on August 19th, on the rear of a London Kings Cross bound service. *Richard Hargreaves*









Blackpool Trams

▶ Railcar No. 680 calls at Pleasure Beach on August 26th, working a service to Starr Gate.
Brian Battersby



▶ Balloon tram No. 717 and rebuilt sister No. 718 are seen at Pleasure Beach on a glorious August 26th.
Richard Hargreaves



▶ Unusually standing at the Starr Gate terminus on August 26th is Balloon tram No. 723, awaiting a run to Tower. Just ahead of it is Flexity No. 011. The heritage fleet runs were curtailed in the afternoon owing to a pop concert held on the seafront.
Richard Hargreaves





£3.8 million train refurbishment project nears completion in Clacton

Greater Anglia engineers have been working round the clock to complete a £3.8 million refurbishment of more than 50 commuter trains.

Train passengers in Suffolk and Essex should benefit from more comfortable journeys as a result of the work, which is nearly complete.

The 54 Class 321 trains, which run between Liverpool Street and Southend, Chelmsford, Colchester and Ipswich, are being transformed with new carpets and vinyl flooring, panels and seat covers. Grab poles have also been refreshed using powder coating, a substance which is more durable than paint.

An extra four seats per four-carriage train have been also been created by decommissioning an extended first class seating area.

The work has been carried out by a team of 20, working 12-hour shifts round-the-clock at the train operator's Clacton-on-Sea depot. A four carriage train takes 60 hours (two and a half days) to complete.

The work has cost £3.8million and is due to be completed in September. Greater Anglia recruited local workers from the Clacton area to complete the project.

Jamie Burles, Greater Anglia's Managing Director, said: "Customers should definitely notice the difference when they travel on one of these refurbished trains. Our engineers have worked hard to make these trains brighter, cleaner and more comfortable, contributing to a much more pleasant journey."

"I'm also pleased that we have supported the local economy by employing 20 local people, mostly from the Clacton area for this project."

"We are replacing all of our trains with brand new trains, complete with air conditioning, plug and USB points and fast free wifi from 2019, but in the meantime we are investing more than £5 million in our current trains to help improve customers' journeys."



Fares Advice with RailUK

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

Chiltern GroupSave and Small Group ticket changes

In line with other train operators, Chiltern has introduced restricted dates for GroupSave and Small Group tickets on key days when the network is expected to be extremely busy. This allows us to manage capacity and avoid crowding.

TOD collection from location different to specified when booking

Q: As per title, if I've booked tickets online and specified collection from a certain station, can I enter my booking reference & credit card into another TOC's ticket machine on the other side of the country and collect my tickets there? Specifically I've used VTEC website to book York to Kings X Advances and Kings X to Cambridge, with collection from York. Could I collect these tickets (without making any alterations to booking details) from the VTWC machine at Wigan North Western?

Admittedly I don't need to collect elsewhere. I just have a Murphy's Law distrust of technology - We'll turn up at York with machines out of action, mile-long queues of confused tourists or machine failing to print all my tickets properly, so "a bird in the hand is worth two in the TOD machine"

A: Yes. The 'selecting a station' process is in place to make sure passengers don't turn up at their local station (or anywhere) that doesn't have any facilities with a ticket needing to be collected, rather than limiting where collection can occur. I've picked up some tickets from the collection-only TVMs inside the barriers at Leeds after selecting Leyland as the station I would pick them up from. Any machine will do although there are a handful (Merseyrail springs to mind) that aren't linked to the national database so can't be used).

The '£5k commuter club'

Q: Season ticket fares in England & Wales are expected to increase by up to 3.6% from January 2018.

"Rail fares are set to rise next year, meaning more of us are joining the so-called £5k commuter club - workers who pay that sum getting to and from work each year. Season tickets to London are already above £5,000 from places such as Milton Keynes (£5,028 to London) and Portsmouth and Southsea in Hampshire (£5,048). When fares increase in January 2018, London commuters in Oxford, Colchester in Essex and Hastings in East Sussex are also set to join the club."

A: £5000 a year, divided by 48 weeks (as most people get four weeks annual leave), divided by ten journeys a week, gives a cost per journey of £10.42. Sounds like a bargain to me.

And certainly don't mention an annual ticket giving you a Gold Card for other benefits, as well as the free travel at weekends etc.

It's about 45 miles in a straight line from Milton Keynes to Euston (according to various websites), and obviously a little longer as the railway line (or road) goes. Even with the shortest distance that's 23.2p per mile. The road distance is about 53 miles (according to Google) so that's 25,440 miles per year (rather a lot to drive). According to this site a 1.4l petrol car is going to cost to run (obviously not capital costs) £2200 a year, or about 8.5p per mile to do this. Clearly there would be quite a lot of depreciation though.

Ticket Advice for All

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



Railtalk Magazine

National Rail

Kerr Stuart & Co.Ltd, No. 4 'Edward Thomas' stands at Tywyn Wharf station, North Wales, on July 2nd. Alan Naylor



Take a look at the new trains set to transform rail travel in East Anglia

The latest computer-generated photos of some of Greater Anglia's brand new trains have been unveiled.

The photos show how the intercity, regional and Stansted Express trains will look when they come into service from 2019.

Greater Anglia is replacing every single train running on its network today with brand new trains, some of which have just gone into production.

These pictures show the trains which are being built in Switzerland by Stadler.

One of the photos shows how a bi-mode regional train, which can operate using diesel or electricity power, will look side-by-side with an intercity train at Ipswich station.

