



Railtalk Magazine

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Welcome

Welcome to Issue 153 and your monthly roundup from across the UK.

Well I will start this month with an apology, owing to excessive sunshine in May, we had a rather large influx of emails and that has resulted in a bumper edition. We have tried to reduce the size as much as possible, but I know that there are some of our readers who will struggle with the download and I do honestly apologize. The good news! is however that thanks to the UK's barmy weather June looks like being a washout!! Where has summer gone?

Some good news for TPE this month with the notification that the Office of Rail & Road has authorised the use in passenger service of their Class 802 Hitachi bi-mode units. No word on the Class 68s and Mk5's yet though with brake problems still to be resolved, or so we are told.

Major west coast news this month as a partnership of Virgin Group, Stagecoach, SNCF and Alstom has applied to the Office of Rail & Road for permission to operate open access trains between London and Liverpool from May 2021, which it says would be 'the UK's most advanced and customer-focused' rail service. Coming after the DfT disqualified the partnership from the current west coast franchise bid, it will be interesting to see if the group get the go-ahead. Virgin Trains is seeking paths for 24 open access services per day between London Euston and Liverpool Lime Street, calling at

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

Prototype HST Class 41 No. 41001 climbs Oakworth Bank, during the Keighley and Worth Valley Railway's diesel gala on May 3rd. *Alan Naylor*

This Page

On May 16th, Class 46 010 and Class 25 No. D7535 are seen at Kidderminster during the Severn Valley Railway's diesel gala. *Richard Hargreaves*

Next Page

Pathfinder Tours, Easter Highlander Day 4, April 22nd, is seen arriving at Perth behind Class 37 402 and 37 409.. *Richard Jones*





Lichfield, Tamworth, Nuneaton and Liverpool South Parkway. Could they be utilizing soon to be off lease Class 91s and Mk4 stock, which just happen to currently be in VT east coast livery.

Meanwhile news from First Group who have said that they have concerns with the current balance of risk and reward being offered by UK passenger rail franchises. FirstGroup Chief Executive Matthew Gregory gave the warning when presenting the train and bus operator's annual results on May 30. Gregory said FirstGroup would await the government's Williams review of the structure of the rail market, but 'any future commitments to UK rail will need to have an appropriate balance of potential risks and rewards for our shareholders'.

Finally, don't forget it's not all about the magazine, you can also find us on Facebook, Twitter and a whole host of other online media outlets. Don't forget to visit and if you haven't before, contributions are always welcome.

All the best for the month ahead and please do keep sending in those photos.

Andy Patten
Editor

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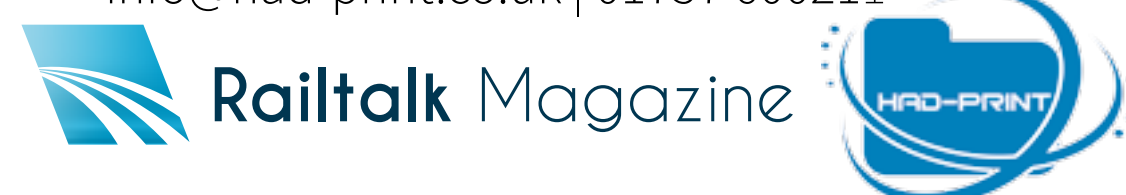
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Railtalk Magazine

Charter Scene

A 1 SLT/UK Railtours
The Mad Hatter

On May 11th, LNER A1 4-6-2 No. 60163 'Tornado' is captured on what was the main line between Manchester Central and London St. Pancras, working the 16:35 Chester to North Road Darlington 'THE MAD HATTER'. To the rear of the train, just out of sight, once stood the five platform Cheadle Heath station, complete with goods yard. Now single track, the site is a Morrisons superstore.

