

Railtalk Magazine

Issue 135 | December 2017 | ISSN 1756 - 5030



Content

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 27 - Pictures
Pg 125 - News and Features
Pg 132 - Fares Advice
Pg 141 - Did you Know
Pg 142 - Different View
Pg 145 - Preserved/Industrial
Pg 170 - From the Archives

Submissions & Contributions

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

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

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

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover
Class 66 509 enters Hampstead Heath station with a London Gateway - Garston working on November 8th. *John Sloane*

This Page
Class 50 008 (with 56 303 at the rear) passes Charnock Richard on a Carlisle - Chaddeston rail grinder move. *John Sloane*

Next Page
On December 5th, Chiltern Railway's Christmas DVT No. 82302 stands at Leamington Spa leading a service to London Marylebone. *Richard Hargreaves*

Railtalk Magazine

Welcome

Welcome to Issue 135 and your monthly roundup from across the UK.

Well that's Autumn over and as I write this winter is truly here and the first few UK snow photos have arrived in the Railtalk inbox.

Well as we move ever closer to 2018, what a year 2017 has been and still for me the sight and sound of Class 20s passing the office every day, whilst on RHTT duties has to be one of the highlights. But as I say 2018 looms ever closes and therefore so does the prospect of more IEPs, new units for Northern, TransPennine Class 88s, Grand Central having a Class 180 only fleet and those IEPs commencing on the east coast main line, just to name a few.

Some good news for many travellers this month in that train operators are to trial an app-based Railcard for 16-18 year old passengers. This will provide a third off adult rail fares on off-peak services, and unlike the 16-25 Railcard it will also offer discounts on peak-time trains. The trial will begin in spring 2018, and if successful there would be a national roll out by September 2018. Also Greater Anglia has launched a trial of the 26-30 Railcard ahead of the national roll-out planned for 2018. Up to 10 000 'millennials' with postcodes in East Anglia can buy the £30 digital railcard from 26-30railcard.co.uk, downloading it to a smart phone app for use across Great Britain.



Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF and SWF (Flash) interactive format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine. Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Advertising space is limited to a first come first serve basis. Should you wish to place adverts in the magazine please make contact with the editorial team before the 3rd Friday of each month. Railtalk are not responsible for adverts and no guarantees are given to the bona fides of any advertisers.

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

HAD-PRINT
Unit 6, France Ind. Complex
Vivars Way, Canal Road
Selby, North Yorkshire
YO8 8BE
info@had-print.co.uk | 01757 600211

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, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, 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.

Railtalk Magazine

Obviously we need a 30-55 Railcard for the rest now!

The main news in preservation this month is that Class 55 022 and D9016 have a new owner in Locomotive Services at Crewe. Both locos have already moved to the site and it is hoped that work will commence soon on '22 to get it back to health after the engine problems whilst at the NYMR. Again 2018 should see at least one of them back in traffic.

Finally, all of us here at Railtalk would like to thanks you for your support over the last year and we hope that you all will have a very Merry Christmas and a Happy New Year.

All the best for the Month to come and please continue to support the Magazine as we grow from strength to strength.

Andy Patten
Editor

Steam Dreams
The Cathedrals Express

Class 86 259 ‘Les Ross/Peter Pan’ leads the 1Z31 London Euston to Holyhead into Crewe on November 18th. The Class 86 would remain at Crewe whilst ‘Galatea’ took the train along the North Wales Coast. *Richard Hargreaves*

Steam Dreams
The Cathedrals Express

On November 18th, LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' departs Crewe, having taken over from Class 86 259 for the run to Holyhead, with West Coast's Class 37 516 on the rear.
Richard Hargreaves

Steam Dreams
The Cathedrals Express

LMS Jubilee No. 45699 ‘Galatea’ clatters through Colwyn Bay with the return 15:45 Holyhead - London Euston ‘Cathedrals Express’ on November 18th. *Chris Morrison*

Belmond British Pullman
The Northern Belle

Class 57 301 passes Sutton Bridge on October 13th with the 1Z52 07:15 Swansea - Shrewsbury. *Keith Davies*

Railway Touring Co.
THE CHRISTMAS CHESHIREMAN

Britannia Pacific No. 70013 ‘Oliver Cromwell’ slogs up Hencote Bank leaving Shrewsbury with the Bristol Temple Meads - Chester ‘Christmas Cheshireman’ on November 25th. Class 47 580 is providing assistance at the rear. *Chris Morrison*

Charter Scene

Railway Touring Co.
The Christmas Cheshireman



BR Britannia Class 7MT 4-6-0 No. 70013 ‘Oliver Cromwell’ passes Roodee Junction on November 25th with 1Z65 07:04 Bristol Temple Meads - Chester. *John Balaam*



Class 47 580 is seen on the rear of the tour at Chester, as it prepares to take the stock for servicing. *Steve Stepney*



BR Britannia Class 7MT 4-6-0 No. 70013 ‘Oliver Cromwell’ stands at Chester after arriving with the tour from Bristol Temple Meads.
Steve Stepney

West Coast Railway Co.

Santa Special

LMS Stanier 8F 2-8-0 No. 48151 bustles along the Wenning Valley near Buffet Hill with WCRC's first 'Santa Special' on December 3rd.
Gerald Nicholl

West Coast Railway Co.
Santa Special

LMS Stanier 8F 2-8-0 No. 48151 takes water at Cherry Tree, working 1Z60 11:34 from Lancaster to Carnforth on December 3rd.
John Balaam

Vintage Trains
THE VALLEY RAMBLER

GWR Panniers Nos. 9600 and 9466 pass Rowley Regis with the return Valley Rambler from Bridgnorth to Tyseley on November 11th. *Chris Morrison*



UK Railtours
THE CHESTER CHRISTMAS CRACKER

LNER A1 No. 60163 'Tornado' rests at Chester on November 25th after arriving with the charter from London Euston. *John Balaam*

Railway Touring Co.
The Christmas White Rose

LMS Stanier 7P 4-6-0 No. 46100 ‘Royal Scot’, substituting for the unavailable ‘Duchess’, rounds the curve towards Colton Junction on the approach to York with the Ealing Broadway to York ‘Christmas White Rose’ on November 23rd. *Dave Mather*

UK Railtours
The Wessex Express

On November 18th, BR(S) Merchant Navy Class 4-6-2 No. 35028 'Clan Line' passes Dean at speed with the London Victoria - Andover - Southampton - London Victoria circular, on a damp and dismal autumn day. *Stewart Smith*

Charter Scene

Pathfinder Tours
The Fiddlers 'Five'





Class 66 183 on the rear of the 1Z26 Ravenhead Sidings - Latchford Sidings as it passes passes Walton Old Jct. on October 28th. The tour ran from Westbury to various sidings in the North West and Fiddlers Ferry power station. *Mark Enderby*



Class 56 105 leads the 1Z26 as it passes Walton Old Jct. on October 28th. *Mark Enderby*

Heading towards Fiddlers Ferry power station, Class 56 105 passes Littons Mill. *Mark Enderby*

West Coast Railway Co.

Private Charter

An unusual occurrence at Wakefield Kirkgate on November 11th when steam locomotive No. 45699 'Galatea' worked a private charter from Carnforth to Oakenshaw Junction and then down the lightly used freight only Monk Bretton branch. *Neil Scarlett*

West Coast Railway Co.
Private Charter

Appearing to have all the time in the world, LMS 5XP Class 4-6-0 No. 45699 'Galatea' trundles through Bolton-le-Sands with the West Coast staff jolly to Monk Bretton. *Shep Woolley*

Charter Scene

Railway Touring Co.
The York Yuletide Express



On December 7th, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' makes for the National Railway Museum at York with its support coach after arriving with the tour over two hours late owing to a problem - not with the A4 but with a Hull Trains Class 180 - further back down the line. *Jeff Nicholls*



LMS Royal Scot Class 7P 4-6-0 No. 46100 'Royal Scot' brews up in the dark ready for departure from York with 'The York Yuletide Express' returning to Norwich. The 'Scot' only worked as far as Peterborough. *Jeff Nicholls*

Railway Touring Co.
THE BATH CHRISTMAS MARKET

On November 30th, LMS Class 5MT 4-6-0 No. 45212 passes Romsey with the 06:50 Poole to Bath and Bristol “Christmas Market” charter. *Stewart Smith*

Pathfinder Tours
The Cambrian Coast Express

Class 97 304 and 97 303 lead the 1Z37 Bristol Temple Meads - Pwllheli across Barmouth Bridge on October 10th. The Class 37s having taken over the tour at Shrewsbury. *Carl Grocott*

Pathfinder Tours
The Cambrian Coast Express

Class 97 303 and 97 304 call at Newtown with the return 1Z39 Pwllheli - Bristol which the Class 97s would work as far as Shrewsbury where Class 67 030 took over. *Carl Grocott*





Pathfinder Tours
The Cambrian Coast Express

Main: Class 97 304 and 97 303 pass Sutton Bridge Jct. with the 1Z37 10:13 Shrewsbury - Pwllheli on October 10th. *Keith Davies*

Inset: Class 97 304 arrives at Shrewsbury station with the return working 1Z38 16:24 Pwllheli - Shrewsbury, where Class 67 030 took over for the return to Bristol. *Keith Davies*

Charter Scene

ECS and Light Engine Moves



Class 47 245 and 47 580 wizz past Standish on a Carnforth - Southall move on November 14th. *John Sloane*



West Coast's Class 47 760 speeds through Charnock Richard on a Carnforth - Southall ECS working. *John Sloane*

Charter Scene

ECS and Light Engine Moves

LMS ‘Black 5’ No. 45231 passes Coppull (with Class 37 516 at the rear) on it’s way from Crewe to Carnforth for a test working on November 15th. *John Sloane*

LMS Stanier Class 5 No. 45231 ‘Sherwood Forester’ steams through Winwick on November 15th with the Crewe - Carnforth leg of its main line test run, in company with one coach and Class 37 516. *Jeff Nicholls*

ECS and Light Engine Moves

On November 15th, an immaculately turned out LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' speeds away from Bentham during its loaded test run. *Shep Woolley*

Arriva Trains Wales

Another loco change on the ATW loco hauled Manchester diagram with Class 67 015 with 'Leading the next generation of rail freight' branding seen here as it slows for a signal check at Winwick Junction with 1D32 Manchester Picc to Holyhead on December 1st. *Dave Harris*

Caledonian Sleeper

With a stunning, snow-clad backdrop, Class 73 967 sits in the fuelling compound at Fort William on November 27th. *Jeff Nicholls*



Through the murk, Class 90 042 appears at Red Bank on a very late running Scotrail up Highland Sleeper on November 7th. *Dave Harris*



Class 92 010 is seen stabled at Edinburgh Waverley on October 30th. *David Wood*



Class 60 002 hauls the 6M86 through Shrewsbury on November 21st. *Carl Grocott*

Colas Rail



Class 56 113 and 56 096 pass Hadnall with the 3S71 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard RHTT on October 17th. *Keith Davies*





On November 23rd, Class 70 814 made an unusual sight in Scunthorpe working the 6E32 Preston Docks - LOR bitumen tanks. *Steve Thompson*

Class 70 802, 70 807 and 70 805 pass Bayley's Bridge with 0F84 13:00 Crewe Basford Hall - Canton Sidings on October 30th. *Keith Davies*

Colas Rail



On November 3rd, Class 56 105 stands in Farrington Junction sidings after failing on the 6J37 Carlisle to Chirk Kronospan logs. *Alan Naylor*



Class 60 087 passes Euxton on October 12th with the Carlisle - Chirk log train. *John Sloane*



On November 11th, Class 47 749 ‘City of Truro’ is seen stabled at Derby. *Richard Hargreaves*

Colas Rail

Class 56 096 and 56 113 work the 3S71 Coleham - Coleham RHTT through Whitchurch on October 27th. *Carl Grocott*

Colas Rail



Class 70 808 passes Gospel Oak on a Hoo Junction - Whitemoor working on November 8th. *John Sloane*



Class 56 105 and 56 087 pass Bradley on October 17th with the Carlisle - Chirk log train. *John Sloane*



On November 11th, Class 56 113 heads through Chester leading the North Wales RHTT towards Holyhead. *Paul Godding*

Colas Rail



Yes, that is Colas livery under the grime! as Class 56 096 tops and tails with 56 113 through the centre road at Chester on November 9th with the RHTT which has been all over the place including Crewe, Shrewsbury, Wrexham, Machynlleth and Holyhead. *Jeff Nicholls*



Class 70 810 working the 4V49 Leeds Stourton RMC - Briton Ferry empty hoppers, passes through Burton on November 23rd. *Stuart Hillis*



Class 56 105 and 56 096 top'n'tail the 3S71 19:42 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard, passing Battlefield. *Keith Davies*

Colas Rail

Class 66 848 and 66 846 pass Craven Arms on October 27th with the 3S31 13:14 Gloucester Horton Road - Worcester Shrub Hill. *Keith Davies*



On November 17th, a substantially retimed 6Z73 LOR - Drax passes through Scunthorpe behind Class 60 096. *Steve Thompson*



On November 23rd, a first time for this loco as Class 70 814 works the 6M32/6E32 Preston Tanks, seen here crawling through Pleasington towards a signal check a mile in front of it. *David Hollowood*

Colas Rail

Class 66 848 and 66 846 pass Stokesay with the 3S31 13:14 Gloucester Horton Road - Worcester Shrub Hill RHTT working on October 27th. *Keith Davies*

Colas Rail

Class 60 087 'CLIC Sargant' leads the 6L44 22:38 Oxwellmains Lafarge Colas - West Thurrock Sidings cement train through Irthlingborough Road, Wellingborough on November 2nd. *Derek Elston*



Class 56 105 and 56 113 pass Upper Battlefield with the 3S71 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard RHTT working on November 20th. *Keith Davies*



Class 60 095 hauls three bitumen tanks through Burton on November 15th running as 6Z26 Lindsey Oil Refinery to Long Marston. *Stuart Hillis*

DB Cargo

On October 21st, Class 66 063 is seen arriving at Southampton Eastern Dock with a loaded car train of MINIs from Morris Cowley (M.A.T). *Michael Lynam*

DB Cargo



Class 66 177 passes Sleaford with a diverted Biggleswade to Heck working on November 25th. *Paul Godding*



On November 9th, Class 59 204 passes through West Ealing on the Merehead - Acton 'Jumbo' train. *John Sloane*



Class 66 053 passes Euxton on October 18th with a Grangemouth - Crewe intermodal. *John Sloane*

DB Cargo



Class 66 107 and 66 250 top'n'tail a RHTT working through Lincoln on November 11th. *Richard Hargreaves*





Class 59 104 'Village of Great Elm' passes Gospel Oak on November 8th with a Dagenham Dock to Acton working. *John Sloane*

Class 90 028 and 90 037 pass through Coppull Moor on October 30th with 4M25 Mossend - Daventry. *John Sloane*

DB Cargo

Class 66 171 approaches Camden Road with the Dollands Moor - Scunthorpe steel empties on November 8th. *John Sloane*

DB Cargo



DB liveried Class 67 010 runs light engine through Lincoln on November 11th, working from Doncaster to Peterborough. *Richard Hargreaves*



Class 66 133 heads through Scunthorpe on December 1st working 4R13 Milford - HIT coal empties. *Steve Thompson*



Class 66 003 working Killingholme - Kellingley Colliery passes Sudforth Lane on November 7th. *Alan Rigby*

DB Cargo

Class 66 182 exits Upholland Tunnel with the Knowsley - Wilton binliner train on November 2nd. *John Sloane*

DB Cargo







Class 66 168 working Knowsley Freight Terminal - Wilton EFW passes through Rainford on November 10th. *Alan Rigby*

Class 90 028 and 90 037 depart Acton Bridge on November 1st working the 4M25 Mossend - Daventry intermodal. *John Sloane*

Class 59 002 heads through West Ealing with an Acton - Merehead stone train on November 9th. *John Sloane*

DB Cargo



Class 66 164 approaches Palmers Green on November 10th with a Heck - Bow working. *John Sloane*





On November 13th, Class 66 012 (with 66 137 at the rear) takes the 6D62 Killingholme - Kellingley towards Scunthorpe. Half a dozen wagons at the front are still loaded, such is the tight turn round time. *Steve Thompson*

Class 66 192 heads along the West Coast main line at Acton Bridge on the Knowsley - Wilton binliner on November 1st. *John Sloane*

DB Cargo

Class 59 101 approaches West Ealing with an Acton - Whatley stone train on November 9th.
John Sloane

Ground-breaking beginnings

Building work starts on £6million logistics centre in Wolverhampton

As of November 23rd building work is officially underway on the new £6 million DB Cargo UK Logistics Centre in Wolverhampton. The first mark in the ground was celebrated with a ceremony attended by council officials, colleagues and customers.
The new centre will increase the sites capabilities to handle and store steel coil from 1,380 to 3,325 steel coils, which is 40,000 tonnes of steel.