These will be used for branch lines services Marks Tey to Sudbury, Norwich to Sheringham, Great Yarmouth, Lowestoft and Cambridge, Ipswich to Felixstowe, Lowestoft, Cambridge and Peterborough, as well as a direct service from Lowestoft to London.

Customers requiring wheelchair spaces, cycle areas or First Class seating will be able to spot where to get on the new trains due to a colour-coded banding system on the outside of the train, which is shown in two of the photos showing sideviews of intercity and bi-mode trains.

The on-train locations for wheelchair spaces are identified with blue banding, cycle areas with green and First Class seating with yellow.

Over 1,000 people took part in a public consultation about the design of the new trains. Selected groups of customers, rail-users with disabilities and stakeholders were also taken to visit a life-size mock-up showing the seats, toilets, bistro area, doors

Greater Anglia Managing Director Jamie Burles said: "We're very excited about our new trains. They're part of our transformation of the railway in East Anglia. They will enable us to provide a nicer travelling environment and more seats, as well as faster,



and large windows of the new trains.

The feedback received is being used to inform the final design and specification for the carriages.

Greater Anglia is spending £1.4 billion on 169 new trains - a total of 1,043 new carriages. 58 of the new trains are being made by Stadler. The rest are being built by Bombardier in Derby.

All of the new trains will have air conditioning, USB and plug points and free fast wifi.

more frequent and more reliable journeys.

By introducing high quality new trains and better journeys, we hope to make our customers' lives a little easier."

▶ A former Eurostar e300 power car arrives at the High Speed Rail centre in Aston, Birmingham on August 17th. *John Alsop*

▶ The Eden Valley Railway at Warcop is probably one of Britain's less well known preserved railways. On August 15th rides were being provided by 'Thumper Unit' Class 205 009 which has each side in different liveries. Here we see the GWR chocolate & cream side, while the other is in BR maroon & spilt milk. The line can often be visited between photographing the northbound and southbound steam specials on the S&C line. *Colin Kennington*

Farewell to last of Thameslink's old train fleet

Thameslink, operated by Govia Thameslink Railway (GTR) between Bedford, Brighton, Wimbledon, Sutton and Sevenoaks, has reached a major milestone in its transformation of the railway by replacing the last of the 29-year-old Class 319 train fleet with modern Class 700 trains.

On Sunday 27 August, units 319217 and 319435 were coupled together as an eight carriage service to make the final southbound journey. The train left Bedford on time at 15.06 with a salute from the drivers and a blast on the horn as the train left the station with a small commemorative headboard fitted to the front.

Greeted by a crowd of enthusiasts at Brighton, the same train then left the seaside resort full and standing at 18.14 as passengers, enthusiasts and staff alike travelled on its last-ever Thameslink journey. The train arrived at Bedford on time, at 20.59.

The Class 319 train was introduced in 1988 when the cross-London Thameslink route was reopened to passenger traffic, creating a new route between Bedford and Brighton. It was designed to operate using both the overhead power lines north of London and the electric third rail to the south.

GTR Engineering Director Gerry McFadden said: "The older 319s have served us well and with the help of our staff and rail enthusiasts, we gave them a fitting send off on Sunday.

"Our new Class 700 trains are a vital part of the government-sponsored Thameslink Programme which will help deliver greater capacity as we modernise the railway to meet the massive growth in passenger numbers.

"The new trains are spacious, air conditioned and better suited for today's high capacity railway. They are well suited for people with accessibility needs and feature modern passenger information systems that even point the way to where there's more room.

"Now the 319s have gone it allows us to transform our depot at Bedford from a maintenance facility for 4-carriage units into a stabling and servicing facility for 12-carriage Class 700s. This will allow us to introduce even more longer Class 700 trains to the Bedford to Brighton route.

"Bedford Depot started life in 2004 as a maintenance depot for minor servicing of the Class 319 units when there was a six month blockade of the Thameslink route. At its peak, it became the maintenance depot for 86 Class 319 units and 32 Class 377 units, far exceeding what was envisaged, and it is a credit to the staff that worked there that they delivered so much from such a modest facility."

Passengers can go with the flow following installation of new bridge between Ely and Peterborough

Passengers on trains travelling between Ely and Peterborough are travelling over a much stronger and reliable railway bridge over the Briggate River in Whittlesey, Peterborough, following its installation over the August bank holiday weekend.

Network Rail's orange army replaced the bridge in three days without disrupting river traffic, to improve reliability as part of the company's Railway Upgrade Plan. During the equivalent of 2,200 hours of work, a team of lookouts were on hand to stop the work for river traffic so there was no impact on those using the river. Scaffolding was also placed around the bridge as an extra safety measure to stop anything from falling below.

The bridge is on the line between Ely and Peterborough and used by up to five passenger trains an hour and twelve freight trains a day. Between Saturday 26 August and Monday 28 August the existing timber decked bridge was replaced with a stronger steel decked bridge. Without the replacement, a speed restriction would need to be imposed to protect

the bridge from heavy trains, resulting in delays to both passenger and freight services. The new bridge will also last longer and is less expensive to maintain.

Simon Ancona, Network Rail's chief operating officer for Anglia, said: "Our team of engineers have worked hard over the weekend to keep the river open while installing the new bridge as part of our Railway Upgrade Plan. We no longer need to put a speed restriction in place at this point, making services more reliable. I'd like to thank passengers for their patience while we carried out this work."

Jamie Burles, Greater Anglia managing director, said: "Engineering works are vital for ourselves and Network Rail to provide a better railway for future generations. This new bridge means we will now be able to run faster trains over Whittlesey bridge."

As part of the work, the track was replaced and the ballast, the stones that form the track bed, were made deeper to improve drainage to increase reliability.