Barry Longson



Railtalk Magazine

Charter Scene

A 1 SLT/UK Railtours The Mad Hatter

▶ LNER A1 No. 60163 'Tornado' is seen climbing Hoghton bank with the 08:20 Darlington North Road - Chester on May 11th. *John Balaam*

◀ 'Tornado' is seen crossing the Mersey at Warrington with the Darlington - Chester charter on May 11th. *Mark Enderby*











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Charter Scene

Steam Dreams
The Cathedrals Express

Class 47 245 leads the 1Z54 London Paddington - Taunton through Dawlish on May 4th. *Richard Hargreaves*





Railtalk Magazine

Charter Scene

Pathfinder Tours
The Jolly Fisherman

On May 27th, Class 20 107 and 20 096 pass Lenton Junction with 'The Jolly Fisherman' railtour returning from Skegness to Bristol.
Mark Pichowicz



Railtalk Magazine

Charter Scene

Vintage Trains
THE WELSH MARCHES EXPRESS

On May 25th, GWR Castle Class 4-6-0 No. 7029 'Clun Castle' heads through Cheney Longville with the return working from Hereford - Dorridge. *Phil Martin*





Railtalk Magazine

Charter Scene

Saphos Trains
The Welsh Marches Express

Bulleid Light Pacific 4-6-2 No. 34052 'Lord Dowding', (in reality 34046 'Braunton') erupts as it passes Sutton Bridge with the 1Z20 08:25 Crewe - Cardiff Central 'The Welsh Marches Express' on May 4th. *Keith Davies*



Railtalk Magazine

Charter Scene

Saphos Trains
The Welsh Marches Express

On May 4th, Bulleid Light Pacific 4-6-2 No. 34052 'Lord Dowding', with the return working Cardiff - Crewe, passes Cheney Longville, Craven Arms. *Phil Martin*









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Charter Scene

Steam Dreams
Steam Dreams Excursion

'Flying Scotsman' passes Wyke on June 1st with the 18:24 Salisbury to London Victoria return charter. *Michael Bennett*





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Charter Scene

Retro Railtours
The Retro Devon Seaside

Class 37 407 leads 37 059 through Wistantow on May 25th working the Huddersfield - Paignton charter. *Phil Martin*





Charter Scene

Steam Dreams THE HIGHLANDS & ISLANDS

▶ LNER B1 No. 61306 'Mayflower' passes through Preston with 1Z64 10:37 Carnforth - London Euston on May 17th. *John Balaam*

▶ LNER Class B1 No. 61306 'Mayflower' works 1Z64 Carnforth to London Euston through Euxton Junction, Village Croft, Euxton on May 17th. *Ken Abram*

▶ LNER B1 No. 61306 heads south at Moore on May 17th with the final leg of 'The Highlands and Islands' multi day tour from Carnforth to London Euston. *Lee Stanford*





Charter Scene

Saphos Trains The Lakeland

BR Class 7MT No. 70000 'Britannia' works 1Z18 Crewe to Carlisle through Balshaw Lane Junction on May 18th. *Alan Naylor*

BR Class 7MT No. 70000 'Britannia' working 1Z18 Crewe to Carlisle storms past Moore on May 18th. *Mark Enderby*

No. 70000 'Britannia' blasts through Oxenholme with the Saphos Trains charter from Crewe to Carlisle on May 18th. *Lee Stanford*





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Charter Scene

Saphos Trains
The Lakelanders

With the moody looking Coniston Fells as a backdrop, LMS Stanier Class 5 4-6-0 No. 45231 'Sherwood Forester' sporting a 'Emperor of the North' headboard works away from Kirkby in Furness with the return leg of 'The Lakelanders' back to Crewe on May 18th.

Shep Woolley

Charter Scene

Saphos Trains The Lakeland

▶ Lovely to see a Brit in full cry as No. 70000 'Britannia' approaches Scout Green with 'The Lakeland' railtour from Crewe to Carlisle. *Shep Woolley*

▶ BR Class 7MT No. 70000 'Britannia' with the 1Z18 Crewe - Carlisle charter passes through Leyland. *Michael Lynam*

▶ 'Britannia' passes Standish on May 18th storming along the West Coast main line heading to Carlisle. *John Sloane*









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Charter Scene

Statesman Rail
Settle to Carlisle & Coastal Statesman

On June 1st, Class 47 593 and 47 501 on a Milton Keynes - Appleby charter are seen passing Moore. *Mark Enderby*





Railtalk Magazine

Charter Scene

Northern Belle
Northern Belle

Class 47 832 leads the late running 1Z21 07:39 Manchester Victoria to London Victoria through Kensington Olympia on May 23rd. Class 57 601 'Windsor Castle' was on the rear. *Derek Elston*



Railtalk Magazine

Charter Scene

Northern Belle
Northern Belle

Class 57 313 on the front and 57 601 on the rear pass Uffington on June 1st with the 1Z25 Norwich - Bristol Temple Meads.