Rail freight operator DB Cargo UK transports the coils by rail to the site, where it is then distributed to manufacturers across the West Midlands to produce products such as white goods and cars. The Wolverhampton Logistics Centre is set to open in summer 2018.

Hans-Georg Werner, CEO at DB Cargo UK, said:
"The breaking of the ground is a major step forward in the development of the Wolverhampton Logistics Centre. We first opened our facilities in Wolverhampton in 1966, when the city was at the centre of steel and iron production. Now, over 50 years later, the industry has changed massively but the site is still of huge importance. Building the new centre will expand our capabilities and the number of rail services we can provide, offering our customers a fast, efficient, reliable and eco-friendly way to transport their steel. We are very pleased to support the British manufacturing industry and the City of Wolverhampton with the development. Over 6 million pounds has been invested into the site and three new jobs will be created when the centre opens."

Councillor John Reynolds, Cabinet Member for City Economy at the City of Wolverhampton Council, said: "This is great news for DB Cargo UK and for the city in terms of investment and jobs.

It is yet another example of how businesses are thriving in Wolverhampton. There is currently £3.7 billion of investment on site or in the pipeline in the City of Wolverhampton."



DB Cargo



Class 66 149 working Milford West Sidings - Drax, passes Whitley Bridge on November 7th. *Alan Rigby*



A very smoky Class 60 054 makes its way through Doncaster station on November 16th with an engineers train. *Jeff Nicholls*



Class 67 006 and 66 109 pass Acton Bridge on their way from Arpley to Crewe Electric depot on November 1st. *John Sloane*

DB Cargo



Substituting for the normal pair of Class 90s, Class 66 056 enjoys a burst of sunshine as it takes the Up Slow line at Winwick with 4M25 from Mossend to Daventry on November 23rd.
Jeff Nicholls

Moving more, more efficiently

DB Cargo UK introduces new HRA aggregate hopper wagons

Rail freight operator DB Cargo UK is working with Axiom Rail and WH Davis to convert 110 HTA coal hoppers into new state of the art HRA aggregate hopper wagons. This significant investment demonstrates DB Cargo UK's commitment to the aggregates industry and plans for future growth in the sector.

During the conversion one of the coal hopper bays is removed, reducing the length of the wagon by 20% of its original size from 17.757 meters to 14.347 meters. Despite the reduction in length, the gross weight each wagon can carry remains the same at 101.6 tonnes. This allows more wagons to be transported per train, increasing the potential payload tonnage of the train by 447 tonnes for the same length (based on a 22 HTA wagon set and a 27 HRA wagon set).

The expertly engineered conversions are being carried out at both the Axiom Rail site in Stoke and the WH Davis site in Mansfield following the conclusion of a successful five month trial of wagon 41 70 6723 001-7. The prototype HRA wagon ran in full service carrying aggregates from Peak Forest to Salford Hope Street.

DB Cargo UK has committed to re-engineering an initial 110 wagons and plans to have them in full service by Q3 2018.

Jonathan Lowden, Head of Rolling Stock at DB Cargo UK said: "As we all know, the demand for coal transportation has decreased significantly in recent years and DB Cargo UK had a large fleet of HTA coal hopper wagons. To find a future use for our assets in an alternative market, our production team at DB Cargo UK worked in collaboration with Axiom Rail and WH Davis to find a solution to convert these wagons to class leading aggregate hoppers.

"We are extremely proud of the outcome, the new HRA aggregate wagons will be used up and down the country to transport aggregates on behalf of our customers. They provide an efficient solution too by increasing the tonnage of product moved per train."



DB Cargo



Class 90 028 and 90 037 ‘Spirit of Dagenham’ one of the few Class 90s still with a nameplate, heads south with a colourful consist through Red Bank with 4M25 Mossend - Daventry on November 1st. *Dave Harris*



On November 13th, the 6E53 Kellingley - Killingholme spoil heads through Scunthorpe with Class 66 068 leading and 66 014 on the rear. *Steve Thompson*



Class 90 028 and 90 037 are pictured at Brock with 4M25 Mossend - Daventry on November 2nd. *John Sloane*

DB Cargo



Class 66 197 approaches Knottingley on November 16th with empty hoppers from Drax power station - Milford West Sidings.
Michael Lynam



Class 66 154 passes Burgs Lane with the 6V75 09:30 Dee Marsh - Margam steel on November 23rd. *Keith Davies*



Class 90 028 and 90 037 are pictured at Brock with 4M25 Mossend - Daventry on November 2nd. *John Sloane*

DB Cargo



On November 30th, The St. Blazey to Salisbury (via Devon branches and Westbury) RHTT circuit stands at Salisbury in Platform 5 bay prior to returning to Cornwall with Class 66 127 and 66 067 top'n'tailing the train. *Stewart Smith*





Class 67 008 and 66 151 top'n'tail the 3J93, 11:53 West Hampstead North Jct. to Toton T.M.D. RHTT through platform 1 at Bedford on November 27th. *Derek Elston*

On November 21st, Class 90 024 waits to depart from the north bay at Crewe working light engine from Crewe TMD - Warrington Royal Mail Terminal whilst a convoy of locomotives arrive from Warrington Arpley Sidings - Crewe TMD, consisting of 90 028, 66 185, 66 102, 66 221 and 66 126. *Michael Lynam*

DB Cargo



Class 66 124, looking quite clean, hauls the 6X01 Trent Yard - Eastleigh, conveying LWR on YEAs, approaching Scunthorpe on November 23rd. *Steve Thompson*



Silver liveried Class 60 066 working 6M57 Lindsey - Kingsbury loaded oil tanks, heads through Burton on November 6th. *Stuart Hillis*



On November 13th, Class 66 120 hauls the 6O01 Eastleigh rails job, on this occasion is conveying an empty RDT set. *Steve Thompson*

DB Cargo



Class 90 037 and 90 019 lead the 06:06 Mossend Euroterminal to Daventry International Railfreight Recep Rfd through Stafford on a bright but cold November 29th. *Derek Elston*



On November 8th, DB liveried Class 66 082 stands in the winter sunshine stabled alongside Didcot Parkway station. *Derek Elston*



On November 11th, Class 66 171 heads through Lincoln with the 6E26 Dollands Moor - Scunthorpe Redbourn Sidings, which included rails loaded on IGAs. *Steve Thompson*



Class 59 205 passes through West Ealing on November 9th with an Allington - Whatley working. *John Sloane*

DB on the big screen: Rail freight operator stars in 'Paddington 2'

Paddington 2 is out at cinemas and if you are going to see the film make sure you watch out for the scenes created with the support of DB Cargo UK!

The rail freight operator helped plan and conduct the train movements needed for action-packed chase scenes involving Paddington Bear (voiced by Ben Whishaw), Phoenix Buchanan (Hugh Grant), Henry Brown (Hugh Bonneville) and Mary Brown (Sally Hawkins).

60163 Tornado, Belmond British Pullman and a DB Cargo UK Class 66 and FYA wagons were all used for the filming, which actually took place in Paddington Station, London.

DB Cargo UK put together an FYA wagon set and hauled this using a Class 66 locomotive to make the 'fair train' that is seen in the film.

The 'fair train' is featured running alongside the Belmond British Pullman. DB Cargo UK operated 60163 Tornado at Paddington station to film these movements and the Belmond British Pullman coach was later taken to a film studio to simulate its part in the chase.

Richard Corser, Account Manager Charters and Resource Hire at DB Cargo UK, said: "Back in December 2016 we made arrangements with Paddington Station to do the filming and worked with the A1 Steam Locomotive Trust to get the Tornado there along with our Class 66 and FYA wagons.

"It was very challenging but a very exciting project to be part of and proof that staff at DB Cargo UK can really put their hands to anything. Drivers from our Acton depot and our steam crew were involved in the filming and were excellent throughout - thanks to all involved DB Cargo UK has a well-deserved credit at the end of the film.

"It has been wonderful to be part of this project and I can't wait to go see Paddington Bear in action on our service!"

DB Cargo

Class 66 194 and 66 124 with 5 autoballasters working 6D75 Trent Yard - Up Decoy approach Scunthorpe Station on December 1st. *Steve Thompson*



On November 26th, Class 60 044 works 6T53 Santon Foreign Ore Jct. - Belmont ballast, seen here at Scunthorpe. *Steve Thompson*



Class 67 022 and 67 002 top'n'tail the 3J92 23:31 Toton T.M.D. to West Hampstead North Junction as they passing Irthlingborough Road, Wellingborough on November 2nd. *Derek Elston*

Direct Rail Services



Class 37 423 ‘Spirit of the Lakes’ passes Gospel Oak on an Eastleigh to Norwich working on November 8th. *John Sloane*



Class 37 609 and 68 004 sandwich a Mk2 first class carriage as the pair arrive into Crewe on November 28th. *Richard Hargreaves*



Class 66 427 is seen at Coppull Moor on October 30th working a Mountsorrel - Carlisle ballast train. *John Sloane*

Direct Rail Services

Class 37 401 ‘Mary Queen of Scots’ stands at Preston awaiting departure on a Barrow service on November 1st. *John Sloane*



Class 68 022 (with 68 020 at the rear) passes Charnock Richard on a Crewe - Preston TPE training run on November 14th. *John Sloane*



Class 37 605 runs light engine into Crewe on November 14th. *Richard Hargreaves*

Direct Rail Services



Class 68 022 (with 68 020 at the rear) powers past Standish on a second Crewe - Preston TPE training run on November 14th. *John Sloane*





Class 88 009 and 88 010 pass Coppull on November 15th with the Daventry - Mossend ‘Tesco’ train. *John Sloane*

Class 88 007 and 88 005 arrive at Preston with the Daventry - Mossend ‘Tesco’ train on November 1st. *John Sloane*

Direct Rail Services



On October 30th, the 3S13 Wrenthorpe - Grimsby Town RHTT sees Class 20 305 and 20 302 pass Frodingham Jct. *Steve Thompson*



Class 68 033 working the 6U77 Mountsorrel - Crewe loaded stone, heads through Burton on November 2nd. *Stuart Hillis*



On October 13th, Class 20 303 and 20 305 return the 3S14 Grimsby Town - Bridlington through Scunthorpe station. *Steve Thompson*

Direct Rail Services



On November 17th, Class 20 305 and 20 303 jet their way through Crowle on 3S13 Wrenthorpe - Grimsby Town. *Steve Thompson*





Class 66 303 passes through Burton on November 13th hauling the 6U77 Mountsorrel - Crewe loaded IOAs. *Stuart Hillis*

On November 13th, Class 37 218 ran light as 0Z29 Stowmarket - Burton Nemesis Rail depot to collect coaching stock and take to Wymondham, seen here arriving at Burton. *Stuart Hillis*

Direct Rail Services

Class 37 403 ‘Isle of Mull’ draws to a halt at Carnforth Station with the morning loco-hauled diagram for the Cumbrian Coast on October 20th. *Ben Bucki*

Direct Rail Services

Class 37 402 approaches Brock with the 10:04 Preston - Barrow in Furness service on November 2nd. *John Sloane*





Class 88 002 pauses at Stafford on November 18th working north with the Daventry - Mossend 'Tesco' train. *Richard Hargreaves*

Class 57 308 stands at Crewe on November 14th on 'Thunderbird' duties. *Richard Hargreaves*

Direct Rail Services



Class 37 425 and 37 606 pass Heamies Farm on October 25th working the 6G94 Crewe - Bescot *Carl Grocott*



Class 37 602 working a Carlisle - Carlisle RHTT passes Wylam on October 16th. *Alan Rigby*



Class 68 022 ‘Resolution’ (with 68 020 ‘Reliance’ on the rear) works the 5Z08 TPE training run from Crewe to Preston through Leyland station on November 13th. *Alan Naylor*

Direct Rail Services

Class 66 432 leads 66 429 out towards the daylight at York station with an RHTT working from Malton on November 16th. *Jeff Nicholls*



The Carlisle to Carlisle RHTT with Class 66 428 and 66 302 passes through Settle on October 30th, heading back to Carlisle near the end of a journey which had started the previous evening. *Ben Bucki*



Class 68 020 and 68 022 top'n'tail a Preston - Crewe TPE training run on November 13th, seen here pausing at Wigan North Western. *Alan Rigby*

Direct Rail Services

On November 28th, Class 37 422 and 57 309 are seen stabled at Crewe Gresty Bridge. *Richard Hargreaves*



Class 68 022 departs Crewe on November14th with several former 'Pretendalino' coaches, employed on crew training for forthcoming TPE loco hauled services. *Richard Hargreaves*



Class68020'Reliance'withthe5Z11emptystock testing from Preston to Crewe in association with the 2018 TPE loco hauled services from Liverpool to Newcastle, passing Red Bank on November 13th. *Dave Harris*

Direct Rail Services



Class 37 401 waits to depart Preston operating a Northern service to Barrow in Furness on November 9th. *Michael Lynam*



Class 68 032 and 68 028 lead a single flask as they approach Warrington Bank Quay with the 08:49 Sellafield B.N.F to Crewe Coal Sidings on November 4th. *Derek Elston*



Class 68 004 ‘Rapid’ passes through Nuneaton with a Basford Hall - Mountsorrel ballast empties. Class 68s are a regular sight on this train, what is less usual is its appearance on the relief up slow line - completed several years ago but not used until this year. *Dave Peel*