National Rail



The Retro Railtours Edinburgh Festival Express, with Class 68 016 bringing up the rear, before departure from Edinburgh Waverley station on August 28th. On the right, Class 91 132, will push the following 16:30 Virgin Trains East Coast service to London Kings Cross. *Keith Chapman*

IEP test workings continue along the ECML. Unbranded units Nos. 800 008 and 800 009 worked a 5X72 10:09 Peterborough to Darlington run on August 21st. *Neil Scarlett*



Two major East Coast Main Line upgrades ahead of introduction of new Azuma

Preparations for the exciting Virgin 'Azuma' trains moved two steps closer to completion as major railway upgrades are completed.

The new fleet of Class 800 and 801 trains, assembled by Hitachi Rail in Newton Aycliffe, will see faster, more reliable and more environmentally friendly trains with more seats and more frequent services and will be introduced by Virgin Trains on their East Coast Main Line route in 2018, to provide an improved service for passengers. Ahead of that, two major infrastructure landmarks were completed.

The first, to upgrade the power supply on the East Coast Main Line, reached a major milestone on Friday, 25 August and saw the completion of all critical enhancement works to the existing railway power supply on the section of route from London to Doncaster, enabling the introduction of the new trains from late December 2018.

This phase of work has included the commissioning of new substations at Coreys Mill, Welwyn and Langley towards the end of 2016, Essendine and Stoke Rochford in April/May of this year and most recently, Hitchin earlier this month. Also in direct support of the milestone, this week has seen the entry into service of a new 400kv National Grid substation at Essendine, feeding power to the railway via a new lineside substation. Phase one, completed in March 2016, saw a series of 'firm service capacity' upgrades, increasing the maximum power supply from the National Grid to the rail network at four locations between Doncaster and London – Ferme Park, Little Barford, Nene and Welwyn.

The second major landmark, which was anticipated to be completed on 31 August, saw the completion of a project to lengthen platforms at Durham, Northallerton and Stevenage to cater for the longer trains. This included extending platform 1 at Durham by 35 metres, lengthening platform 2 by 17 metres at Northallerton and also the extension of platforms 1-2 (18m) and 3-4 (11m) at Stevenage station.

Rob McIntosh, Managing Director of Network Rail's London North Eastern and East Midlands route, said: "I'm delighted that the vital work on the East Coast Main Line is continuing to progress well and these two milestones represent significant steps towards preparing the railway for the new Azuma trains. The East Coast Main Line is a vital route, and the improved service that will follow the introduction of the new fleet will bring major benefits to the economics and communities our railway serves."

David Horne, Managing Director of Virgin Trains East Coast, said: "Our Virgin Azuma trains, which will be introduced from next year, will help us to transform the customer experience, creating more capacity, and faster and more comfortable journeys on our east coast route. That transformation hinges on the successful delivery of all the planned infrastructure work needed for Azuma and the new timetable. This is an important step on that journey."

Rob Cairns, Route Delivery Director for Network Rail, said: "This is a tremendous achievement by all those involved with the project, enabling entry into service of the enhanced power supply, which in turn will facilitate the introduction of the new trains."



National Rail

With a backdrop of Beamsley Moor, Hunslet 0-6-0ST No. 7 'Beatrice' heads the mid-day service away from Bolton Abbey on the Embsay & Bolton Abbey Railway on August 10th.

Gerald Nicholl

Ordsall Chord nears completion as stunning steel bands are lifted into place

The final eye-catching piece of the Ordsall Chord, which will improve connectivity across the north of England, has been lifted into position by Network Rail. A steel cascade weighing 40 tonnes, was installed during the early hours of Sunday 6 August, with the second cascade being lifted into position on Monday 14 August, completing the last part of the UK's first network arch bridge.

Work will now continue on the remainder of the project. This will involve laying ballast and track on the 1600 tonne bridge as well as further track work, signal work and installing overhead line equipment to allow electric trains to run.

The Ordsall Chord will create new links to Manchester Airport from the North, provide more frequent trains and connect Manchester Piccadilly and Manchester Victoria stations.

It is part of Network Rail's £1bn+ Great North Rail Project, an integral part of the national Railway Upgrade Plan, and is due to be completed by December 2017.

Allan Parker, programme manager for Network Rail, said: "The installation of the cascades completes the final and unique steel ribbon-effect which runs along the outside of the network arch bridge. We've

reached yet another major milestone in the project and I would like to thank all the teams who have played an integral role in making this happen. We are a step closer to providing the infrastructure for more frequent trains and better connections, not only within the city, but the north of England."

BDP Transport architect director, Peter Jenkins, says of his flowing cascade design for the viaduct bridge: "The overall concept for the bridges is that of a continual, flowing ribbon which incorporates individual structures into a single over-arching identity.

"This latest piece of steelwork connects the River Irwell and Trinity Way bridges with a twisting, sinuous form which smoothly brings the concept of the structure to fruition. The development has been a true team effort from the original sketch through to construction, integrating different people and different tools to achieve the vision.

"The process began with pen and paper concepts which were explored through structural analysis and developed into complex three-dimensional modelling. The bridge's arches and cascades were then fabricated by Severfield in Bolton using the latest steelwork techniques before being delivered to site."



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!