Michael Bennett





Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

Spot on time, Class 86 259 makes its way north through Winwick On May 18th with yet another 'Cumbrian Mountain Express' which it hauled as far as Carnforth for 'Leander' to take over.
Jeff Nicholls

LMS Jubilee Class No. 45690 'Leander' speeds through Oxenholme on May 18th heading to Carlisle. *Lee Stanford*

Heading 'The Cumbrian Mountain Express' on May 18th, No. 45690 'Leander' is seen going well on the approach to Scout Green, heading for Carlisle. *Shep Woolley*





Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ LMS Jubilee Class No. 45690 'Leander' heads the return leg of 1Z87 'The Cumbrian Mountain Express', running to Farrington Junction where Class 86 259 takes over the train for the run back to London. *Michael Lynam*

▶ LMS Jubilee Class No. 45690 'Leander' speeds through Pleasington on May 18th with the return working. *John Sloane*

▶ On May 18th, Class 86 259 'Les Ross' passes Standish heading the 1Z86 London Euston - Carlisle 'The Cumbrian Mountain Express'. The Class 86 was changed at Carnforth for steam power onwards to Carlisle. *John Sloane*







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Charter Scene

Railway Touring Co.
THE GREAT BRITAIN XII

On May 3rd, day 7 of the 'Great Britain XII' railtour sees 'British India Line' accelerating away from Ribbleshead en-route to Scarborough.
Shep Woolley



Charter Scene

Railway Touring Co. THE GREAT BRITAIN XII

▶ LNER A3 No. 60103 'Flying Scotsman' working as 1Z31 York - London Paddington with 'The Great Britain X11', passes Burton Wetmore on May 5th. The train had been heavily delayed by lineside trespassers. *Stuart Hillis*

▶ On April 30th, LNER A4 No. 60009 'Union of South Africa' and LMS Class 5MT No. 44871 head 'The Great Britain XII' on day 4 from Preston - Edinburgh, passing Hest Bank. *Michael Lynam*

▶ West Coast's Class 47 746 is seen at Heat Bank on April 30th, on the rear of the tour to Edinburgh. *Michael Lynam*





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Charter Scene

Railway Touring Co.
THE PENNINE LIMITED

Emerging from Smardale cutting in pouring rain, 'Princess Elizabeth' with the return leg of 'The Pennine Limited' from Carlisle to Norwich, steam hauled as far as Hellifield. *Shep Woolley*







Charter Scene

West Coast Rly Co. The Dalesman

On April 30th, LMS Princess Class No. 6201 'Princess Elizabeth' passes Helwith Bridge working The Dalesman 1Z38 from York - Carlisle, having taken over the train at Hellifield.

Michael Lynam

LMS Stanier 8F No. 48151 storms through Horton in Ribblesdale heading for Carlisle with 1Z52 Chester to Carlisle 'The Dalesman' on May 28th. *davempics*

On May 14th, with little swirls of smoke rising from the engine room, a silent Class 57 001 sits on the rear of West Coast's 08:30 excursion from York to Carlisle, Class 47 826 being at the head of the train. Steam would take over at Hellifield.

Jeff Nicholls









Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

Class 57 601 'Windsor Castle' awaits the road at Wandsworth Road with 5Z22 the 12:45 London Victoria to Hither Green Down Reception Sidings Northern Belle ECS on May 23rd. *Derek Elston*



Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

Having arrived at Cardiff Central from Crewe with the 08:25 'The Welsh Marches Express' on May 4th, Bulleid Light Pacific 4-6-2 No. 34052 'Lord Dowding', (in reality 34046 'Braunton') gets the shunting signal and releases steam from the cylinders to hide everyone stood on the wrong platform as it works 5Z21 12:52 ECS to Canton depot. *Barry Longson*



Charter Scene

ECS and Light Engine Moves



On May 9th, Class 66 200 arrives at Preston with LNER A1 No. 60163 'TORNADO' and support coach in tow, on a move from Crewe Heritage Centre - Tyne SS as 5Z63. *Michael Lynam*