Direct Rail Services

On one of the final workings for the 2017 season the 3S13 Wrenthorpe - Grimsby Town RHTT was worked by 20 302 and 20 312, seen here at Scunthorpe on December 1st. *Steve Thompson*



On November 24th, Class 68 002 passes Burton working the 6U77 Mountsorrel - Crewe loaded IOAs. *Stuart Hillis*



Class 68 020 and 68 022 with the 5Z09 Preston to Crewe, day 1 of the TPE driver training runs, heading through Leyland on November 13th. *David Hollowood*

Freightliner



Class 66 563 working a diverted Leeds to Ipswich liner, heads through Sleaford on November 25th. *Paul Godding*



Class 70 010 approaches West Acton with a Southampton - Garston liner on November 9th. *John Sloane*



Class 90 043 and 90 047 pass Charnock Richard with the 4S44 Daventry - Coatbridge on October 24th. *John Sloane*

Freightliner



Class 66 589 heads through West Acton on November 9th with a Bristol - Felixtowe liner. *John Sloane*





Class 66 517 passes through Lincoln on November 11th with a Leeds to Felixtowe liner. *Richard Hargreaves*

Class 90 045 and 90 048 approach Balshaw Lane Junction with 4S44 Daventry - Coatbridge on October 30th. *John Sloane*

Freightliner



Class 66 413 passes Sansaw Heath with the 4V22 09:30 Fiddlers Ferry power station - East Usk Jct. New Yard on November 30th. *Keith Davies*





Class 66 588 runs light engine through Sherburn-in-Elmet on November 7th whilst working from Selby to York. *Alan Rigby*

Class 66 603 passes Standish with a Hardendale - Tunstead working on November 14th. *John Sloane*

Freightliner



Class 90 043 and 90 047 pass Brock on November 2nd with the 4M27 Coatbridge - Daventry intermodal. *John Sloane*



On October 30th at Appleby, well Low Santon actually, half way up the bank, we see Class 66 602 hauling the 6C75 Immingham BT - Scunthorpe CHP loaded coal up the bank. *Steve Thompson*



Class 90 045 and 90 046 pass Balshaw Lane Junction with the 4S44 Daventry - Coatbridge on November 16th. *John Sloane*

Freightliner

The electrification works on the Preston - Blackpool line have meant a vast increase in the number of engineering trains between Crewe Basford Hall and Preston Fylde Junction. One such train is seen at Winwick behind Class 66 531, one of about eight which ran on this particular day, November 23rd. *Jeff Nicholls*

Freightliner







Class 66 516 works an engineers train, 6A08 Fylde Junction to Crewe Basford Hall through Leyland station on November 13th. *Alan Naylor*

Class 66 601 passes Acton Bridge in charge of a Bredbury - Runcorn Folly Lane binliner train on November 1st. *John Sloane*

Class 66 606 with the 11:01 Hope Sidings - West Burton power station passes the site of Rushey Sidings on November 28th. *Nick Clemson*

Freightliner







On November 26th, the regular Sunday loco convoy from Midland Road Depot to Barnetby/ Immingham Bulk Terminal was formed of Class 66 557, 66 502 and 66 522, with no 66/6 in sight, most unusual! *Steve Thompson*

Class 66 613 eases the 11:13 Theale Lafarge Fhh to Hope (Earles Sidings) Fhh departing Bedford after a crew change on November 27th. *Derek Elston*

Class 66 622 working the 6G65 Hope(Earles Sidings) - Walsall loaded cement tanks, enjoys the sunshine at Burton on November 17th. *Stuart Hillis*



Class 66 416 powers through Acton Bridge on November 9th with the Runcorn Folley Lane - Northenden empty bins. *Leuan Wood*

Flexitank recycling initiative wins GFA Environmental Award for Freightliner & Trans Ocean

The collaborative partnership between leading UK rail freight provider, Freightliner and Trans Ocean, the bulk liquid division of specialist logistics provider to the beverage industry, JF Hillebrand, was recognised at this year's Global Freight Awards which acknowledge the very best of the global freight and logistics industry.

Freightliner, a subsidiary of Genesee and Wyoming Inc. (G&W), and Trans Ocean were presented with the coveted Environmental Award for their joint bulk wine recycling initiative.

Since 2010, Freightliner and Trans Ocean have collaborated to facilitate the movement of goods via rail wherever possible. As a result, more than 70% of the wine imported by Trans Ocean from countries such as South Africa, Chile, New Zealand, Australia and North and South America is railed inland by Freightliner for delivery to final destinations across the UK, removing around 4.8 million lorry miles from our roads annually.

"The environmental benefits of moving freight by rail are well known, cutting CO2 emissions by 76% per tonne, reducing air pollution and easing congestion on our busy roads, said Freightliner Commercial Director Joanne Turner. "This, combined with our joint recycling initiative, puts Freightliner and Trans Ocean at the forefront of environmental innovation."

Trans Ocean transports the wine in Flexitanks made from fully recyclable polyethylene material inside containers which are transported to all the major bottling plants across the UK every week.

The recycling operations at Freightliners' Bristol and Garston terminals see 100% of the bulk wine Flexitanks recycled and 95% of the bulk heads which keep the Flexitanks in place in the containers, refurbished and reused. Wine residue is also captured, measured and recycled into the agricultural industry.

"We are committed to minimising the environmental impact of our Flexitanks at every stage of the product lifecycle – from the design and manufacture, through the transportation and then finally to recovery and recycling," said Marc Graham, Branch Manager UK for Trans Ocean. "This initiative has enabled us to recycle 900 tonnes of plastic in the past year alone."

In response to export demands, Freightliner is now fitting Flexitanks for other non-hazardous bulk liquids including beverages and edible and non-edible oils on behalf of Trans Ocean.

Freightliner



Class 66 525 passes Hadnall with the 4V20 09:38 Crewe Basford Hall - East Usk Jct. North Yard on October 30th. *Keith Davies*



Class 66 540 and 66 526 pass Burgs Lane with the 4V20 06:35 Fiddlers Ferry power station - East Usk Jct. North Yard. *Keith Davies*



On November 17th, Class 66 610 heads a spoil train from Preston Fylde Junction - Crewe Basford Hall, in connection with engineering work taking place on the closed Preston and Blackpool line. *Michael Lynam*



Class 66 585 heads past Dorrington on November 24th working the 4V22 09:30 Fiddlers Ferry power station - East Usk Jct. New Yard. *Keith Davies*

GBRf



Class 66 723 (with 66 710 behind) passes through Gospel Oak with the Broxbourne - Willesden RHTT on November 8th. *John Sloane*



Class 66 744 working Doncaster Down Decoy - Killoch Colliery, passes Swalwell foot crossing on a murky October 18th. *Alan Rigby*



Class 92 032 and 66 727 near Standish on October 25th with the Wembley - Irvine china clay train. *John Sloane*





GB Railfreight delivers Christmas

Even Father Christmas needs a helping hand and this year GB Railfreight (GBRf) will be taking some of the load as it begins to deliver products that will soon be on the shelves of the UK's major grocery stores and retailers, ready to be opened by adults and children alike all over the UK in time for the 25th December.

Operating its first intermodal service from Solent Stevedores terminal at ABP Port of Southampton to ABP Hams Hall Rail Freight Terminal, GBRf will be helping to spread Christmas cheer and ensuring supermarkets and high street stores meet what is expected to be high levels of demand over Christmas.

Speaking about the opportunity, John Smith, GBRf's managing director, said: "GBRf is delighted that we, along with our new client Wincanton, will be able to help Father Christmas bring joy and happiness to the whole country this year. And that we will be able to do so in a way that reduces the impact that moving so many presents around could have on things like air quality, if they went by road. Our priority at this time of year is to ensure that everyone has a very merry Christmas, and we will be working to deliver this to the whole of the UK."

This marks a significant expansion of GBRf's activities as it will be the second deep-sea port from which the company operates rail services. It realises a long-held ambition.

At 02:39am, the class 66 engine 66703 Doncaster PSB departed hauling 34 platforms fully laden with containers on its first round-trip on behalf of Wincanton, a service that will operate daily (Tuesday to Saturday). Its containers will carry cargo for major high street retailers that will end up distributed across the country for consumers to purchase in time for Christmas.

GBRf will operate this service for five years, having been awarded the contract on Friday 20th October, and continues to demonstrate how the company is one of the rail freight industry's great success stories. This has seen it pioneer the development of alternative core commodity markets such as intermodal freight.

John Smith also said: "I am so proud to see GBRf continue to grow and expand into new markets, working with new clients, and showing how rail can help decongest our roads and clean our air. This new contract is a testament to our staff's work ethic and their dedication to the highest standard of customer service.

"Over the next five years we will work closely with our new partners at Wincanton to ensure we deliver the services they require and provide their business with the certainty they need. We are sure that this is only the beginning of a long and fruitful partnership that will enable both organisations to flourish."

Also commenting on the new service, Fiona Robson Managing Director of Solent Stevedores said: "We are pleased to welcome GBRf as a rail user to our terminal and look forward to the continued expansion of more rail freight from ABP Port of Southampton."

ABP Southampton has also undergone recent upgrades that will support the new contract between GBRf and Wincanton. £2.4m has been invested in a new 5.8 acre facility operated by Solent Stevedores, which has seen turnaround times halved, vastly improved capacity, and driven container throughput.

Alastair Welch, ABP Southampton Director, said: "The improvements to the rail freight facilities enable Solent Stevedores to increase the number of containers they can handle and an increase to the number of trains coming to the port. This is an excellent example of partnership working."

Class 66 713 working Redcar - Fiddlers Ferry passes Sherburn-in-Elmet on November 7th. *Alan Rigby*

Class 66 749 heads through Acton Bridge with a Liverpool Bulk Terminal to Drax Biomass working on November 1st. *John Sloane*

GBRf







Class 66 725 working 6M83 Tinsley - Bardon Hill empty stone hoppers, passes Castle Gresley (the site of the long closed Gresley Station and near the birthplace of Sir Nigel Gresley) on November 8th. *Stuart Hillis*

On November 21st, Class 66 711 heads through a less than sunny Scunny working the 4R70 Drax - HIT. *Steve Thompson*

Class 66 723 and 66 710 approach Willesden Junction on November 8th working the Broxbourne RHTT. *John Sloane*

GBRf



On November 8th, Class 66 760 passes Frodingham Jct. on 6D61 Roxby - Down Decoy waste empties. *Steve Thompson*





Class 66 739 ‘Bluebell Railway’ with the 6M83 Tinsley - Bardon Hill empty stone hoppers passes Moira on November 16th. *Stuart Hillis*

Class 66 768 approaches West Ealing on a Hanwell - Bardon Hill light engine move on November 9th. *John Sloane*

GBRf







Class 66 746 leads the late running 4R79 10:09 Doncaster Down Decoy GBRf to Immingham H.I.T. (GBRf) through Doncaster on November 22nd. *Derek Elston*

On November 17th, Class 66 717 passes through Crowle working the 4R70 Drax - HIT. *Steve Thompson*

Class 66 779 'Evening Star' creeps into West Ealing with a Cricklewood - Calvert working on November 9th. *John Sloane*

GBRf



Class 66 772 working the Middleton Towers GBRf - Monk Bretton Redfearns GBRf, heads through Pontefract Monkhill. *Leuan Wood*



Running 148 miutes late, Class 66 752 'The Hoosier State' works 6S94 07:05 Dollands Moor (GBRf) to Irvine Caledonian Paper through Northampton on November 17th. *Derek Elston*



Royal Scotsman liveried Class 66 746 on the 4R79 Down Decoy - HIT heads through Crowle on November 17th. *Steve Thompson*

GBRf

On November 22nd, and with the Rylstone stone running the previous night, Class 66 747 is seen on the empties returning from Immingham to Down Decoy as 6D23. *Steve Thompson*

Class 59 003 has returned to the 6M83 Tinsley - Bardon Hill quarry circuit, seen on November 27th with empty hoppers at Moira. *Stuart Hillis*

Class 66 758 works through Scunthorpe station on November 22nd with the 6D61 Roxby - Down Decoy empty waste. *Steve Thompson*

GBRf



Class 66 748 passes Walcot with the 6V09 10:51 Tinsley Yard - Coton Hill GBRf on October 16th. *Keith Davies*





Class 92 032 and 66 727 pass Daresbury on October 25th with the 6S94 Irvine bound China Clay tanks. *Mark Enderby*

On November 21st, Class 66 744 approaches Manchester Piccadilly with a Felixstowe - Trafford Park liner. *Michael Lynam*

GBRf



Class 66 770 approaches Rushey Sidings, near Retford with the 6E19 03:00 Tonbridge West Yard - Cottam power station on November 28th. *Nick Clemson*



On November 16th, Class 66 707 'Sir Sam Fay' approaches Knottingley with a Gypsum working from Drax PS - Gascoigne Wood Sidings. *Michael Lynam*



Class 92 044 and 59 004 are seen stabled at Wembley yard on November 10th. *John Sloane*

Grand Central



Power cars Nos. 43467 and 43465 head through Sleaford on November 25th with a diverted 1N93 London Kings Cross to Sunderland service. *Paul Godding*



A pair of Grand Central HST sets both working London Kings Cross - Sunderland services, pass at Doncaster on November 30th. *Michael Lynam*

Great Western Railway

On November 18th, power car No. 43004 stands at Hereford leading the 15:13 service to London Paddington. *Richard Hargreaves*

Power car No. 43070 leading a London Paddington to Hereford service, approaches Malvern Wells signal box on October 30th. *Neil Pugh*

IEP Class 800 015 passes Gospel Oak on a Doncaster - North Pole new delivery working with 800 014 behind it on November 8th. *John Sloane*



Great Western Railway

Power car No. 43002 speeds past West Ealing with a down express on November 9th. *John Sloane*

Great Western Railway



On November 9th, Class 800 005 and 800 006 pass West Acton with a London Paddington to Swansea service. *John Sloane*



A Hitachi Class 800 set races past Ealing Broadway with a test train from North Pole to Didcot on November 9th. *John Sloane*



Class 57 603 'Tintagel Castle' runs light engine through West Ealing on November 9th. *John Sloane*

Great Western Railway



Class 802 002 departs Plymouth on November 16th, heading to Penzance. *Steve Andrews*



GWR IEP Class 800 006 working the 1L51 10:55 Cardiff Central to London Paddington stands at Didcot Parkway as power cars Nos. 43094 and 43035 approach working the 1G29 11:36 London Paddington to Cheltenham Spa on November 8th. *Derek Elston*

Network Rail



Class 37 421 (with 37 025 at the rear) pass Charnock Richard with a Derby - Carlisle inspection train on October 24th. *John Sloane*





Class 67 023 (with 67 027 on the rear) working the 1Q48 Derby RTC - Tyseley test train via East and West Midlands, passes Castle Gresley on October 31st. *Stuart Hillis*

On November 11th, Class 37 219 and 37 611 top and tailing the 1Q86 and having a bit of a ramble, heading in the general direction of Derby. Seen here having a rest in Lincoln. You wouldn't think Holmes Yard used to be behind where the train stands. *Steve Thompson*

Network Rail



Class 37 254 'Cardiff Canton' and 37 057 working the 1Q48 Derby - Tyseley test train via the East and West Midlands, passes Castle Gresley on November 28th. *Stuart Hillis*