At the Ribble Steam Railway on August 27th, Class 03 No. D2148 crosses Maritime Way, heading back to Preston Riverside station.
John Balaam



Modern makeover for Brunel masterpiece sees new shops pull into Paddington


Total station retail sales at London Paddington have soared by 40% between April and June 2017 following a multimillion pound regeneration project delivered by Network Rail. The station's £13m Paddington Lawn upgrade began in July 2015 and includes 16 new-and-improved retail units. Visitors can now enjoy high quality brands like Kiehls and Thomas Pink, as well as 'grab and go' casual dining food outlets including Leon to complement existing outlets such as the award-winning Mad Bishop & Bear pub. Improvements to the Lawn, named after the former site of the station master's garden, were delivered alongside a new and refurbished roof and a new open-plan ticket office. The development is the latest stage in the Brunel-designed station's 163-year evolution, with Network Rail working closely with English Heritage to prepare the Grade 1 listed site for a huge rise in footfall whilst preserving its historic design. Currently catering for 60 million visitors a year, the arrival of Crossrail in 2018 and the completion of nearby regeneration projects such as the Paddington Opportunity Area are expected to bring in millions more station users by the close of the decade.

Hamish Kiernan, commercial director of retail for Network Rail, said: "As footfall figures and retail sales at Network Rail managed stations continue to rise, the completion of Paddington Lawn gives commuters a new high-quality shopping experience. Convenience shopping has never been more popular, and our stations are becoming destinations in their own right due to the wide range of new retailers and food options available to commuters and visitors alike.

"Britain's railway stations are great symbols of our industrial heritage, and regeneration projects like Paddington Lawn ensure the spaces created by Victorian visionaries remain relevant and fit-for-purpose."

The station has also seen an upsurge in public interest following the recent Paddington movie franchise, with the release of Paddington 2 this November expected to drive further profile for this iconic location.

The completion of Paddington Lawn forms part of Network Rail's wider investment in station regeneration across the UK. Over the last several years, the refurbishments of London King's Cross and Birmingham New Street have transformed the retail offer at these stations for visitors and their surrounding communities. This trend is set to continue with Network Rail's ongoing refurbishment of London Bridge station, due for completion in 2018.

 Class 325 006 leads another pair of Class 325 EMUs past Bradley on a Shieldmuir-Warrington working on August 23rd. *John Sloane*

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





Liverpool City Region is open for business during major upgrade to Lime Street

Passengers are being reassured that the Liverpool City Region will remain ‘open for business’ when the first phase of a major transformation of Liverpool Lime Street kicks off this month. Work will take place at the station between 30 September and 22 October in the biggest upgrade the station has seen since the 19th Century. The project is one of 10 major railway upgrades and forms part of a £340m railway investment in the Liverpool City Region, which sits within the wider Great North Rail Project to transform rail travel for customers in the north of England. Once complete in 2018, the work will enable an extra three services per hour in and out of Lime Street station, including new direct services to Scotland. Longer, better managed platforms will allow bigger trains, with more space for passengers, in and out of the station. The plan is to keep people on trains wherever possible, including diverting many main line rail services to Liverpool South Parkway and getting people to and from the city on the Merseyrail network. Where rail replacement buses are required they will be high quality and will offer both express/limited stop and stopping services. For the first nine days of the closure, engineers will also be working to complete the installation of the fourth track between Huyton and Roby. This will allow faster no-stop intercity services to overtake local stopping services along this route.

Martin Frobisher, Network Rail’s London North Western route managing director, said: “With passenger figures set to double during peak periods by 2043, the Liverpool Lime Street upgrade is vital to transform train travel for passengers in the future. Our work will enable faster, more frequent and reliable train services to run in and out of the station by 2019.

We’ve worked closely with our colleagues across the transport industry, and the Liverpool City Region, over the past two years to build a robust plan to keep passengers on the move during our Lime Street upgrade.”

Steve Rotheram, Metro Mayor of the Liverpool City Region, said: “The Liverpool City Region is ambitious in its transport and infrastructure plans as they’re key to fully reaching our economic potential. We have to accept that any significant improvements, like this work to Lime Street station, will bring disruption but it’s about ensuring it’s well planned and managed to keep people travelling for work, business or leisure. I welcome this scheme as an important stepping stone in improving the City Region’s capacity and connectivity. As the Lime Street upgrade gets underway we’ll be continuing to make the case for the north to get the infrastructure commitment and funding it deserves, not least full high-speed rail connections west-east, joining up north-south HS2 infrastructure with Northern Powerhouse Rail into Liverpool.”

Chris Nutton, major projects director at TransPennine Express, said: “The train companies that serve Liverpool Lime Street have developed a joint plan that will allow customers to move in and out of the city during these crucial works. There will be significant changes to the usual timetable so those heading to or from Liverpool should plan their journeys accordingly and allow extra time to travel. Going forward, this important upgrade will allow TransPennine Express to run longer trains with more carriages into the station meaning more seats for customers. It will also enable us to introduce a brand new direct service from Liverpool to Glasgow in December 2018.”

Frank Rogers, chief executive at Merseytravel, said: “We have been clear from the outset that the City Region must remain open for business during the Lime Street upgrade works. The plans to keep people travelling, whatever their reason, have been developed over many months involving not only Network Rail and the train operators but the Liverpool City Region too, ensuring that visitor economy and businesses have had their concerns addressed and have had opportunity to shape the plans. A lot has been learned from the track renewal work which saw disruption to Merseyrail’s Wirral line for six months and from the unexpected wall collapse on the approach to Lime Street station earlier this year and we all aim to use this knowledge to make the experience for travellers as positive as it can be.”

Jan Chaudhry, managing director at Merseyrail, said: “An enhanced Lime Street station with more capacity for more trains will mean an even greater number of rail passengers in the future can use Lime Street high level, and connect with local trains on the Merseyrail network down the escalators at Lime Street low level. The Merseyrail network provides fast, frequent and reliable travel around the city region, complementing the longer distance rail services available from Lime Street, and promoting economic benefits to the city through business, commuter and leisure travel. During the temporary closure of Lime Street station, we will operate a 15-minute service between Liverpool South Parkway and the centre of Liverpool at Moorfields, using full length trains to maximise capacity. Changing from train to train at our modern and spacious station at Liverpool South Parkway is quick and easy.”