Class 31 128, reaching nearly 60 years old, passes Charnock Richard on May 29th with a Burton - Carnforth ECS. *John Sloane*

West Coast's Class 47 245 leads Class 33 No. D6515 past Charnock Richard on April 26th with a Carnforth - Southall ECS. *John Sloane*





Charter Scene

ECS and Light Engine Moves

▶ Class 47 614 and LMS No. 45231 'The Sherwood Forester' arrive at Preston on May 17th whilst working 09:02 Crewe HS - Carlisle. *John Balaam*

▶ LNER B1 4-6-0 No. 61306 'Mayflower' pilots A3 4-6-2 No. 60103 'Flying Scotsman' as it approaches Doncaster working 5Z72 09:49 Southall Wcr to York N.R.M. on May 7th. *Derek Elston*

▶ LMS Class 5MT No. 44871 on a Carnforth - Southall light engine move passes Moore on May 9th. *Mark Enderby*





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Charter Scene

ECS and Light Engine Moves

Sunny weather sees LMS 8P Class 4-6-2 No. 6233 'Duchess of Sutherland' accelerating away from Carnforth on May 24th during a move to Southall. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 727 hauling the convoy of 50 007, 50 031, 41 001 and 31 163 plus stock from Leicester to Keighley is seen at Oakenshaw Junction on May 1st. *Steve Chapman*

▶ On May 24th, Class 37 407 and 37 059 arrive at Nemesis Rail, Burton from Crewe Gresty Bridge as 0Z44 ready to work the Retro Railtour to Paignton the following day. *Stuart Hillis*

▶ Working 5Z72 Southall to York NRM, LNER B1 No. 61306 'Mayflower' and LNER A3 No. 60103 'Flying Scotsman' are pictured at Haywood Junction on May 7th. *Steve Chapman*





Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

Sporting fresh paintwork, K1 Class 2-6-0 No. 62005 works past Starricks Farm on its jaunt to Hellifield on May 15th, a test run before heading to Fort William. *Shep Woolley*



Chiltern Railways

On May 18th, Class 68011 is seen at Kidderminster with a service from London Marylebone.

Richard Hargreaves

Chiltern Railways more than double direct services between London and Stratford-upon-Avon

The number of direct trains between Stratford-upon-Avon and London Marylebone has more than doubled following the launch of the new Chiltern Railways timetable. The occasion was celebrated at Stratford-upon-Avon station by representatives of Chiltern Railways with local organisations and councils marking the departure of the first new direct service.

The number of direct trains in the week between London and Stratford have now increased in both directions from three to six. There are also additional services on the weekend. On Saturdays there are now four direct trains from London to Stratford, with five trains running in the other direction from Stratford to London. On Sundays there are five direct trains in each direction.

Eleni Jordan, Commercial Director of Chiltern Railways said, "At Chiltern Railways we're delighted to make these improvements to our Stratford-upon-Avon service as the only train operator between the town and London. With these additional services, the number of direct services to the capital from Stratford each week has now more than doubled.

"We were delighted that so many organisations were able to join us today at the official launch event, emphasising how we work closely with the local community in Stratford. We hope that the more frequent direct journeys will inspire lots of people to take journeys both to and from Stratford."

Philippa Rawlinson, director of operations and marketing at the Shakespeare Birthplace Trust, said, "Stratford-upon-Avon has a long history of welcoming visitors as the birthplace of William Shakespeare, with tourism being one of the key drivers for our local economy. We welcome the increase of direct rail services between London Marylebone and the town, offering convenient transport links to and from the capital which supports economic growth, attract new investment and jobs, and stimulate innovation as we strive to remain a must-visit destination all year round."