Class 67 027 and 67 023 pass Burgs Lane with 1Q18 07:50 Crewe C.S (L&NWR Site) - Derby RTC on December 1st. *Keith Davies*



Class 67 023 'Stella' and 67 027 'Charlotte' with 1Q18 Derby RTC - London Euston - Crewe - Derby RTC, speeds through Burton on November 28th. *Stuart Hillis*



Class 37 219 and 37 611 top'n'tail a test train as it approaches Lincoln on November 11th. After a stopover at Lincoln the pair headed to Derby via Doncaster. *Richard Hargreaves*

Network Rail

Class 97 303 and 97 304 working the 3S71 Coleham - Coleham RHTT, pass Hardwicke on November 10th. *Carl Grocott*



Class 37 057 and 37 254 top'n'tail the 1Q55 Tyseley - Derby, seen here pausing at Shrewsbury on December 1st. *Carl Grocott*

Network Rail

BR green liveried Class 37 057 arrives at Rowley Regis with the 1Q55 14:56 Tyseley - Derby RTC test train on December 1st. Colas Rail liveried 37 254 was on the rear. *Chris Morrison*

Rail Operations Group

Class 37 884 working the 5V94 Allerton - Long Marston, passes Heamies Farm on October 25th. *Carl Grocott*

Rail Operations Group



Class 37 884 runs light through West Ealing on November 9th. *John Sloane*



Class 37 611 'Pegasus' is photographed at Neville Hill from a passing TransPennine Express unit on November 16th. An unknown Colas 37 was on the other end of this Network Rail test train. *Jeff Nicholls*







Units: DMUs and EMUs

Northern's Class 142 018 working a Hexham - Nunthorpe service passes 142 065 working in the opposite direction under the box at Wylam on October 16th. *Alan Rigby*

On November 4th, Northern's Class 150 206 waits departure time at Manchester Piccadilly working a service to Rose Hill. *Paul Godding*

London Overground's Class 172 004 passes Gospel Oak Junction on November 8th. *John Sloane*

Units: DMUs and EMUs







On November 17th, Northern's Class 319 382 calls at Leyland working a Preston - Liverpool Lime Street service. *Michael Lynam*

Grand Central's Class 180 105 working the 1N92 11:21 London Kings Cross - Sunderland service passes Grove Road, Retford, on November 28th. *Nick Clemson*

Northern's Class 144 011 heads past Rushey Sidings, near Retford with the 2R15 11:25 Lincoln Central - Adwick service on November 28th. *Nick Clemson*

Units: DMUs and EMUs





Merseyrail's Class 508 127 working a Hunts Cross - Southport service is seen at Ainsdale on October 23rd. *Alan Rigby*



Heathrow Connect's Class 360 204 heading to London Paddington passes 360 205 heading to Heathrow Airport at West Ealing on November 9th. *John Sloane*

Merseyrail's Class 507 004 departs Hooton on November 11th working a service to Chester. *Paul Godding*

Units: DMUs and EMUs



Northern's Class 319 374 calls at Euxton Balshaw Lane with the 1F07 14:30 Preston - Liverpool South Parkway service on November 1st. *John Balaam*



On November 18th, East Midlands Trains' Class 153 374 working the 2A30 Newark Castle - Matlock service calls at Duffield. *Stuart Hillis*



London Midland's Class 170 508 working a Hereford to Birmingham New Street service crosses Malvern Common on October 30th. *Neil Pugh*

Units: DMUs and EMUs

East Midlands Trains' Class 156 415 departs Sleaford on November 25th working the 2S19 Nottingham to Skegness service. *Paul Godding*



London Overground's Class 378 203 calls at Camden Road on a Stratford bound working on November 8th. *John Sloane*



On November 30th, Northern's Class 142 070 waits to depart from Doncaster with a service to Sheffield. *Michael Lynam*







Units: DMUs and EMUs

A pair of Northern Class 150s headed by 150 277 arrive at Poulton Le Fylde with the 15:21 Blackpool North - Huddersfield service on November 4th. *Chris Morrison*

On November 11th, Arriva Trains Wales' Class 175 005 stands at Chester working a service to Manchester Piccadilly. *Paul Godding*

East Midlands Trains' Class 153 381 and 153 319 arrive at Lincoln on November 11th working a service to Peterborough. *Richard Hargreaves*



Arriva Trains Wales Class 175 113 heads past Stokesay on October 27th working the 1V44 13:30 Manchester Piccadilly - Tenby service.
Keith Davies

Units: DMUs and EMUs





On November 18th, First Great Western's Class 150 102 stands at Worcester Foregate Street. *Richard Hargreaves*



Merseyrail's Class 508 127 calls at Birkenhead Central on November 11th with a Chester service. *Paul Godding*

Northern's Class 156 483 and 156 421 depart Preston with a service to Manchester Airport on November 1st. *John Sloane*

Units: DMUs and EMUs







Northern's 2H10 the 08:49 from Leeds to Carlisle, sets off from Settle Station with Class 153 317 bringing up the rear of a Class 158, heading northbound on it's journey along the Settle - Carlisle line on November 27th. *Ben Bucki*

Grand Central's Class 180 107 passes Knottingley on November 16th working a Bradford Interchange - London Kings Cross service. *Michael Lynam*

The latest 'Remembrance' livery is worn by TransPennine Express' Class 185 111 seen at Frodingham Jct., on 1B77 Cleethorpes - Manchester on November 24th. *Steve Thompson*

Units: DMUs and EMUs

East Midlands Trains' Class 156 406 works the 2L72 Lincoln - Leicester past East Holmes on November 11th. *Steve Thompson*





London Midland's Class 323 209 passes through Stafford working the 5G52 12:30 Crewe C.S. to Soho L.M.D. on November 29th. *Derek Elston*

Great Western's Class 165 121 departs Didcot Parkway working the 2P50 12:07 Oxford to Reading service on November 8th. *Derek Elston*

Units: DMUs and EMUs



East Midlands Trains' Class 158 806 nears Sleaford on November 25th working the 2K35 Lincoln to Peterborough service. *Paul Godding*





Heathrow Express' Class 332 001 powers past Ealing Broadway with a Heathrow bound service on November 9th. *John Sloane*

London Midland's Class 350 263 departs Acton Bridge on a Liverpool - Birmingham service on November 1st. *John Sloane*

Units: DMUs and EMUs

The first SWR Class 158/8 to be re-liveried, No. 158 887 is seen on arrival at Romsey with the 14:56 Salisbury to Romsey via Redbridge service on November 24th. *Stewart Smith*

Units: DMUs and EMUs

Electrification masts are evident as a pair of Class 156s head for Blackpool passing Carleton Crossing advance distant signal leaving Pouton -le- Fylde on November 4th. *Chris Morrison*



Northern's Class 150 201 departs Knottingley on November 16th with a service to Wakefield. *Michael Lynam*



East Midlands Trains Class 158 773 stands at Nottingham on November 25th. *Paul Godding*

Units: DMUs and EMUs

On a dull November 11th, Merseyrails Class 507 017 approaches Hooton with a Liverpool Central service. *Paul Godding*



Northern's Class 142 054 passes Poulton signal Box with a Blackpool - Hazel Grove service on November 4th. The redundant Fleetwood branch curves round to the right. *Chris Morrison*



Great Western's Class 165 106 calls at West Acton on November 9th. *John Sloane*

Units: DMUs and EMUs

East Midlands Trains' Class 153 310 arrives at Sleaford on November 25th working the 2K39 Lincoln Central to Peterborough service. *Paul Godding*



Northern's Class 158 906 calls at Burnley Manchester Road with 1B27 15:11 Blackpool North - York service on October 28th. *John Balaam*



On October 23rd, Merseyrail's Class 507 012 working a Liverpool South Parkway - Southport service, calls at Birkdale. *Alan Rigby*

Units: DMUs and EMUs



On November 18th, South West Railway's Class 158 886 calls at Dean whilst working the 12:56 Salisbury to Romsey via Redbridge service. *Stewart Smith*





On November 9th, Merseyrail's Class 507 033 waits to depart Ormskirk with a service to Liverpool Central. *Michael Lynam*

On November 24th, South Western Railway's Class 707 003, in SWT suburban red livery, waits to depart London Waterloo as the 13:28 service to Winsor & Eton Riverside. *Stewart Smith*

Units: DMUs and EMUs

London Overground's Class 378 234 stands at Gospel Oak with a Stratford service on November 8th. *John Sloane*



Northern's Class 142 034 arrives at Southport with a service from Manchester Airport on October 23rd. *Alan Rigby*



Great Western Railway's Class 387 160 is seen at Crewe on test on November 28th. *Richard Hargreaves*

Units: DMUs and EMUs



Arriva Trains Wales' Class 175 002 passes Dorrington with the 1V40 11:30 Manchester Piccadilly - Carmarthen service on November 24th. *Keith Davies*



East Midlands Trains' Class 222 011 stands at Bedford on November 27th working the 1D39 13:29 London St. Pancras International to Nottingham service, whilst Thameslink's Class 700 026 has arrived with a terminating service from Three Bridges. *Derek Elston*



The staple diet of traction on the MML from Bedford is represented by Thameslink's Class 700 001 and East Midlands Trains' Class 222 104. *Derek Elston*

Units: DMUs and EMUs

On November 8th, Arriva Trains Wales' Class 175 103 heads through Edgerley, Nr Whitchurch, with the 1V44 13:30 Manchester Piccadilly - Tenby service. *Keith Davies*





London Midland's Class 319 019 and 319 429 pass through Northampton on November 28th working as 5N99 11:16 Bletchley C.S. to Northampton EMD. *Derek Elston*

Northern's Class 153 301 stands at Barton-on-Humber after arriving with the 2F89 12:55 Cleethorpes to Barton-on-Humber service on November 21st. *Derek Elston*

Virgin Trains



Class 91 124 (running blunt end first) and DVT No. 82211 depart Peterborough on the 1A28 11:45 Leeds - London Kings Cross service on November 14th. *John Balaam*

Virgin Trains and ASLEF announce first train driver apprenticeship scheme

Virgin Trains in partnership with ASLEF has announced the launch of the rail industry's first driver apprenticeship scheme. The apprenticeship scheme, which is the first to be launched by a train operating company, will develop the train drivers of the future and the youngest train driver in the UK will come from the scheme. Over 1,200 applications were received for these positions, with three final candidates selected in February, following a 16-stage recruitment process aimed at identifying the highest calibre potential apprentices. During a year-long training programme, apprentices will receive training in all aspects of the train driver role plus additional training in functional skills and English, Maths and ICT. They will shadow drivers as well as train managers and station staff so they can gain a full appreciation of how their role fits with others. Apprentices will also benefit from further rotations at Virgin Trains to understand everything from control and command,safety and fleet management, in addition to spending time with other Virgin companies, including Virgin Atlantic.

The first three apprentices comprise of 29-year-old Simon Tyrer from Preston, former branch manager of a phone shop, 24-year-old Samantha Jones from Manchester who spent some time working on-board trains before realising her passion sat behind the wheel and 19-year-old Joe Wilson from Liverpool who, having initially tried his hand at an automotive apprenticeship, decided to follow in his father's footsteps and become a train driver. Joe will be driving on his 21st birthday, beating his Dad to the punch by four months. The apprenticeship scheme was co-designed by a former Virgin Trains red track apprentice, Sam Edwards. Inspired by his own experience on the business management apprentice. He wanted to be able to offer more people the opportunity to learn at the same time as getting hands on experience and so worked with the company to develop the new scheme.

Director for Human Resources at Virgin Trains west coast, Patrick McGrath, said: "We are delighted to be launching the first ever train driver apprenticeship scheme alongside ASLEF. At Virgin Trains we believe in giving our staff the tools to innovate and it's great to see that one of our former apprentices has used his skills to truly shake-up the industry. It's clear that the appetite for high quality training in the rail industry is still there and we look forward to inviting the next generation of train drivers to come join us at Virgin Trains."

Kevin Lindsay, District Organiser for Aslef, said: "We welcome this joint initiative and look forward to continuing developing the driver apprenticeship scheme with Virgin West Coast Trains as this is a great opportunity to bring young people into the rail industry and particularly the driving grade."

Train driver apprentice, Samantha Jones, said: "I'm so happy to have the opportunity to be able to dive straight into this apprenticeship and build on the skills I'll need as a driver. It's given me a clear picture of what the role is actually like and everyone has been so supportive along the way."

Virgin Trains

A high speed meeting as power car No. 43277 with 1Y84 12:03 York - London Kings Cross meets Class 91 102 heading the 1N83 11:08 London Kings Cross - York at Grove Road, Retford, on November 28th. *Nick Clemson*

Virgin Trains

Hired in power cars Nos. 43075 and 43049 with the 1D11 11:05 London Kings Cross - Leeds are seen at Grove Road, Retford, on November 28th. *Nick Clemson*

On November 25th, EMT power car No. 43075 passes Sleaford working a diverted 1S13 London Kings Cross to Edinburgh service. *Paul Godding*

Virgin Trains



During November regular diversions were in place along the 'Joint line' and here power cars Nos 43318 and 43251 pass Sleaford working the 1S16 London Kings Cross to Inverness service. *Paul Godding*



Another diverted East Coast service through Sleaford on November 25th sees a hired in EMT set with power car No. 43044 on the rear working the 1D13 London Kings Cross to Leeds service. *Paul Godding*



At Gainsborough Lea Road on November 11th, power cars Nos. 43313 and 43300 work a diverted 1S20 London Kings Cross - Aberdeen service. *Steve Thompson*





Virgin Trains helps set the stage for theatre revival

Virgin Trains has played its part in the reopening of an Edwardian theatre with strong historical connections to the railway – by naming a train "Darlington Hippodrome". The Darlington Hippodrome theatre, which is a few minutes' walk from the town's main railway station, has reopened after an eighteen month £12.3m restoration project. The theatre, which was nearly closed for good in 2010, has been painstakingly restored to its original Edwardian splendour as well as transformed into a modern hub of theatre, creativity and learning.

Virgin Trains looks forward to continuing a tradition stretching back more than a century of taking actors, performers and theatregoers to Darlington by train. And it hopes many people will be inspired to take a trip to the theatre after seeing "Darlington Hippodrome" nameplates and logos on locomotive 91 126 as it travels across its east coast route.



Theatre Director Lynda Winstanley, who has worked at the theatre for 34 years, said: "We're thrilled that Virgin Trains is working with us to play its part in not only promoting the theatre far and wide on its train, but also reviving the tradition of taking actors, performers and theatre-goers to Darlington.

"Darlington station is very close to the town's iconic theatre, and we know that many of our future performers are already booking to travel with Virgin Trains. This harks back to the early 20th century tradition of the 'fish and actors' special' train which carried fish to the town on a Sunday to sell during the week, as well the actors, their entourage, sets and even animals which would all perform at the theatre.

"Having a train named after the newly restored theatre is such a unique opportunity and I shed a tear when I saw our 'Darlington Hippodrome' train pull into Darlington station for the first time."

David Horne, Managing Director of Virgin Trains on its east coast route, which manages Darlington station, said: "Virgin Trains is committed to supporting the history and heritage of this great route, and we're delighted to play a small part in the relaunch of this historic and important theatre by naming a train 'Darlington Hippodrome'.