On August 26th, Class 66 779 ‘Evening Star’ worked the 12 coach UK Railtours ‘The Lost Village of Imber’ from Peterborough to Bristol via Andover where it is seen here passing through. *David Lindsell*

Freightliner’s Class 66 522 passes through Lincoln on August 16th with a Felixstowe - Doncaster liner. *Michael Lynam*

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.

This month just a brief announcement from our friends at Thameslink/Southern Railway who have let us know that a Nero Express has opened at East Croydon.



East Croydon station is welcoming a new Nero Express coffee bar.

Nero Express is the small, fast-service coffee bar for busy travel locations, the off-shoot of the famous award-winning Italian-style

Caffè Nero chain of coffee houses.

Southern Railway's Group Station Manager Nkulu Phiri said: "We're excited to welcome our new tenant. Nero Express is providing another high-quality food and drink outlet at the heart of the local Croydon community."

Caffè Nero's Paul Darlison said: "We are delighted to open our new Nero Express at East Croydon station. We look forward to serving commuters and local shoppers with our award-winning coffee and our high-quality sandwiches, cakes and pastries."

Caffè Nero, founded in London in 1997 with one South Kensington shop, is a great British business success story. It now has over 800 outlets in eight countries.

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

Did you Know - Ken Mumford

Some more of the nations oddities this month:

The Pontypool and Blaenavon Railway is a local tourist attraction. Blaenavon lost both of its passenger railway stations many years ago with Blaenavon High Level station closing as early as 1941 and the last train from Blaenavon (Low Level) to Newport via Pontypool Crane Street leaving in April 1962. Contrary to what is often remembered locally, the lower line had already been closed for more than a year before the notorious Beeching Axe came into effect. It was later disclosed that a number of rail passenger services within Monmouthshire were withdrawn in the early 1960s, not because they were doing particularly badly in financial terms, but because of severe rail congestion in the Newport area due to the amount of traffic coming from the then newly opened Llanwern steelworks.

Poster from 1951

FURTHER REDUCTION IN PASSENGER SERVICES

The Coal Shortage requires British Railways to withdraw further Steam and Electric Trains including certain Restaurant and Sleeping Cars

Some will cease to run on Monday, 5th February, and others on Monday, 12th February

YOUR LOCAL STATION WILL GIVE YOU FULL INFORMATION

Any inconvenience to Passengers is greatly regretted

BRITISH RAILWAYS

Poster issued by the Railway Executive announcing passenger train withdrawals

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk





A Different View

The very last rays of the setting sun illuminate Class 73 963 top and tailing with 73 961 on a Network Rail Longsight - Crewe all nighter. The dynamic duo are stopped by a red signal at Glazebrook on August 31st. *Jeff Nicholls*

A Different View



Some serious gardening will be required to release Unilok No. 2109 should it ever be required for service, located at the Colne Valley Railway. *Derek Elston*



Class 60 044 'Downlow' crosses Brayford Wharf E Crossing and the River Witham hauling a Humber Oil - Kingsbury loaded oil train. *Michael Lynam*

A welcome drink awaits passengers joining the Royal Scotsman on July 13th. *Nick Clemson*

Preserved Railways

Ecclesbourne Valley Railway

▶ Class 31 206 arrives into Duffield on August 12th hauling a Class 101 DMU during the lines diesel gala. *Richard Hargreaves*

▶ Class 101 DMU Nos. 50253, 59303 and 50170 depart Duffield on August 12th hauled by Class 31 206 on a service to Wirksworth. *Richard Hargreaves*

▶ Class 26 No. D5343 (26 043) stands in the sunshine at Wirksworth on August 12th. *Richard Hargreaves*





Preserved Railways

Bressingham Steam Museum

▶ Finnish State Railway 2-8-0 No. 1144, built by Baldwin in U.S.A. is in use as a gate guardian.
Derek Elston

▶ Former Penrhyn Quarry Hunslet No. 994 'George Sholto' works the Nursery line at Bressingham Steam Museum on August 7th. *Derek Elston*

▶ 1995 built No. 1 'Alan Bloom' working the Garden Line at Bressingham Steam Museum on August 7th. *Derek Elston*





Preserved Railways

Severn Valley Railway

▶ On August 28th, Class 52 No. D1015 'Western Champion' is seen outside the diesel depot at Kidderminster. *Richard Hargreaves*

▶ Class 50 031 'Hood' departs Bridgnorth on August 27th, with a service to Kidderminster. *Richard Hargreaves*

▶ Class 50 049 stands at the headshunt at Bridgnorth on August 12th. The headboard had been placed on the loco as a surprise for a VIP who was attending the railway that day who had been a key member of Project Defiance - the original preservation group who had bought the locomotive from BR. *Martin Hart*





Preserved Railways

North Norfolk Railway

▶ GER Y14 0-6-0 No. 564 working 'The North Norfolkman' dining train, climbs toward Weybourne on August 6th. *Derek Elston*

▶ WD 2-10-0 Austerity No. 90775 climbs effortlessly toward Weybourne with the 14:40 from Sheringham to Holt. *Derek Elston*

▶ Class 25 057 (D5207) was stored out of use at Bridge Road carriage shed on August 6th. *Derek Elston*