Colas Rail



▶ Class 56 090 and 56 049 pass Helsby on May 21st with a Chirk bound log train. *Brian Battersby*



▶ On May 11th, Class 56 090 worked 6C80 Up Decoy - Ulceby through Scunthorpe, whose consist included the single line gantry for relaying the Harbrough curve. *Steve Thompson*

▶ Class 56 113 and 56 090 working the 6E32 Preston to Lindsey discharged tanks, head through Barnby Dun on May 7th. *Steve Chapman*



Colas Rail



On May 14th, Class 56 087 and 56 105 pass Crowle on 6E32 Preston Docks - LOR discharged tanks. *Steve Thompson*

Class 70 809 working light as 0Z70 Barnetby - Bescot passes Stenson on May 16th. *Stuart Hillis*

On May 17th, Class 56 087 and 56 105 approach Keb Wood Crossing, Appleby with 8 ICAs in tow as 6E32 Preston Docks - LOR. *Steve Thompson*







Colas Rail

On May 5th, Class 70 803 and 70 817 top'n'tail an East Usk Yard - Crewe ballast working past Kemps Eye, Shrewsbury. *Phil Martin*

Class 70 801 passes Helsby on May 14th with the Carlisle - Chirk loaded logs. *Brian Battersby*

Class 56 049 and 56 090 working the Carlisle - Chirk logs passes Frodsham Jct. on May 22nd. *Mark Enderby*



Colas Rail



▶ Class 56 087 and 56 105 power the Preston to Lindsey Oil Refinery discharged bitumen tanks through Oakenshaw Jct., Wakefield on May 16th. *Neil Scarlett*

▶ On May 26th, Class 56 096 returning its train of spoil and stone as 6C81 Wrawby Jct. - Up Decoy, is seen passing Frodingham Jct. *Steve Thompson*

▶ Class 70 805 working the 10:53 East Usk Yard - Crewe passes Condover on May 4th. *Phil Martin*



Network Rail and Colas Rail achieve a 97% diesel-free “Site of the Future”

A project led by the Network Rail and Colas Rail UK has used solar lighting and power generation to prove the viability of a sustainable ‘Site of the Future’, achieving 97% diesel-free operation in support of a major rail renewal project at Llanwern, South Wales. The joint Network Rail and Colas Rail initiative used solar and battery technologies from Prolectric Ltd instead of diesel generators to save 6,000 litres of fuel, and more than 15 tonnes of CO2 during a 14-day project centred around a 72-hour possession over the May Day Bank Holiday weekend. The results are being viewed as a significant achievement that marks an environmental milestone towards clean, carbon-free off-grid working, in support of Network Rail’s target to reduce non-traction energy consumption by almost 20% and carbon emissions by 25% by 2024.

Nick Matthews, Network Rail Programme Engineering Manager, said: “In business improvement, generally a one or two percent gain is considered significant, so to achieve 97% at the first attempt is simply staggering. Saving close to 6,000 litres of diesel is the same as driving a family car at 40 mpg twice around the circumference of the world. It’s also very clear where we have learnt the lessons from Llanwern so we can close that small gap. We really want to get to that 100% fuel free-figure by the time of our next challenge, planned for a rail renewal project later in the summer.”

Solar lighting and power generation technologies were used across the site covering more than 21-acres. This included access roads, the welfare cabin area, car parking and the track working area itself, where the London to Cardiff main line meets the Llanwern steelworks spur, near Newport. The project spanned a period of 14 days leading up to and following 72-hour possession, with more than 70 rail staff employed on site. Three 25kW solar generators replaced conventional diesel generators providing light and heat for seven welfare cabins, including site offices, a canteen, toilets and a drying room. A total of 21 solar tower lights illuminated the site compound, car parking and work preparation areas, as well as being deployed on the trackside, where 200m of battery-powered link lighting was also used and column street lights were positioned along the access road to the site.

Matthews continues: “It was just as important to explore and extend the range of renewable applications, including a new solar-powered camera security system. We were also able to demonstrate the versatility of using portable lithium battery packs, recharged as necessary from the solar generators to power dust suppression systems, water cooler stations and point motors.”

Using diesel generators to support rail renewal work has been the only option for reliable off-grid power. Now viable solar technologies are being seen as a vital contribution to non-traction

carbon targets, as well as to reduce the noise, smell and air pollution from diesel exhausts, especially next to residential areas.

“The environmental impact of running diesel generators all day on a major worksite like Llanwern is absolutely huge,” explains Matthews. “It’s not just about carbon emissions; our lineside neighbours are very important to us. By using solar harvesting, we’re not polluting their environment with unwelcome fumes and noise.”