"Thousands of people will see the name on the side of our locomotive as it travels across the UK, and we look forward to welcoming on-board theatregoers as well as continuing the long-standing tradition of actors and performers taking the train to work at the Darlington Hippodrome.

"We're investing £140m to transform this railway, and our new fleet of 65 Virgin Azuma trains, which are being built in a factory close to Darlington, will bring faster journeys, more services and greater comfort for customers after their launch in December 2018."

The ornate theatre was originally opened in 1907 as "The New Hippodrome and Palace Theatre of Varieties", before later reverting to the "Civic Theatre". Its restoration has been made possible through a successful Heritage Lottery Fund bid as well as other fundraising activity.

Photo: 91 126 "Darlington Hippodrome" takes a bow to (left to right): the mayor of Darlington, Cllr Jan Taylor; Cllr Nick Wallis; Leader of Darlington Borough Council Cllr Bill Dixon; Darlington Theatre Director Lynda Winstanley.
© Virgin Trains

Class 390 010 in the new Virgin livery heads towards Coppull Moor on October 30th. *John Sloane*

On November 30th, Class 67 013 drags a failed Virgin EC set including 91 109 at the rear through Doncaster heading from Craigentinny - Bounds Green. *Michael Lynam*





Virgin Trains' Azuma inspires new trend for hipster trainspotter

New findings revealed by Virgin Trains have unveiled trainspotting as the latest emerging hipster trend, as millennials with a thirst for photography, high-speed travel and fast-moving technology declare their love for trains online like never before. With barely one year to go until the launch of the new high-tech Virgin trains, interest from millennials shows no signs of slowing down as Azuma continues to spark spikes in conversations on social media. Since announcing the new fleet last year, the train operator has seen three clear peaks in engagement from fans, including Azuma's inaugural test run to Scotland in August.

Social media analytics platform Talkwalker has also identified more millennial Instagrammers documenting train travel than ever before. #Trainporn and #train_nerds saw a year on year increase in posts of over 200 per cent between January and September 2016-2017, while on #ukrailscene, posts increased by 615 per cent for the same period, with 76 per cent of these posts made by the under 35s. To delve further into this emerging trend, Virgin Trains worked with subculture expert and author of Style Tribes,Caroline Young, to identify the top next-generation train lovers taking over social media – millennials with a thirst for 'real' experiences, photography and a love of technology. Caroline commented: "This new type of train fan is an avid social media user who seeks unique adventures and experiences that will help them connect with, and impress, thousands of other users. Not only is there a certain 'geek chic' attached to the concept of trainspotting, but the journey becomes part of the travel experience as people enjoy the chance to observe scenery, read, listen to music, and even write. Technology is key to their lives, and we know they're snapping and sharing their real-life experiences more than ever before."

Caroline continues: "The new Azuma fleet will be giving this new wave of trainspotter something they've been excited to see for years – a totally revolutionised fleet of trains equipped with the perfect mix of speed, advanced technology and sleek design that we know the modern rail fan craves."
The top next generation train fans, as identified byCaroline Young, are:
•1)@AllTheStations. With a social media presence of over 50,000 followers – this young couple charted to fame earlier this year when they challenged themselves to visit all 2,563 stations in Great Britain, capturing a digital documentary as they went – all fuelled by a crowdfunding project
•2)@kings_transports. Dramatic backdrops and a feel of adventure, Marzia and Cekotto have amassed 73,700 followers from around the world
•3)@version3point1. Branded as a 'train whisperer', Scotland-based Anne's page is filled with beautiful photography on sweeping coastlines and her rail travel
•4)@cpsedmonds. Sharing 'train stuff' and beautiful black and white architectural shots

Hipster couple, Vicki and Geoff of All The Stations blog, and number one on Caroline's list, are typical of the next generation train fan. When they visited every national railway station in Great Britain, they regularly posted video content of their coast-to-coast adventure, which took three months to complete and was closely followed by their online millennial audience.

Vicki, who has already visited the Darlington factory where Azuma will be built, said: "We've loved the response to our videos, which have now reached more than six million views, as it really shows that there is a growing interest in railways and train travel, and many are younger enthusiasts who, like us, are keen to have an adventure and explore the country by rail."

Aileen Jordan, Director of Azuma at Virgin Trains on the east coast, said: "We're really excited to see trainspotting transcend generations and become as popular amongst hipsters as it is with regular fans. Azuma has been sparking conversations on social media since we unveiled the train last year, and we're delighted it is inspiring a younger train enthusiast. We're looking forward to exciting even more fans when our trains hit the tracks in a barely a year's time, and move us into the next era of high-speed passenger train travel."

Set to revolutionise journeys on the East Coast, Virgin Trains' Azuma will transform the UK rail industry when the new fleet comes into service from December 2018 – 65 trains will provide an extra 12,200 seats and increase capacity into Kings Cross by 28 per cent during peak time. Azuma will slice 22 minutes off East Coast journeys, making London to Edinburgh in just four hours, and London to Leeds in two hours, the norm throughout the day.

Virgin Trains

Whilst power car No. 43315 heads on the rear of a London Kings Cross bound service through Lincoln on November 11th, hired in East Midlands Trains power car No. 43045 leads an Edinburgh bound service. *Richard Hargreaves*

Class 91 121 stands at Doncaster awaiting departure time on November 11th working a service to Leeds. *Richard Hargreaves*

Scotrail

Class 170 407 in British Transport Police livery, waits at Edinburgh Waverley station on November 1st. *Alan Naylor*

Going Underground

Bakerloo line 1972 stock No. 3251 approaches Willesden Jct. with a service to Elephant and Castle. *John Sloane*

Going Underground

As the RHTT passes Willesden Junction Low Level station, a Bakerloo line train to Harrow is about to depart, November 8th.
John Sloane

Manchester Metrolink



Manchester Metrolink trams Nos. 3054 and 3065 are seen at St. Peters Square on November 15th. *John Sloane*



Tram No. 3059 stands in Manchester Victoria on November 15th working a service to Bury. *John Sloane*



On November 23rd, Metrolink tram No. 3018 stands at Altrincham in a new wrap advert livery for the recently released PS4 game Call of Duty. *Michael Lynam*

Crich Tramway Museum





Chesterfield Corporation No. 7 stands at Glory Mine during the Starlight Spectacular event on October 27th. *Derek Elston*



Blackpool Corporation toastrack No. 166 stands at Stephenson Place during the Starlight Spectacular. *Derek Elston*

1934 built English Electric Blackpool Corporation No. 236 is pictured upon arrival at Glory Mine. *Derek Elston*



Sheffield Supertram

Sheffield Supertram Siemens built No. 101 passes Vossloh Citylink tram-train Class 399 203 at Theatre Square on November 22nd.
Derek Elston

Blackpool Trams

Blackpool heritage boat tram No. 600 'Duchess of Cornwall' stands at North Pier on October 27th. *John Balaam*

Greater Anglia launches club 50 - the country's first railcard for generation x

Greater Anglia has become England's first rail operator to offer a discounted ticket scheme for passengers age 50 and over.

The Club 50 initiative is now available to Generation X across the network meaning savvy passengers who sign up can save hundreds of pounds on rail travel.

While discounts for young people, students and senior citizen are a familiar offering on the UK's railways, those born in the 1960s – often described as Generation X - have until now missed out on savings aimed directly at their age group.

For an annual joining fee of just £20, Club 50 members will immediately benefit from a 20% saving on all off-peak including Advance rail fares online, and a 10% saving on off-peak rail fares purchased at Greater Anglia stations.

The decision to launch the scheme follows the success of Club 50 for passengers using Greater Anglia's sister operator Scotrail.

Jamie Burles, Greater Anglia Managing Director commented: "We are delighted to add Club 50 to our range of great value fares and offers. Hopefully it will help even more people will be able to enjoy exploring East Anglia by train.

"It's one of many ways that we're transforming rail travel in East Anglia and hopefully helping to boost the local economy and communities."



Fares Advice with RailUK

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

York to Worksop: RDG again denying us our right to make sensible journeys

It has been brought to my attention that a few years ago what is now known as the Rail Delivery Group (RDG, aka ATOC) removed via Sheffield as a permitted route for York to Worksop. This is despite the route having protected/regulated status (as it was valid under British Rail and at privatisation) and being totally reasonable. This results in their NRE website suggesting that the following itinerary is the best you can do to get back after 9pm:

York 2118
Newark North Gate 2203
(Walk across Newark)
Newark Castle 2255
Nottingham 2328
(Overnighter in Nottingham)
Nottingham 0540
Worksop 0649

And that'll cost you £21.40 (valid for those trains only, so if staff on the day advised you'd be able to complete the journey that night after all, you'd be stuffed). Oh and you can't actually buy that using the links provided, as you'll be presented with this:

The good guys at National Rail Enquiries have passed you to us to complete your booking.

Please check the details below before continuing.

Journey Ticket status
York to Nottingham Fare Not Found
Nottingham to Worksop Fare Not Found

I can only assume "good guys" is sarcasm. I mean, it has to be sarcasm, right?

However that is ridiculous; Trainsplit will sell you this much more sensible itinerary:

York 2118
Doncaster 2139
Doncaster 2149
Sheffield 2221
Sheffield 2244
Worksop 2322
And for that you'll only pay £15.50

But RDG defiantly attempt to justify the removals of permitted routes by themselves and their contractors, iBlocks, by making claims that are clearly not credible. RDG have got iBlocks removing permitted routes on a very regular basis now; the intention appears to be to reduce passenger flexibility and make things difficult for customers. Is there anyone who can hold RDG - and their inadequate website - to account?

A: Are these the same idiots who introduced this?

"700130 Circuitous Route - Customers travelling from Leeds to Rotherham Central, Swinton or Mexborough in possession of tickets routed 'Not Doncaster', may not travel via Meadowhall. This easement applies in both directions."

I'mmakingaRotherhamtoLeedsjourney this weekend. The direct train takes 73 minutes. A change at Meadowhall gives a reduced journey time of 64 minutes and is a perfectly reasonable route, not at all "circuitous". The Meadowhall to Leeds, and Rotherham to Leeds ticket prices are the same price, so people wouldn't be starting short to save money. What were they thinking? There must be dozens of other examples.

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!

At the Saltburn Miniature Railway, 0-4-0D 'George Outhwaite' stands outside the shed.
John Sloane





Wide range of benefits revealed for May 2018 South East timetable

New cross-London Thameslink services are coming

Govia Thameslink Railway has announced the range of benefits that will be delivered in May 2018 as it modernises the biggest rail network in the country, bringing in new trains operating on new improved infrastructure with new working practices.

As planned, from May next year passengers will see a transformation in services, much of it delivered through the Government-sponsored £7bn Thameslink Programme, which will deliver brand new, reliable timetables, extended routes, additional services and new trains.

This programme is the biggest investment since Victorian times. It will expand the Thameslink network and transform north-south travel across London and the south east. It will create more space and comfort and greater access for disabled passengers, with innovative systems telling passengers where to move for more space on each train.

In total, this first phase will immediately give passengers 70% of the programme's overall capacity benefits, which include:
•Added capacity into London for 35,000-40,000 more passengers in each three-hour peak across the whole GTR network

•New cutting-edge Class 700 Thameslink trains across an expanded Thameslink network

•New north-south cross-London connections for Cambridge and Peterborough (via Gatwick), Littlehampton, Greenwich, Dartford, Medway Towns, East Grinstead and Horsham

•New links to Gatwick Airport, Eurostar at St Pancras and interchange at Farringdon for Elizabeth line Crossrail services across central London (from December 2019).

•Return of cross-London Thameslink services at London Bridge – up to 12 trains per hour in the peak, including Bedford to Brighton services.

•The full implementation of the new Southern timetable bringing passengers greater levels of reliability

Further improvements will then be delivered every six months as part of three additional consecutive timetable changes, adding still more services to the cross-London Thameslink network and, finally, new routes between Cambridge and Maidstone East so that, by December 2019, there will be 24 trains per hour across the centre of London at the busiest times – a tube-like service with trains every 2-3 minutes.

Charles Horton, Chief Executive Officer of GTR, said: "Passengers will see a transformation in services in May next year, when 70% of the overall capacity benefits of this exciting programme will be delivered including the full implementation of the new more reliable Southern timetable, extended routes, additional services and new trains.

"Overall there will be a massive increase in capacity for passengers into London on an expanded Thameslink network that will give passengers at Cambridge, Peterborough, Littlehampton, Medway Towns, East Grinstead and Horsham new services north-south across London."

Chris Gibb, Chair of the Thameslink Programme Industry Readiness Board, said: "By phasing the introduction of the new timetable in this way, we have front-loaded the benefits for passengers and then spread further changes in such a way that they can be more reliably introduced.

"Passengers will still enjoy almost as many additional trains in May as previously planned and we are doing some things earlier with an early introduction of some off-peak Thameslink trains through to the East Coast Mainline in April and the early use of the London Bridge route to give performance improvements.

"We have also spread out the introduction of the rest of the cross-London services over three further timetable changes instead of just one. This will reliably embed new operating principles in a progressive manner, enabling a smoother introduction with reduced risk of passenger disruption from too much change at any one time."

Class 50 008 (with 56 303 on the rear) passes Standish with a Railgrinder working from Rugby to Carlisle on November 14th. *John Sloane*

Class 50 008 'Thunderer' hauls the 4Z03 Carlisle - Derby with the Loram Railgrinder as it's consist. Seen here heading through Red Bank on November 16th. *Dave Harris*

Greater Anglia engineers win awards for improving train reliability

Greater Anglia has won six rail industry awards for big improvements to train reliability so that they go further without developing faults, making them the most reliable trains of their category in the country.
The awards illustrate the impact of the £23 million Greater Anglia is spending on increasing train reliability before brand new trains come into service from 2019 to 2020. The train operator received two 'Golden Spanner' awards for the Norwich – London Intercity and Stansted Express services which recorded 56,312 miles and 93,329 miles respectively before developing faults that needed fixing, making them the most reliable in their class across the UK.
It's the second year in a row that the company's award-winning engineers have won the coveted Golden Spanner for the Intercity trains.

Four further fleets operated by Greater Anglia also showed improvements in reliability compared to the previous year and received 'Silver Spanner' awards for being the most improved in their class. The reliability of branch line trains in Cambridgeshire, Norfolk, Suffolk and Essex is also up. Reliability of single carriage Class 153 trains, which run between Marks Tey and Sudbury, Norwich and Great Yarmouth, Lowestoft and Sheringham and Ipswich to Lowestoft and Felixstowe, are up 52.5% and Class 170 trains, which run between Cambridge and Norwich and Ipswich, are up 46.1%.

The Class 360 fleet, which serves commuter routes in Essex, saw an improvement of 167.4%.
On Greater Anglia's West Anglia route, the Class 317/8 trains, which run mostly between Cambridge and London Liverpool Street, showed an improvement of 83.6%. The huge improvements in reliability are due to a successful restructuring and improvements to Greater Anglia's Engineering Department, including:

Creating an Engineering Services organisation made up of Technical, Planning, Training & Competency and Business Solutions;
A revamp of the existing Technical Department improving how they deal with day to day issues in service and support the Production teams at Norwich, Ilford and Clacton Depots;
The creation of a new Systems Engineering team based at Shenfield who look into longer-term issues, find the root cause to the worst performing systems and come up with solutions to improve the reliability of Greater Anglia's trains.