Preserved Railways

Threlkeld Mining Museum

▶ Hunslet, Alice Class 'Irish Mail' and Hunslet, Quarry Class 'Statfold' return from the quarry during the Threlkeld mining museum's steam gala on July 29th. *Alan Naylor*

▶ Hunslet Quarry Class 'Jack Lane' stands at the headshunt in the quarry, on July 29th. *Alan Naylor*

▶ W. G. Bagnall 'Sir Tom' works a train down from the quarry on July 29th. *Alan Naylor*





Railtalk Magazine

Preserved Railways

Threlkeld Mining Museum

Quarry Hunslet 0-4-0ST 'Cloister' works No. 542 of 1891 works a mixed train of tippler wagons and a tool van into the siding.
Ken Abram

Preserved Railways

Colne Valley Railway



▶ AC Railcars 4 wheel railbus No. W79978 pictured stored at the Colne Valley Railway on August 27th awaiting restoration. *Derek Elston*



▶ Hunslet Austerity 0-6-0ST No. 190 brings the stock into Castle Hedingham station ready for the first train of the day. *Derek Elston*



▶ Built in Swindon 1960, Class 03 No. D2041 awaits its next duty. *Derek Elston*

Preserved Railways

Colne Valley Railway



▶ BR Blue and Grey liveried Class 141 Pacer No. 141 108 stands out of use on August 27th.
Derek Elston



▶ In the workshops are the frames of LMS Black 5 No. 45163 which is being rebuilt at the railway by the 45163 group. *Derek Elston*



▶ The lines Class 121 Bubblecar No. 55033 stands at Castle Headingham on August 27th.
Derek Elston



Preserved Railways

Northampton and Lampton Railway

▶ Class 47 205 works a light demonstration freight train at the line on August 28th. *Derek Elston*

▶ Collett 1400 0-4-2T No. 1450 departs Pitsford & Brampton station working a passenger service on August 28th. *Derek Elston*







Preserved Railways

South Devon Railway

▶ On August 10th, Class 122 'Bubblecar' single car unit No. W55000 is seen at Buckfastleigh.
Steve Thompson

▶ GWR 2-6-2T No. 5542 gets shunted at Buckfastleigh by Class 04 BR 0-6-0DM No. 11216 (No. D2246). *Steve Thompson*

▶ GWR 2-6-2T No. 5526 stands in the yard at Buckfastleigh on August 10th. *Steve Thompson*





















Preserved Railways

West Lancashire Light Railway



Working hard as they enter the station, Quarry Hunslet 0-4-0ST 'Jack Lane' Works No. 3904 of 2005, pilots 'Irish Mail' into Delph, with 'Statfold' waiting in the run round loop to take the return trip. *Ken Abram*

Quarry Hunslet 0-4-0ST 'Cloister' Works No. 542 of 1891 arrives on shed at Becconsall. *Michael Lynam*

Quarry Hunslet 0-4-0ST 'Statfold' Works No. 3904 of 2005 passes Willow Tree Halt with the demonstration Freight set. *Ken Abram*



Preserved Railways

Mid Hants Railway

▶ BR Class 9F 2-10-0 No. 92212 runs non stop through Ropley with an Alresford to Alton demonstration freight on July 29th. *John Sloane*

▶ Southern Schools Class 4-4-0 No. 925 'Cheltenham' arrives at Ropley with a service to Alresford. *Michael Lynam*

▶ Class 33 053 is seen stabled at Ropley shed on July 29th. *John Sloane*







Preserved Railways

Bluebell Railway

▶ BR Standard 5 No. 73082 'Camelot' arrives into Sheffield Park with the ECS for the days first train on August 19th. *Michael Lynam*

▶ Southern Class S15 No. 847 comes off Sheffield Park shed to haul the next passenger train. *Michael Lynam*

▶ SR U Class No. 1638 is seen on static display awaiting overhaul at Sheffield Park. *Michael Lynam*





VOLUNTEERS CELEBRATE WINNING COVETED CIVIL ENGINEERING AWARD FOR WAREHAM TRAINS LINE RESTORATION

Elated volunteers are celebrating after winning a coveted civil engineering award for the restoration and upgrade of a three-mile section of railway enabling a trial passenger train service to run from Swanage and Corfe Castle to the main line at Wareham for the first time in 45 years.

A registered charity for more than 40 years, the volunteer-led Swanage Railway has won the annual Institution of Civil Engineers' (ICE) South West Engineering Award 2017 in ICE's projects costing less than £1 million category.

Part of the Swanage Railway's Project Wareham, the £950,000 work took place over two years between Norden station and half a mile short of Worgret Junction, on the main London to Weymouth line west of Wareham, from 2014.

The transformation saw three miles of little used former Network Rail line restored to a passenger-carrying standard, overgrown embankments and drains cleared, a quarter-mile long embankment upgraded while half a mile of new railway

Swanage Railway Trust chairman Gavin Johns said: "I am delighted by this award and feel very proud of the excellent team effort that has seen our project team, led by Frank Roberts, our civil engineers GB Card & Partners, Swanage Railway departmental staff, consultants and our contractors – Andrews of Wareham and Schweizer of Switzerland – working together so effectively.

"This prestigious award recognises their hard work and dedication – it's a real feather in their caps because the Institution of Civil Engineers (ICE) Awards is the benchmark for recognising excellence in civil engineering in the United Kingdom," he added.

Purbeck District Council and Dorset County Council jointly agreed to commit £3.2million for re-signalling improvements and other work between Wareham station, Worgret Junction and Swanage Railway's existing signalling system at Corfe Castle – the work taking place during 2013 as part of Network Rail's Poole to Wool re-signalling scheme.

The £3.2 million funding is being raised thanks to contributions from housing developers that are collected by Purbeck District Council through its Purbeck Transport Strategy.