Ryan Ballinger, Production Manager for Colas Rail Ltd, explains: “We have worked closely to drive the development of suitable on-site solar tower lights and walking lights. Now at Llanwern we have been able to add solar generators for the first time and moving forward we want to add smaller plant and tools such as disk saws and band saws. There’s no doubt these technologies are going to be a complete gamechanger. Now, we need to push on and get to the point where they are just business as usual.” The Llanwern project not only provided feedback to help refine the solar and battery technologies, but also identified energy-efficiency initiatives that can contribute to 100% diesel-free operation.



Railtalk Magazine

Colas Rail

Running 30mins late, Class 70 809 passes Doncaster with the 11:13 Doncaster Up Decoy to Millerhill S.S. on May 7th. *Derek Elston*

On May 6th, Class 70 815 screams past Kemps Eye with a Crewe - East Usk Yard Bank Holiday engineers train. *Phil Martin*



Colas Rail



On May 14th, Class 56 097 and 56105 climb the bank from Ribble Rail at Preston station, with a rake of discharged tanks, heading for Lindsey Oil Refinery. *Michael Lynam*

On May 26th, Class 70 804, with 56 087 on the rear, pass Scunthorpe on 6C82 Up Decoy - Brocklesby with 20 loaded autoballasters. *Steve Thompson*

On May 25th, passing through Althorpe and crossing the King George V Bridge over the River Trent, is Class 70 817 hauling 6C80 Up Decoy - Harbrough, comprising the single-line gantry and wagons of concrete sleepers. *Steve Thompson*





Colas Rail



▶ Class 56 049 and 56 090 working the return 6C70 Chirk - Carlisle empty logs, head past Grimpo on May 22nd. *Phil Martin*

▶ Class 56 090 and 56 049 pass Balshaw Lane Jct. on May 23rd working the Carlisle - Chirk logs. *John Sloane*

▶ Class 70 807 passes Helwith Bridge on April 30th hauling the 6J37 log train from Carlisle - Chirk. *Michael Lynam*



Colas Rail



On May 10th, Class 56 113 and 56 090 approach Brocklesby Junction with discharged oil tanks from Ribble Rail Preston - Lindsey Oil Refinery.
Michael Lynam

On May 16th, Class 70 803 passes Acton Bridge working a Mountsorrel - Carlisle infrastructure train.
Michael Lynam

Class 70 807 passes Bradley on May 1st hauling the 6J37 log train from Carlisle - Chirk.
John Sloane





CrossCountry



Power car No. 43304 heads through Dawlish on May 4th leading a Plymouth bound service.

Richard Hargreaves



Power cars Nos. 43207 and 43285 depart Doncaster on May 7th working as 0Z43 14:00 Doncaster Works Wabtec to Laira T.& R.S.M.D.

Derek Elston



Class 220 007 working the 1M34 Bournemouth to Manchester Piccadilly service passes Worting on May 23rd.

Michael Bennett



DB Cargo

▶ Class 66 137 passes through Cardiff Central on May 4th with loaded steel coils working the 13:20 Margam to Llanwern exchange sidings. Class 66 015 was attached to the rear.

Barry Longson

▶ 6V00, the 10:22 Newhaven Day Aggregates to Acton T.C. is seen arriving at its destination with Class 66 150 and DIT 59 206 'John F. Yeoman Rail Pioneer' at its head on May 15th.

Derek Elston

▶ Class 66 165 with the Southampton Western Docks to Birch Coppice passes Wyke Down running late on May 11th. *Michael Bennett*



DB Cargo



Class 66 002 passes Crofton with a Banbury Road to Whatley working on May 10th.

Michael Bennett



Class 59 101 'Village of Whatley' arrives at its destination with the 10:26 Dagenham Dock A.R.C. to Acton T.C. on May 15th.

Derek Elston



Class 66 018 nears Basford Hall on May 14th working the 10:34 Southampton Eastern Docks to Halewood Jaguar cars.