Jamie Burles, Greater Anglia's Managing Director, said: "I am delighted that the improvement in performance has been recognised at the Golden Spanners Awards and would like to congratulate our depot and fleet teams on their hard work. It is a testament to the department that in less than a year, the work that has been produced from the re-organisation has had a big impact on train reliability, leading to better service for customers."We are replacing every single train with brand new trains from 2019, but until then we want to make our existing trains as reliable as possible, which is why we are investing £23 million in reliability improvements to provide the consistent and improving levels of train service performance that our customers expect."

Commenting on these results, Roger Ford, Industry & Technology Editor of Modern Railways, the magazine which organises the awards said, "While the two golds on their own are a real achievement, what really impressed me were the four silvers which are a tribute to the hard work of the teams at all the Great Anglia depots in improving the reliability of the train service for passengers. This sort of improvement is what the Golden Spanners awards were created to encourage".

Siemens trains top the reliability leagues

Siemens has once again been crowned the manufacturer and maintainer of the most reliable trains in Britain. London Midland's Siemens Class 350/2 (which is owned by Porterbrook and maintained at Siemens' Kings Heath depot in Northampton) has been awarded the 2017 Modern Railways Golden Spanner (First Generation Electrical Multiple Unit), achieving an amazing reliability figure of 164,481 miles per technical incident.

In the same category, Siemens also achieved a Silver Spanner award for its Greater Anglia Class 360/1 fleet (owned by Angel Trains and maintained at Ilford depot) which boasted an incredible 167.4% improvement in reliability over the previous year's figures.
Completing a hat trick of awards, the TransPennine Express (TPE) Siemens Class 185 (owned by Eversholt and maintained at the Siemens Ardwick depot in Manchester) was awarded yet another Golden Spanner in the First Generation Diesel Multiple Unit group. The fleet not only beat its nearest rival by over 30% but also improved performance by 15.8% on last year.

Finbarr Dowling, UK Operations Director for Siemens Rail Systems said: "Siemens trains now operate over 60 million miles a year around the UK. It is therefore essential for both the train operating companies, and travelling passengers, that their journeys, using safe and reliable trains, run without a hitch. I'm immensely proud of our maintenance teams who work 24 hours a day, 365 days a year to keep our fleets running at their very best – both from a safety and a quality perspective. It is fabulous that their hard work has been recognised yet again as the best in the industry."

The Modern Railways Golden Spanner Awards celebrate the very best of rolling stock maintenance and are handed out to those companies making the greatest strides in train reliability, as measured by MTIN (Miles per Technical Incident). The awards are based on statistical data (the ReFocus programme run by the Association of Train Operating Companies) and are regarded across the industry as being an accurate assessment of fleet reliability.





Class 50 008 'Thunderer' with the 4Z03 Carlisle to Derby RTC hauling a Railgrinder, absolutely shatters the tranquillity of the moment at Leyland on November 16th with 56 303 bringing up the rear. *David Hollowood*

Bombardier teams up with Arrow to trial new cleaning solution for train operator CrossCountry

Trials of a new deep cleaning process for trains has proved a resounding success at Bombardier Transportation's Central Rivers depot in the Midlands. The company has joined forces with cleaning chemical manufacturer Arrow Solutions to introduce a new product to its operations and has just completed the first deep clean of the entire fleet of CrossCountry Voyager trains. This has involved 57 trains, made up of 4 and 5 carriages each, being subjected to a 20-hour exterior bodyside clean with Thickened Oxalwash, which removes iron and rust deposits that aren't normally eliminated with daily cleaning solutions. The change has resulted in significantly cleaner trains, helping improve the passenger experience and boost the CrossCountry brand in the process.

"I believe the results speak for themselves - you only have to see the difference in the train after we have applied Thickened Oxalwash," explained Colin Dunn, Train Presentation Manager at Bombardier Central Rivers. "It not only gives the train a much cleaner finish, but has also brought hard to clean areas back to a much more acceptable appearance. This includes the door buttons, steps, sole bar and vestibule ends… these are notoriously difficult to clean, but this Arrow product offers the solution."

He concluded: "The staff are proud of the finish they have achieved and we can monitor how long the train maintains its appearance. Again, we can see the improvements have been significant and they are easier to reclean after this process."

Arrow Solutions, which has been supplying products to the rail sector for more than 25 years, first started discussions with Bombardier about an advanced exterior cleaner in 2013, following the successful introduction of Ecowash Autoshine in their wash plant.

There was a requirement from CrossCountry to look at an alternative deep clean solution so the Leicestershire-based cleaning and maintenance specialist spent a lot of time understanding the challenges faced by Bombardier and the impact these had on the final 'look' of the fleet. Consultative meetings with a host of key stakeholders followed, including facility managers, Health & Safety officers, production personnel and senior representatives from the train operator.

James Lomas, Head of Sales - Industrial for Arrow Solutions, picked up the story: "We had to make sure all parties were convinced that our solution would be effective, safe to use and safe to dispose of so that it wouldn't damage rolling stock or infrastructure at Central Rivers. "It was agreed that we would use Thickened Oxalwash to effectively remove rust marks and iron residues, as well as general oil, grease and dirt. The trial would see all 57 trains in the CrossCountry fleet be deep cleaned after a 90-day operational period and then maintained daily by using Ecowash Autoshine to prevent heavy build-up of traffic film and provide a streak-free finish."

He continued: "The overwhelming response has been positive in terms of operational performance and the enhanced appearance of the trains."

Jon Williams, Fleet & Contract Manager (Voyagers) for CrossCountry, added his support: "External cleanliness of the train is a critical aspect of creating a positive first impression for our customers. The Oxalwash programme has lifted the overall presentation of the Voyager fleet with significant improvement in the appearance of harder to clean areas and removal of ingrained dirt along the bodyside".

Arrow Solutions, which employs over 200 people at its state-of-the-art manufacturing site in Moira, is looking to double sales in the rail sector over the next twelve months after securing work with Train Operating Companies (TOCs) and OEMs.

In addition to increased demand for Oxalwash and Ecowash Autoshine, the company has also seen sales rise for Lotoxane®, Arrow's market leading safe solvent degreaser. This is being driven by a desire from rail businesses to move away from the use of hazardous materials in their engineering operations.

Newcastle set for major investment as passengers urged to check before they travel after Christmas

Network Rail is investing £8.6m to renew vital pieces of track to the south of Newcastle station this January as part of the Great North Rail Project.

Between Saturday 6 January and Monday 15 January, a total of 19 sets of 'switches and crossings' – more commonly known as points – will be upgraded, bringing significant long-term reliability benefits for the eight million passengers who use Newcastle station every year.

Switches and crossings are moveable pieces of track that guide trains from one route to another, and have a limited lifespan due to the immense wear they receive from heavy trains. The units at Newcastle were installed in the 1980s and although regular maintenance has kept them in good working order for many years they are now in need of replacing, having failed 15 times between January and October this year.

The meticulously planned upgrade means some short-term changes to services to and from Newcastle while engineers carry out nine days of engineering, with almost 2,000 passenger trains and 260 freights which usually cross the city's King Edward Bridge unable to run. Platforms 9-12 will also be out of use for the duration of the work too.

A revised timetable will be in operation with some services starting and/or terminating at York, Durham and the Metro Centre. Buses will also be used to help move passengers between some stations, but trains to and from Newcastle will be extremely busy and passengers are advised to check before they travel.

Rob McIntosh, managing director for Network Rail's London North Eastern and East Midlands route said: "There is never a good time to carry out railway work which disrupts passengers but this upgrade is absolutely essential and we have worked extremely closely with our train operating partners to keep disruption to a minimum and make passenger information as clear as possible. Newcastle is a critical part of our network and by keeping the infrastructure safe and reliable we are meeting the needs of the economies and communities our railway serves for both the short and long term."
A spokesman for the Rail Delivery Group, which brings together train companies and Network Rail to enable a better railway, said: "Rail companies are working together with a long-term plan to deliver major improvements to the railway which will boost the economy, better connect communities and improve journeys for customers, now and for the long term. Nationwide, our plan to change and improve the railway will mean 6,400 extra train services a week by 2021, over 5,700 new carriages and more rail jobs in towns and cities across the country."

Virgin Trains, which manages Newcastle station, said it would provide extra staff and signage to help customers during the engineering works.
Virgin Trains will run a full timetable on weekdays, although southbound services from Edinburgh will run 15 minutes earlier until they reach Newcastle. They will then run as scheduled. Its northbound services will be extended by up to 15 minutes. From 12.15 Saturday 13 January to 13.00 Sunday 14 January, Virgin Trains will run an hourly service between London King's Cross and Newcastle and Scotland. It will take a diversionary route between York and Newcastle with journey times extended by approximately 60 minutes, while some services will terminate at Darlington.

Two unidentified Class 373 Eurostar sets sit at the buffers at London St. Pancras International, flanked by the more modern Class 374 sets.
Ben Bucki

Preserved Railways

Tyseley - Clun Castle Recommissioning

On October 29th at Tyseley Locomotive Works, ‘Clun Castle’ was rolled out at the completion of refurbishment to main line condition.

GWR Castle Class 4-6-0 No. 7029 ‘Clun Castle’ pilots No. 5043 ‘Earl of Mount Edgcumbe’ on the demonstration line. *Shep Woolley*



Bob and Alistair Meanley with the lads who brought ‘Clun’ back to main line condition. *Shep Woolley*



GWR Castle Class 4-6-0 No. 5080 ‘Defiant’, the next one for refit I wonder? *Shep Woolley*









Several posters have appeared across the GWR network all featuring the 'Famous Five'. If you see any more please let us know.
All these are at London Paddington and taken by Derek Elston

New trains for Scotland are another step closer as the ScotRail Alliance reveals the interiors of its new fleet.

The new Class 385 electric trains - which are being built by Hitachi Rail Europe - will deliver faster journeys, more seats and better services for Scotland when they are rolled out next year.

One of the first fully fitted trains was recently completed at Hitachi Rail Europe's Newton Aycliffe plant. Offering bright, modern, contemporary finishes, once in service, customers across the central belt will benefit from:

Power sockets at each pair of seats
Free WiFi throughout the train
More luggage storage
Cycle spaces in a clearly marked area
Flexible storage area (prams, golf clubs etc)
Two wheelchair spaces
Accessible toilet in every train, including a new 'assist' facility to allow companion access to the cubicle while maintaining privacy
Windows closely aligned with seats

Dedicated first class carriages boast plug sockets at every seat, premium leather seats, LED lighting and more luggage storage.

Class 385s can operate in three, four, six, seven and eight car formations, providing much more flexibility to match demand with capacity. Unlike the existing Class 170 trains, the Class 385 have 'through' gangways between all coaches so that every part of the train can be accessed from the inside.

Electric trains mean no diesel engines, resulting in quieter journeys for customers and reduced noise pollution for those living and working near the railway.

When eight-car trains are introduced on the Edinburgh – Glasgow via Falkirk High route, this will improve capacity by up to 44% at peak times. There will also be more seats during peak periods on the Glasgow / Edinburgh – Stirling / Dunblane / Alloa lines, Edinburgh - North Berwick, and Glasgow Central – Edinburgh via Shotts.

ScotRail Alliance Managing Director Alex Hynes said: "It's great to finally see the interiors of our new trains. They look great, and I know customers will agree.

"The finish of these trains will significantly improve the experience of customers travelling with us. Their design has resulted in bright, spacious and accessible carriages – perfect for commuters, business customers and leisure travellers alike.

"We're building the best railway Scotland has ever had - and providing our customers with modern trains plays a big part in that."

Mitsuo Iwasaki, Head of Technical at Hitachi Rail Europe, said:
"We expect customers to be really pleased with the interiors of our new trains. We've worked closely with ScotRail and various passenger groups to include their ideas into the design and the result is a visible improvement for people travelling.

"In addition to full size tables and more seats, customers will also now be able to stay better connected on their journey with fast WiFi and plug sockets."





On November 11th, Class 67 030 waits patiently for the road at Doncaster. *Richard Hargreaves*



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

Better journeys for passengers as £4m embankment repairs are completed on WCML

Passenger journeys in and out of Euston will be more reliable following a £4m project to stabilise railway embankments near Watford. Services on the West Coast main line were severely affected in September 2016 when a train derailed after hitting a landslip, caused by torrential rain, on the line between Watford and King's Langley. A train travelling in the opposite direction then clipped the derailed train. No-one was injured but extensive work was needed to re-open the railway. In just one weekend, Team Orange removed the two damaged trains, cleared the debris off the tracks and repaired the railway.
That's when the really challenging work began - to clear and strengthen the embankment so there will be no repeat slips in the future.

Over the past 14 months, £3.954m has been invested to stabilise the cutting. All vegetation was removed so that 1km of rock netting and soil matting could be installed on top of the 500+ rock anchors which were embedded into the chalk face.

Gavin Evans, scheme project manager at Network Rail, said: "Passengers will have more reliable journeys through the Watford area thanks to this investment. The challenge was to work safely around the operational railway without impacting



Southern No. 35028 'Clan Line' worked the 13 coach UK Railtours 'Wessex Express' from London Victoria to London Victoria via Grateley and Southampton. The return is seen departing Grateley. *David Lindsell*

on journeys. A large proportion of the work took overnight and at weekends and the work we have done will protect the cutting for more than 60 years."

Steve Helfet, London Midland's head of West Coast Services said: " This is a great example of one railway working together to make much needed repairs and improvements. The work was done with minimal impact to our customers on one of the busiest stretches of railway in Europe."





Blackpool's railway revolution is right on track

Since mobilising on 11 November Network Rail's Team Orange has:
•removed the tracks at Blackpool North station
•demolished old platforms to make way for straighter platforms with an improved layout
•decommissioned five signal boxes
•started building a new platform at Kirkham and Wesham station and improving drainage
•started working round the clock to install overhead power lines so electric trains can run
•positioned 24 engineering trains along the route to support the upgrade

Meanwhile Northern is running a full replacement bus service to keep customers on the move while the railway is closed.

The 19-week project to upgrade and electrify the line between Blackpool and Preston, which started on Saturday 11 November, equates to a £1,800 investment for every person living in Blackpool

It is a key strand of the multi-billion-pound Great North Rail Project, a railway industry team effort to transform train travel for customers across the North. The upgrade will make the railway bigger and better to cater for the increased volumes of people forecast to want to use it in future.

Over the remaining 18 weeks Network Rail engineers will carry out vital upgrades to track and platforms at Blackpool North and Kirkham & Wesham stations. The signalling on both lines into Blackpool will be upgraded. This includes installing 84 new signals to make journeys more reliable.

Martin Frobisher, Network Rail's London North Western route managing director, said: "We have made a great start to this phase of the Great North Rail Project. I am confident the short-term pain will be worth the long-term gain of transformed train travel in future."