Swanage Railway Company chairman Trevor Parsons explained: "The award recognises a huge effort by the whole Swanage Railway team, especially those who worked so hard on the ground. The Swanage Railway has risen to the challenge of new installations and extending its route to incorporate part of a busy electrified

commuter line through Wareham.

"The Swanage Railway's largest single engineering hurdle since seven miles of track was demolished by British Rail in 1972 was overcome through the effort of many people – specialising in a wide variety of fields – who volunteered their support," he added.

District and county councillor Bill Trite, chairman of the Purbeck Community Rail Partnership and chairman of the Swanage Railway Trust from 1991 to 2008, said: "Restoration of



the rail link and a regular passenger service have been the aims of very many dedicated people since the closure of the branch line in 1972."

"The recent commencement of the trial passenger service would not have been possible without the volunteers' hard work, commitment and determination stretching back to 1972. For that, we are all extremely grateful," he added.

Dr Geoffrey Card, managing director of GB Card and Partners – which supervised Project Wareham's civil engineering design and construction work – said: "The ICE award demonstrates that the Swanage Railway can lead by example and show what can be achieved using largely volunteers to create a significant infrastructure project that has a lasting positive impact on the community."

The £950,000 required for the Project Wareham civil engineering work came via a £450,000 grant from the Government's Coastal Communities Fund and a £500,000 'legacy' donation from former Wytch Farm oil field operator BP.

The Swanage Railway always welcomes new volunteers so, for a chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email him at iwanttovolunteer@swanagerailway.co.uk.

Photos: © Andrew PM Wright



track was also laid.

The £950,000 work also involved the installation of a state of the art level crossing – to protect Perenco's Wytch Farm oil field access road near Norden station – and the creation of a nearby road-rail interchange (RRI) for locomotives and carriages. The RRI construction involved the excavation of 2,500 cubic metres of earth that was re-cycled and used to extend a quarter-mile long embankment near Furzebrook.

Preserved Railways

Welsh Highland Railway

▶ Robert Fairlies, 'Earl of Merioneth/Iarll Meirionydd' manouvers on the Cob at Porthmadog station. *Alan Naylor*

▶ Cockerill, Belgium (under licence from Beyer, Peacock) No. 87 stands at Porthmadog station on July 4th. *Alan Naylor*









FIRST WHEELSET ASSEMBLED FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

The project building Gresley class P2 No. 2007 Prince of Wales is delighted to announce that the first wheelset for the new steam locomotive has been assembled by South Devon Railway Engineering at Buckfastleigh, Devon. The Cartazzi wheelset has had its wheels pressed onto its axle and its tyres are due to be shrunk onto the wheels shortly. This is a significant milestone in the £250,000 wheeling of the new locomotive.

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.

Numerous suppliers from across the UK continue to work on different parts of the wheeling project, including:

- The newly-assembled crank axle is at Unilathe at Stoke-on-Trent for finish machining before delivery to Darlington Locomotive Works (DLW) for the fitting of its bearings and axle boxes
- The three-replacement plain coupled axles have arrived from Swasap of South Africa and have just been delivered to Unilathe for finish machining before also being delivered to DLW for the fitting of their bearings and cannon boxes
- The finished pony truck axle is now at DLW awaiting arrival of cannon box from Timsons of Kettering it is being finish machined to enable the fitting of its bearings and cannonbox
- The eight 6ft 8in coupled wheels have been weighed at DLW and measured to determine centre of mass for balancing calculations
- All four tender axles have been ordered from Unilathe to be made from forgings produced by Firth Rixson Forgings of Rotherham with delivery expected in October 2017
- Tender tyres have been ordered Railway Wheelset and Brake Ltd for delivery in November 2017.

The Mikado Club was launched at the end of March 2016 to raise £200,000 from 160 members to wheel the engine. The work involved wheeling the engine to create the first standard gauge 'Mikado' since 1945 includes:

- Machining axle and cannon box castings, manufacturing roller bearing details
- Boring eight coupled wheel bosses to finished size
- Assembling bearings and cannon box onto pony truck axle
- Assembling bearings, cannon and axle boxes onto plain coupled axles
- Trial fitting coupled axles to frame
- Pressing Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings & axleboxes
- Pressing plain coupled wheels onto axles, fitting and machining tyres
- Assembling crank axle, fitting bearings & axleboxes, pressing wheels onto crank axle, fitting and machining tyres
- Finish machining crank bosses & boring crank pin holes and machining & fitting all crank pins
- Trial fitting wheelsets to frames at DLW.

In May 2017, The Mikado Club reached its 160 members (£200,000) initial target and it was extended to 200 members (£250,000) in order to fund the wheeling of the tender. The Trust is still seeking 35 members of The Mikado Club to complete the funding of the wheeling.

Mark Allatt, Trustee and P2 Project Director, The A1 Steam Locomotive Trust, commented:

"The assembly of the first wheelset is a major milestone in the £250,000 wheeling of new Gresley class P2 No. 2007 Prince of Wales. We are hopeful that we will have completed the rolling chassis for the engine during next winter and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to

raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Mikado Club to fund the wheeling. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

Other recent progress includes:

- In Darlington Locomotive Works, Ian Matthews continues to fit crinoline rings and battens to the dinosaur skeleton-like cladding jig (unofficially named 'Craig the Cretaceous') to support the cladding sheets
- Fourteen 1.5m x 4m sheets of 2mm thick steel sheet have been pre-rolled to facilitate fitting to crinoline rings by Ian Matthews and apprentices from Cleveland Bridge of Darlington who are assisting with the project
- The spring bracket frame stay manufacture is making good progress at North View Engineering Solutions of Darlington
- Design work on the cladding, spring hangers, cylinders and valve gear is progressing.