Barry Longson



DB Cargo



▶ Class 66 091 heads along the sea wall at Dawlish on May 4th with a Burngullow - Exeter working. *Richard Hargreaves*



▶ Class 60 062 with the 6E01 Wolverhampton - Immingham covered steel carriers heads through Burton. *Stuart Hillis*



▶ Class 66 067 vice a pair of Class 90s, is seen with a late running 4M25 Mossend - Daventry at Moore on May 9th. *Mark Enderby*



DB Cargo



▶ Class 66 111, which had arrived from Toton N.Y. is seen on the Up Fast line during a T3 possession for an S. and C. renewal at Sharnbrook Junction, Bedfordshire. *Jonathan McGurk*



▶ On April 30th, Class 66 031 passes Helwith Bridge with a rake of empty box wagons from New Biggin - Tees Dock BSC. *Michael Lynam*



▶ Class 90 040 and 90 028 pass Euxton with a Mossend - Daventry working on May 2nd. *John Sloane*



DB Cargo



Class 60 066 crosses the River Trent at Sawley with 6M57 07:17 Lindsey - Kingsbury on May 26th. *Mark Pichowicz*



On May 15th, Class 59 102 'Village of Chantry' arrives into Acton working the 07:18 Merehead Quarry to Acton T.C. *Derek Elston*



Class 66 197 passes the closed colliery of Hatfield and Stainforth on May 24th working the 12:15 Immingham Docks to Drax loaded Biomass. *Barry Longson*



DB Cargo



Class 66 085 on a diverted Dollands Moor to Daventry passes Wolvercote Jct. on May 5th.

Michael Bennett



On May 9th, Class 60 010 is seen at Latchford on a 'loaded' gypsum working from Fiddlers Ferry ... but the wagons were empty!

Mark Enderby



Class 66 192 eases slowly through Cardiff Central on May 4th, working the 10:39 Cwmbargoed opencast colliery to Margam loaded coal.

Barry Longson



DB Cargo



Class 59 205 on the Theale to Whatley empty's passes Crofton on May 13th. *Michael Bennett*



Running 16 minutes early, Class 59 001 'Yeoman Endeavour' passes Kensington Olympia on May 23rd working the 11:02 Crawley Foster Yeoman to Acton T.C. empties. *Derek Elston*

On May 24th, just after 20:00 hours, Class 66 134 is seen at Stockport working empty box wagons from Ashburys to Peak Forest. *Barry Longson*



DB Cargo



On May 25th, Class 60 010 is seen passing the tall and narrow signal box at Northenden Jct. working the 09:13 Warrington Arpley to Tunstead sidings empty BMI hoppers.

Barry Longson

A smart Class 66 018 heads the 10:34 Southampton to Halewood car carriers along the West Coast main line near Acton Bridge.

Lee Stanford

On May 10th, Class 59 005 hauling an Allington ARC to Whatley empty stone train is seen on Crofton curve.

Michael Bennett





DB Cargo



▶ Class 59 201 hauling an Acton to Whatley stone train heads along the Berks and Hants on May 13th. *Michael Bennett*

◀ Class 66 005 passes Didcot North Junction on June 1st with a Wakefield to Didcot TC working. *Michael Bennett*

◀ Class 60 066 working the Humber - Kingsbury tanks passes Newark Castle on May 24th. *Mark Enderby*







DB Cargo

On April 30th, the previous night's 4028 Scunthorpe RS - Dollands Moor bloom train was hauled by Class 66 089. Unfortunately, the loco failed at Sandy and, by the time the assistant loco arrived from Peterborough, it was decided to haul the train back.....all the way to Scunthorpe! Class 66 162 is seen hauling the train through Scunthorpe, still with 66 089 attached to the rear, some fifteen hours after it had started out!. *Steve Thompson*

On May 25th, Class 66 061 enjoys the sunshine as it drifts towards the signal on the Down Goods at Frodingham Junction with 6D65 Roxby - Rossington spoil empties. *Steve Thompson*

On May 26th, recent celebrity Class 66 051, looking very smart, hauling 6T53 autoballasters from Wrawby Jct. to Up Decoy and with 66 061 out of sight on the rear, heads through Scunthorpe. *Steve Thompson*



DB Cargo



▶ Class 60 039 passes Attenborough in the early morning sun with 6E46 04:37 Kingsbury - Lindsey tanks on May 15th. *Mark Pichowicz*



▶ Class 66 172 approaches Joan Croft Junction on May 25th with a diverted 4M25 Mossend to Daventry intermodal. *Steve Chapman*



▶ On May 16th, Class 66 068 on the Cowley to Southampton car train heads past Worting. *Michael Bennett*