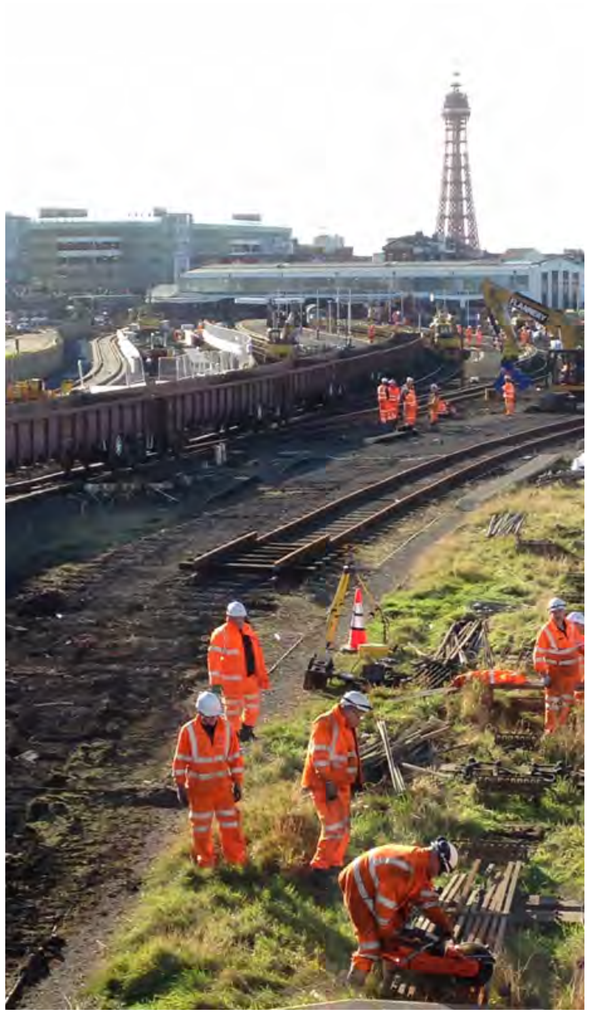
Sharon Keith, regional director at Northern, said: "This upgrade will pave the way for further improvements for our customers who, in the future, will benefit from brand new or fully refurbished electric trains – resulting in better journeys and, through our modernisation plan, better stations."

Peter Broadley, executive director for customer, operations and safety at Virgin Trains on the west coast, said: "We know that upgrade works can impact on people's travel plans. These particular works are being carried out by Network Rail to upgrade the railway between Preston and Blackpool. We have worked closely with Network Rail and industry partners to ensure alternative travel arrangements are in place. Customers travelling between London Euston and Blackpool should plan their journey in advance and check the National Rail enquiries website before travelling."

Between Saturday 11 November and Sunday 28 January 2018 the railway will be completely closed between Preston and Blackpool North and Blackpool South stations.

Between Monday 29 January 2018 and Sunday 25 March 2018 the railway between Preston and Blackpool South will reopen but the railway between Kirkham & Wesham and Blackpool North will remain closed.

The upgrade forms part of the Great North Rail Project to improve journeys between Blackpool and Preston and across the north of England.



Network Rail Stoneblower No. DR80208 departs Crewe on November 28th, heading towards Manchester. *Richard Hargreaves*

LNER A3 No. 60103 'Flying Scotsman' is seen under repair at the Nene Valley Railway on October 30th. *John Alsop*





Did you Know - Ken Mumford

Some more of the nations oddities this month:

The changing names of Sidmouth Jct.

SIDMOUTH JUNCTION known as	
Date	Name
18/07/1860	*Opened as* Feniton
01/07/1861	Ottery & Sidmouth Road
February 1868	Feniton for Ottery St. Mary
April 1868	Ottery Road
06/07/1874	Sidmouth Junction
06/03/1967	*Sidmouth - Sidmouth Junction line CLOSED*
03/05/1971	*Re-opened as* Feniton

Loadings allowed out out of Torquay in steam days

THE 1 in 53 CLIMB OUT OF TORQUAY		
LOCO CLASS	WITH NO BANKER	WITH A BANKER
King	390 tons	500 tons
Castle County	345 tons	455 tons
Star Hall Grange	320 tons	420 tons
Saint Mogul Manor Large 2-6-2T	300 tons	420 tons

The 56th Britannia

Look in your Ian Allan ABC and you will find that only 55 Britannia class locomotives were built. So where is the 56th?

It can be found on the Eastleigh Lakeside Railway in Hampshire. Its number is 70055 and is called Rob Roy. It was built by Roy Pullen using the chassis and boiler from a previous locomotive built in 1948. It is on loan to the aforementioned railway.

The Eastleigh Lakeside Railway (Lakeside Country Park, Eastleigh, Hampshire) has a very interesting website and is well worth a visit.

National Rail

Loram Railgrinder unit Nos. DR79401/2/3/4 heading from Derby to Carnforth, passes through Burton on November 6th. *Stuart Hillis*

A Different View

A replica LNER 0-6-0 is seen by the roadside at Saltburn.
John Sloane



A Different View

Operating as train 2H10, the 08:49 from Leeds to Carlisle, Northern's Class 158 850 (unusually running without the usual class 153 to strengthen the consist) waits for the right-away from the station call at Settle, on its way to Carlisle. *Ben Bucki*

A Different View



Merseyrail's Class 507 010 is seen along with the departure boards at Chester on November 11th. *Paul Godding*



Santa was spotted at Dalton, West Lancashire on November 19th. I guess that's one chimney he wont get down! *John Sloane*



Photographed from a passing ATW Class 67 hauled service on November 9th, rows of wagons, mainly coal hoppers, stored in Walton Yard Warrington. *Jeff Nicholls*

Preserved Railways

North Yorkshire Moors Railway



Class 25 No. D7628 is seen running round it's train after arrival at Whitby. *John Sloane*



Class 24 No. D5061 stands outside Grosmont Shed on October 22nd. *John Sloane*



Southern Schools Class No. 926 'Repton' departs Goathland with a Grosmont bound service. *John Sloane*

North Yorkshire Moors Railway

LNER B1 No. 61264 waits to depart Grosmont on October 22nd with a service to Pickering. *John Sloane*

Eureka! Halifax

A preserved ex-industrial locomotive leading a quiet existence is the Hunslet 4-wheeled shunter No.2641 (built 1941). The loco is now an exhibit at the 'Eureka!' childrens museum in Halifax, West Yorkshire (which is built on the former Great Northern side of Halifax station and yard where it is coupled to a Mk.2 carriage which is used as a catering space for visiting groups. Having been originally painted in green (with the carriage in maroon), the ensemble was repainted several years ago into a version of the contemporary Northern livery. *Ben Bucki*

Mid Hants Railway

On November 23rd, Celebrity Class 47 579 ‘James Nightall GC’ arrived at Alresford Station on the Mid Hants Railway by low loader. It is rumoured to be on a three year loan to the line. *Ken Livermore*

Class 104 DMU Nos. M50455 and M50517 crosses Brooksbottom Viaduct on the late-running 11:45 service from Heywood to Rawtenstall during the East Lancashire Railway's 'Scenic Railcar Weekend' on November 4th. *Jeff Nicholls*

Preserved Railways

East Lancashire Railway

Class 105 DMU Nos. Sc51845 and E56121 crosses Brooksbottom Viaduct with the late-running 12:15 service from Rawtenstall to Heywood, on November 4th. *Jeff Nicholls*



Class 110 DMU Nos. 51813, 59701 and 51842 depart Irwell Vale during the lines railcar spectacular gala on November 5th. *Alan Naylor*



Class 104 DMU Nos. 50517 and 50455 departs Ramsbottom on November 5th. *Alan Naylor*

LNER A4 No. 60009 ‘Union Of South Africa’ approaches Irwell Vale during the lines steam gala on October 14th. *Neil Scarlett*

East Lancashire Railway

On November 12th, after 'City of Wells' failed with hot axle issues, Class 40 106 'Atlantic Conveyor' was summoned to run the service, seen here running about an hour late. *Colin Irwin*

Preserved Railways

East Lancashire Railway

Class 09 024 and a ‘Stove R’ parcels van are attached to the rear of the 12:06 from Ramsbottom to Bury on November 4th. *Jeff Nicholls*

Class 110 DMU Nos. E51813, E59701 and E51842 smokes its way out of Ramsbottom on the 09:50 from Bury to Rawtenstall service on November 4th, having left its 6-wheeled ‘Stove R’ in the station for Class 09 024 to retrieve. *Jeff Nicholls*

Beautifully restored Class 109 Wickham unit Nos. E56171 and E50416 and BRC&W Class 104 Nos. 50517 and 50455 with the 2J54 10:35 Rawtenstall - Bury passes Bridge St. Gardens, Ramsbottom on November 11th. *Nick Clemson*





Preserved Railways

East Lancashire Railway

The lines recently repainted Class 104 DMU is seen here leaving Burrs Country Park station at the Scenic Railcar event on November 5th. *Neil Scarlett*



Cravens Class 105 working the 2J57 10:55 Heywood - Rawtenstall service is pictured at Burrs Country Park on November 11th. *Nick Clemson*



BRC&W Class 110 Nos. 51842, 59701 and 51813 depart Ramsbottom with the 2J55 10:05 Heywood - Rawtenstall service on November 11th. *Nick Clemson*

BRC&W Class 104 DMU works the 2J59 11:45 Heywood - Rawtenstall passing Burrs Country Park on November 11th. *Nick Clemson*

Keighley and Worth Valley Railway

On October 15th, the Class 101 DMU was working the relief path on the Sunday timetable, seen here pulling away from Keighley station with a lunchtime train for Oxenhope. *Ben Bucki*







Railtalk Magazine

Preserved Railways

Keighley and Worth Valley Railway

On November 5th, LMS 4F No. 43924 departs Keighley with a test run. *Colin Irwin*

On October 30th, the diesel timetable was operated by the Waggon und Maschinbau railbus. The popular unit is seen drifting downgrade towards Ingrow Station, alongside the River Worth, with a service to Keighley. *Ben Bucki*

Making a welcome extended visit to the Keighley and Worth Valley Railway, Ian Riley's 'Black 5' No. 44871 was in charge of the Sunday steam timetable on October 29th. The locomotive is seen picking up speed on the incline between Ingrow and Damems with the first southbound train of the day. *Ben Bucki*

Keighley and Worth Valley Railway

Fowler 4F No. 43924 departs Haworth on November 5th.
Colin Irwin

Preserved Railways

Bradford Industrial Museum

Taking a prominent position alongside its successor, a surviving local trolleybus, former Bradford Tram No. 104 (which formerly worked a busy route between Manchester Road and the Horton area of the city, according to the museum sources) sits on display in the former Engine House of the Bradford Industrial Museum, West Yorkshire. *Ben Bucki*

On display in the Transport Gallery of the Bradford Industrial Museum is industrial tank locomotive "Nellie" (built by Hudswell Clarke in 1922). This well-presented locomotive formerly worked on the extensive Esholt Sewerage Works system before preservation (initially at what is now the Embsay and Bolton Abbey Railway). *Ben Bucki*

Preserved Railways

Ecclesbourne Valley Railway



Derby lightweight car No. 79900 (ex Test Car Iris) is seen operating a Wirksworth service at Duffield on November 18th. *Stuart Hillis*



A recent arrival is Thomas Hill 0-4-0 shunter from the Statfold Barn Railway, seen here outside the shed at Wirksworth on November 18th. *Stuart Hillis*



'Henry Ellison' Andrew Barclay 0-4-0 No. 2217 of 1947 stands in the car park at Wirksworth on November 18th. *Stuart Hillis*



The A1 Steam Locomotive Trust
New Steam for the Main Line

ICONIC LNER DESIGNS PROVIDE INSPIRATION FOR NEW TORNADO AND PRINCE OF WALES POSTERS



The A1 Steam Locomotive Trust, the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, has published two new posters by renowned railway artist Stephen Millership featuring its locomotives. The designs of the posters were inspired by the iconic posters of the London & North Eastern Railway (LNER) from the 1930s and 1940s.

Tornado 10 Years in Steam has been produced to celebrate the tenth anniversary of the completion of new Peppercorn class A1 'Pacific' No. 60163 Tornado at Darlington Locomotive Works in 2008. The poster was designed by Stephen Millership and drew its inspiration from the iconic Silver Jubilee poster by Frank Newbould published by the LNER to mark the entry into service of Britain's first streamlined train in 1935.

A Giant Resurrected has been produced to promote the construction of new Gresley class P2 'Mikado' No. 2007 Prince of Wales at Darlington Locomotive Works. The poster was designed by Stephen Millership and drew its inspiration from the iconic Giants Refreshed poster by Terence Cuneo published by the LNER to mark the restoration of its locomotives from wartime Black liveries to Apple Green and Garter Blue liveries in 1947.

Both posters have been produced on A1 size 200gsm paper and are available to purchase for £15.00 each (including postage & packing) from The A1 Steam Locomotive Trust at www.a1steam.com with all profits going towards the featured locomotive.

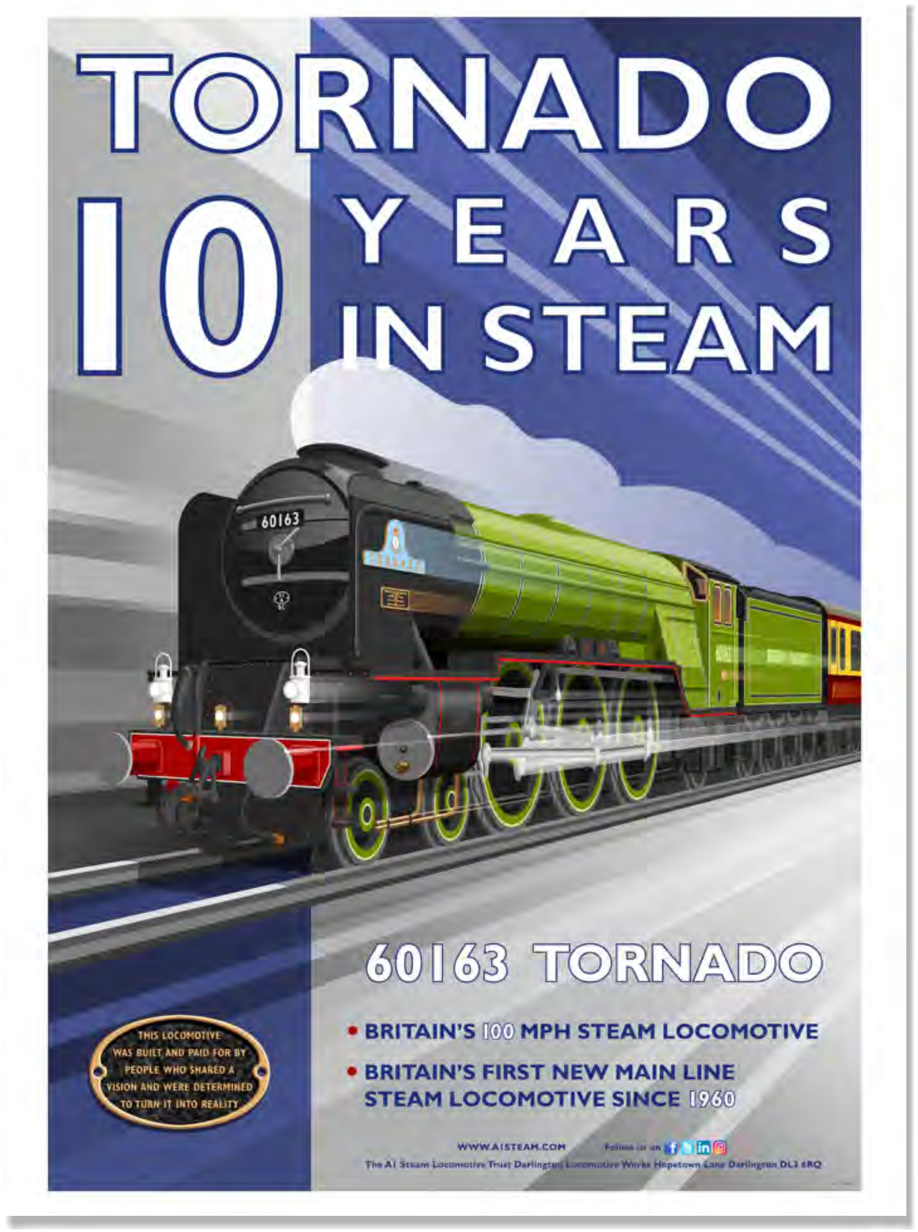
Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented:"The London & North Eastern Railway not only built some of the finest steam locomotives to operate in Great Britain but also promoted its services with some of the most iconic posters ever produced, working with artists including Tom Purvis, Frank Newbould and Terence Cuneo.