Overall, construction progress to-date includes:

- Frame plates for engine and tender rolled, profiled and machined; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, hornblocks, axleboxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets delivered; engine axles (including crank axle), tyres and crank pins delivered; tender axles and tyres ordered
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector water and delivery valves
- Study into ride and suspension using rail industry standard Vampire® software completed; Finite Element Analysis of improved crank axle design completed to demonstrate compliance with modern standards; assessment and Notified Body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings ordered
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets procured and rolled
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered.



Photo: Pressing on Cartazzi wheel © A1SLT/R le Chevalier







Preserved Railways

Lakeside and Haverthwaite Railway



▶ Hunslet 0-6-0 'Repulse' works No. 3698 arrives at Haverthwaite passing Bagnall 0-6-0 'Victor' works No. 2396. *Michael Lynam*

▶ Class 20 214 is seen inside the museum on August 5th. *Michael Lynam*

▶ Class 03 No. D2072 is seen on display in the museum at Haverthwaite.. *Michael Lynam*





The A1 Steam Locomotive Trust
New Steam for the Main Line

FAMOUS STEAM LOCOMOTIVE TORNADO TO STAR IN PADDINGTON 2 MOVIE

The A1 Steam Locomotive Trust, the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado, is delighted to announce that the locomotive plays a starring role in the new PADDINGTON 2 movie to be released on 10th November 2017 along with luxury vintage train, Belmond British Pullman.

PADDINGTON 2 is an upcoming British-French family-comedy film directed by Paul King, co-written by King and Simon Farnaby, and produced by David Heyman. The film sees stars Ben Whishaw (as the voice of Paddington) Hugh Grant (as Phoenix Buchanan, a faded and narcissistic actor), Brendan Gleeson (as Knuckles McGinty, a safecracker), Hugh Bonneville (as Henry Brown), Sally Hawkins (as Mary Brown), Julie Walters (as Mrs Bird), Jim Broadbent (as Samuel Gruber), Peter Capaldi (as Mr Curry), Madeleine Harris (as Judy Brown), Samuel Joslin (as Jonathan Brown), Imelda Staunton (as the voice of Lucy, Paddington's aunt) and Tornado as itself. No. 60163 took part in filming at Paddington station and at Leavesden Studios in December and January 2017. The film is set to release in the UK on 10th November 2017.

The much-anticipated sequel to the worldwide hit family film finds Paddington happily settled with the Brown family in London, where he has become a popular member of the local community, spreading joy and marmalade wherever he goes. While searching for the perfect present for his beloved Aunt Lucy's hundredth birthday, Paddington sees a unique pop-up book in Mr. Gruber's shop, and embarks upon a series of odd jobs to buy it. But when the book is stolen, it's up to Paddington and the Browns to unmask the thief, who appears to be a master of disguise...

In celebration of the release of PADDINGTON 2 on 10th November 2017, No. 60163 Tornado is to haul two Paddington Afternoon Tea journeys aboard Belmond British Pullman, bringing the magic of Paddington's adventures to London's favourite train. Departing from London Victoria Station on 2nd December 2017 and 16th February 2018, the luxurious 1920s and 1930s carriages will take families on a Paddington-inspired journey of a lifetime. Suitable for small and grown up bears, the Afternoon Tea menu includes sweet treats and marmalade sandwiches. Paddington-inspired activities are also available on-board for families throughout the journey to fully immerse themselves in the world of Paddington.

Graeme Bunker-James, Trustee and Operations Director, The A1 Steam Locomotive Trust, commented: "We were delighted to be asked to provide No. 60163 Tornado for the filming of PADDINGTON 2 alongside Belmond British Pullman – even more so as the locomotive stars as itself in the movie and is central to the plot. We don't want to give anything away and ruin any surprises, but suffice to say that Paddington gets into a number of sticky situations involving Tornado."

"Paddington – and Tornado – fans of all ages can experience some of the magic of the film for themselves by travelling on one of the Paddington Afternoon Tea journeys aboard Belmond British Pullman hauled by No. 60163 on either 2nd December 2017 and 16th February 2018. And the Trust has its very own club – the Tornado Team - for younger Tornado fans aged from five to fifteen."

Photo: ©: No. 60163 Tornado at Hungerford hauling the 'Belmond British Pullman' on 11th May 2016 (Tony Bartlett/A1SLT)







From the Archives

▶ Network South East liveried Class 207201 stands at Ashford on June 17th 1998. *Paul Godding*



▶ Class 31 202 heads through Dawlish Warren in May 1985. *Brian Hewertson*



▶ Class 37 029 and 37 038 working the 1Z12 Liverpool - Cardiff pass Wistanstow on May 12th 2001. *Carl Grocott*





From the Archives



Warship Class 42 No. 832 is seen at Derby Research Centre on June 16th 1973. *John Sloane*



A rather dirty Class 47 831 'Bolton Wanderer' departs Bolton working a Stockport - Edinburgh service on January 26th 1992. *Michael Lynam*



Freightliner's Class 47 207 heads through Basingstoke on June 27th 2000. *Paul Godding*

From the Archives



▶ BR Experimental locomotive No. 10000 and Class 05 No. D2594, stored along with a Peak and an unidentified pair of Class 27s at Derby Works on July 4th 1974. *Dave Felton*

▶ Also at Derby Works on July 4th 1974 was stored BR Experimental locomotive Nos. 10202, standing in front of No. 10000. *Dave Felton*