As the re-creator of long-lost LNER steam locomotive designs, The A1 Steam Locomotive Trust wanted to celebrate Tornado's tenth birthday and promote the construction of the seventh class P2 Prince of Wales and we could think of no more appropriate way than to commission two new posters from renowned illustrator Stephen Millership whose work pays homage to the golden age of steam.

"Tornado 10 Years in Steam and A Giant Resurrected are both available to buy from www.a1steam.com for only £15.00 each – the perfect Christmas present for anyone with a love of steam or a passion for travel posters."

Stephen Millership added: "When I was approached by The A1 Steam Locomotive Trust to design and illustrate posters for both Tornado and Prince of Wales locomotives, I was thrilled. The project was made even more exciting when I was asked to base the posters on the classic LNER designs of the past. Terence Cuneo's original poster Giants Refreshed has always been a favourite of mine, so to try and capture some of the magic of that poster using my illustration style was a challenge and a joy. I feel very pleased to have played a small part in both these amazing railway projects."

Photo: © A1SLT/ Stephen Millership



Substituting for a failed steam locomotive, Class 20 No. D8098 works a 15:30 Loughborough to Rothley Brook freight. *Neil Scarlett*

Preserved Railways

Great Central Railway



On it's return to traffic, London and North Eastern Railway J94 Class Austerity No. 68067 approaches Swithland sidings with the 09:50 Loughborough - Leicester North during the 'Last Hurrah' gala on November 18th.
Mark Pichowicz



BR Standard Class 9F No. 92214 accelerates away from Rothley with the 09:55 Leicester North - Loughborough on November 18th.
Mark Pichowicz



Pushing the new build diesel brake tender, Class 45 No. D123 crosses Swithland reservoir with a rake of 16 ton mineral wagons. *Mark Pichowicz*

Stanier 8F No. 48624 approaches Swithland sidings with a rake of mineral wagons. *Mark Pichowicz*

On November 19th, LMS Class 3F Jinty 0-6-0T No. 47406 pilots LMS 8F No. 48624 through Woodthorpe with the 09:00 departure from Loughborough. *Mark Pichowicz*

Great Western 'Modified Hall' No. 6990 'Witherslack Hall' approaches Swithland sidings with a rake of box vans on November 19th.
Mark Pichowicz

GREAT CENTRAL RAILWAY PUSHES AHEAD WITH REUNIFICATION PROJECT

NEW APPEAL LAUNCHED TO REFURBISH HISTORIC CANAL BRIDGE

The Great Central Railway's exciting reunification scheme is moving ahead. With the imminent completion of a new rail bridge at Loughborough, preparations are now being made for the next part of the project; repairing an existing bridge over the Grand Union Canal.

An appeal to raise four hundred and seventy five thousand pounds has been launched on December 1st to pay for the work. The reunification project will connect two separate halves of the Great Central to create an eighteen mile heritage line running through the East Midlands. Five hundred metres of long demolished track, bridges and embankments need to be replaced to establish the link. A multimillion pound investment has already seen a new bridge built to carry Great Central steam hauled trains over Network Rail's Midland Main Line.

Michael Gough, Managing Director of the Great Central Railway said, "We have had people from around the world asking us about the new railway bridge. They're also asking which part of reunification we are tackling next! The answer is, we're going to restore the existing historic canal bridge at Loughborough so it is ready to carry trains again. The appeal is in part to pay for the repairs and also to fund the ongoing design work for the rest of the reunification scheme."

The elegant canal bridge is the only surviving part of the original Victorian link between the two halves of the Great Central, not demolished after the line was originally closed. However, the metal work is corroded and the brick work in a poor state and it requires substantial work before trains can use it again. Using techniques developed for the national rail network the bridge is expected to be repaired without being lifted. To minimise disruption to the boats passing underneath the repairs are set to take place in a quieter time of the year for the canal. If the funds can be raised in time, work will start on the bridge in Autumn 2018.

Meanwhile, the new railway bridge is on track to be completed before Christmas this year. Contractors have continued to install the decking and face the concrete parts of the structure with bricks. "We have made a significant start on reunification," continued Michael. "Far from being beyond our reach, the rail bridge is the first part of the project to be completed.

There is a long way to go before trains can run and a lot of work to do. However, the more people who can support our appeal, the sooner the canal bridge will be done and that's another part of the jigsaw in place. Reunification will bring economic benefit to the area, creating jobs and attracting more visitors. We're committed to making it happen and hope people will share the vision and make a donation."

Donations can be made online at www.gcrailway.co.uk/unify or by cheque (made payable to the David Clarke Railway Trust) sent to 'Canal Bridge Appeal, David Clarke Railway Trust, Lovatt House, 3 Wharncliffe Road, Loughborough, Leicestershire, LE11 1SL.

Photo: Canal Bridge. © Steve Hallam



J94 Class Austerity No. 68067 approaches Rothley at the 'Last Hurrah' gala on November 18th. *Neil Scarlett*



FULL STEAM AHEAD FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

£100,000 appeal for the cylinder block for new Gresley Class P2 steam locomotive No. 2007 Prince of Wales reaches 50% in just one month

The project to build Britain's most powerful express passenger steam locomotive has announced that its £100,000 appeal to make the cylinder block for new Gresley class P2 No. 2007 Prince of Wales has reached 50% of its target in just one month. If the project is to remain on schedule to complete No. 2007 by 2021, the cylinder block has to be ordered in 2017. At its annual convention on 30th September 2017, The A1 Steam Locomotive Trust set itself the challenge of raising £100,000 through The Cylinder Club from 100 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Following the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive), the Trust decided to establish The Cylinder Club to raise an estimated £100,000 required to make No. 2007's cylinder block.

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

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales; Reasonable access to No. 2007 at all times; Opportunity to buy exclusive Cylinder Club badge; Opportunity to join one of the teams building No. 2007; First choice of other components to sponsor; Special Cylinder Club day with Tornado; Special signed/numbered print of John Wigston's new painting of No. 2007 Prince of Wales alongside No. 2001 Cock o' the North and No. 2002 Earl Marischal.

Artist John Wigston has been an active supporter of The A1 Steam Locomotive Trust since its launch in 1990, producing the first painting No. 60163 Tornado called 'The return of an A1' of which many supporters have a print. On Tuesday 17th October John Wigston donated the original artwork for his new painting of No. 2007 Prince of Wales alongside No. 2001 Cock o' the North and No. 2002 Earl Marischal to the Trust to raise funds for the project.

The work involved in designing the new cylinder block includes: Convert the original P2 class one-piece casting into a welded fabrication including Finite Element Analysis (FEA) to check for structural integrity; Improve the layout of the valves to reduce the clearance volume (which affects cylinder efficiency); Re-route the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust; Increase the size and improve internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy; Reduce the overall width of the cylinder block to provide Prince of Wales with the widest possible route availability on the main line.

Manufacture of the cylinder block including: Producing the welded fabrication; Stress relieving; Grit blasting and painting with high temperature paint; Machining; Fitting cylinder liners and valve seats; Manufacturing and fitting cylinder and valve covers; Hydraulic testing the assembly.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes 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 and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies 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, rolled and being fitting to the jig
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered
- Over £1.3m spent, £1.7m raised and £2.7m pledged of the required £5m.

October was a record breaking fundraising month for The A1 Steam Locomotive Trust with over £117,000 donated or pledged towards No. 60163 Tornado and No. 2007 Prince of Wales. The Cylinder Club welcomed 54 new members, donating £1,000 each, 12 A1 Covenantors, 12 P2 Covenators, one Boiler Club member, two Mikado Club members, two 163 Pacifics Club members, six Tornado Team (our children's club for 5-15 year olds) members, over £2,500 in Dedicated Donations and over £17,000 in donation. These donations were thanks to our P2 Roadshow in Dundee, 'The Tees Tyne Express' railtour with No. 60163 Tornado and a number of visits to Darlington Locomotive Works.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented:
"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £2.7m has now been donated or pledged. Our team at Darlington Locomotive Works has been focused on creating and assembling the boiler cladding over the past few weeks.
We have now turned our attention to the cylinder block which is our next major design and manufacturing challenge. If we can raise £100,000 through The Cylinder Club over the next few months we are confident that we will be able to place the order for the cylinder block for No. 2007 Prince of Wales by the end of 2017 and remain on-track for completion of the new locomotive in 2021. Achieving pledges of over 50% of our target within the first month means that we are well on the way towards achieving this.
"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Cylinder Club or a monthly 'P2 for the price of a pint of beer a week' covenantor. 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."

To become a member of The Cylinder Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

From the Archives

On April 29th 1983, Class 56 067 takes coal from Yorkshire across Twelve Arches bridge, Warrington, towards Walton Sidings where it will run round its train of coal for Fiddlers Ferry power station. This viewpoint has now been fenced off and the factory's in the background demolished. *Jeff Nicholls*

From the Archives



Stanier LMS 8F Class No. 48253 passes through Accrington station with a long train of empty 16 ton coal wagons on July 8th 1967. *Dave Felton*



Freightliner's Class 47 150 heads through Stafford on March 25th 2000. *Paul Godding*



Various locos are seen stabled at a busy Buxton depot on April 29th 1989. *Brian Hewertson*

From the Archives



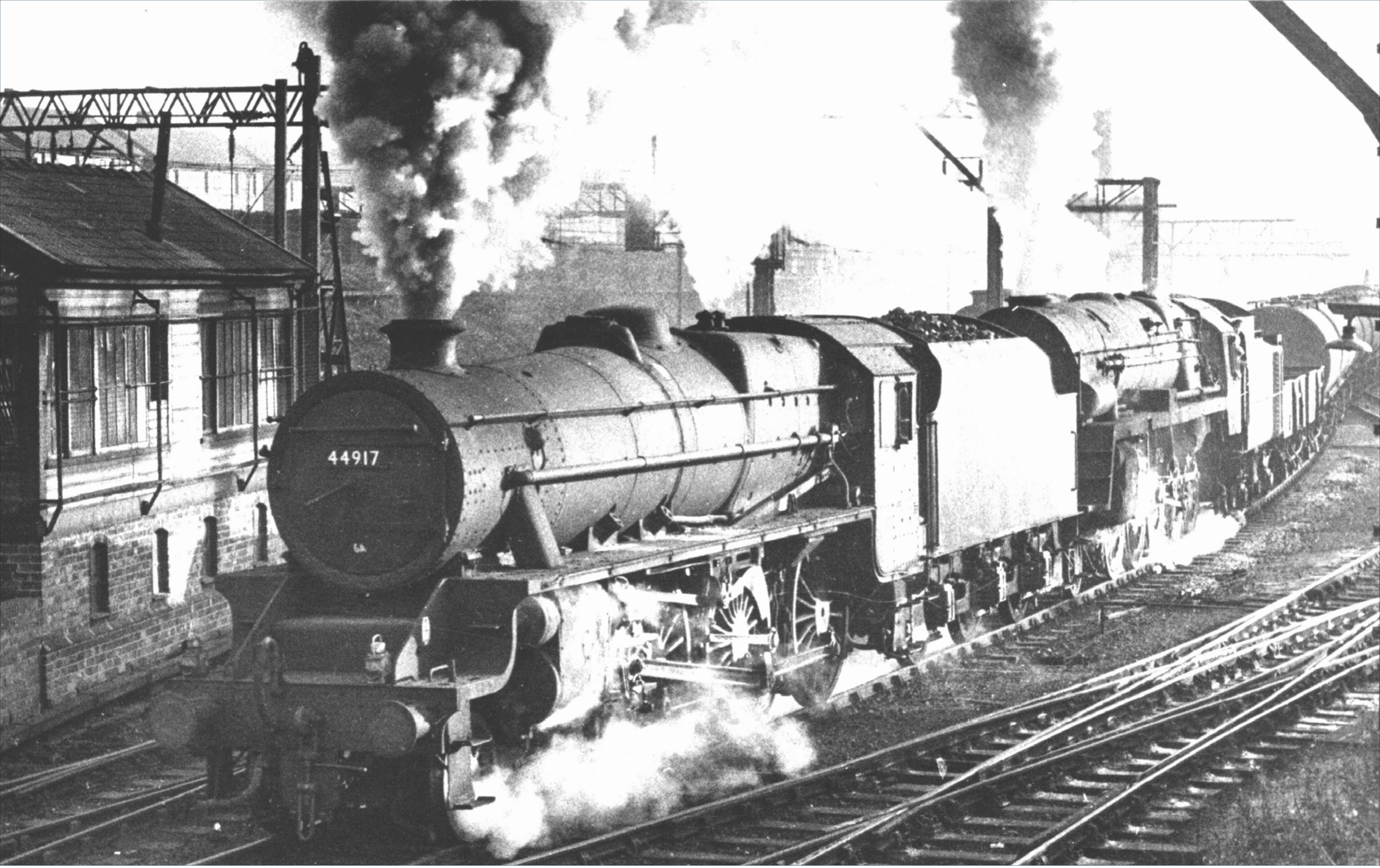
An unidentified Class 128 Diesel Parcel Unit is seen at a snow bound Buxton station on February 19th 1979. *Dave Felton*





Class 50 015, 50 037, 50 041, 50 049 and 50 019 are pictured stabled at Exeter on May 30th 1989. *Brian Hewertson*

BR Class 502 EMU Nos. M29872M and M29332M photographed stabled at Southport electric depot after being withdrawn from active service on June 20th 1981. *Dave Felton*



Stanier Black 5 Class No. 44917 pilots a 9F Class Crosti boiler through Stockport with an oil train from Stanlow, bound for Yorkshire on May 29th 1966. *Dave Felton*



Class 31s Nos. D5675 and D5618 are seen stabled at Doncaster shed on July 16th 1967. *John Sloane*