DB Cargo

▶ The young lady seems unaware of the presence of Class 60 024 as she checks her mobile phone at Cardiff on May 4th. *Lee Stanford*

▶ Class 66 200 is seen at Fenwick on May 25th working the 4S49 Daventry to Grangemouth intermodal, diverted from the WCML due to engineering work. *Steve Chapman*

▶ A solid Class 66 turn for years on end so it was a major surprise when 67 029 was turned out to work the 07:49 Arpley - Springs Branch and 10:03 return Wednesdays Only trip working on May 22nd. Seen at Winwick on the return run. *Jeff Nicholls*





DB Cargo



▶ On May 13th, Class 59 004 hauling the 7A09 Merehead to Acton is seen rounding Crofton curve. *Michael Bennett*

▶ On May 12th, the regular Sunday visit by the Kingsbury tanks has Class 60 039 at Frodingham Jct. with 6E68 to Humber OR. *Steve Thompson*

▶ Class 59 102 and an unknown 59/2 pass Crofton on May 10th with an Acton to Merehead working. *Michael Bennett*





DB Cargo



On May 24th, Class 60 066 approaches Attenborough station with the 6E46 04:37 Kingsbury - Lindsey tanks. *Mark Pichowicz*

Class 66 206, running an hour late, passes Wyke hauling the Southampton Eastern Docks to Halewood on April 11th. *Michael Bennett*

Class 66 099 passes through Leeds station with the 08:33 fuel tanks from Lindsey to Neville Hill depot on May 8th. *Jeff Nicholls*





DB Cargo



On May 6th, when Class 66 082 failed at HIT prior to departure with 6H63 Biomass to Drax, 66 011 was sent 1Z99 from Milford to assist. The pair are seen threading their way along the Outward Line at Scunthorpe. *Steve Thompson*

Class 60 044 'Dowlow' working 6E08 Wolverhampton - Masborough covered steel carriers, passes through Burton on May 16th. *Stuart Hillis*

On May 4th, it's not often a class 60 works the Dollands Moor turn, but Class 60 092 took 6X73 out of Scunthorpe RS, comprising LWR on 28 IGAs. The class 60 took the train as far as Up Decoy, where it was swapped for the more usual class 66. *Steve Thompson*





DB Cargo



On May 14th, Class 66 027 heads through Crowle working the 6D65 Roxby - Rossington spoil empties. *Steve Thompson*

Class 66 018 is seen near Acton Bridge hauling the Knowsley - Wilton 'Bins'. *John Sloane*

Class 90 018 and 90 040 head southbound through Hest Bank with a Mossend - Daventry intermodal. *Michael Lynam*





DC Rail Freight



On May 20th, Class 56 103 leads 56 091 with a Chaddesden - Carlisle working past Standish.
Michael Lynam



On May 22nd, Class 56 091 and 56 103 on Chaddesden - Carlisle empties, pass Acton Bridge.
Mark Enderby

Class 56 103 and 56 091 working as 6Z55 Chaddesden Sidings (Derby) - Carlisle Kingmoor with empty box wagons, pass Stenson on May 20th.
Stuart Hillis

Direct Rail Services



▶ Class 37 423 awaits departure from Lowestoft with the 19:55 service to Norwich. 37 407 was at the other end. *Mark Torkington*



▶ Class 88 002 'PROMETHEUS' arrives at Carlisle on May 9th running 124mins late with a Daventry - Mossend intermodal. *Michael Lynam*

▶ On April 30th the 0K05 convoy Carlisle - Crewe, consisting of Class 68 005, 37 405, 88 010 and 68 001 passes Helwith Bridge. *Michael Lynam*





Direct Rail Services



When Class 68 023 and its TPE set failed in the Wigan area on May 15th, causing delays to other trains, Thunderbird 57 304 was scrambled to the rescue. The ensemble hurries south through Winwick towards Crewe. *Jeff Nicholls*

Class 88 004 powers north through Daresbury on May 14th with the regular 'Tesco' intermodal service. *Lee Stanford*

Large logo Class 37 407 nears its home of Gresty Bridge, on May 14th, working the 16:08 from Cliff Hill Stud Farm light engine move. *Barry Longson*



Direct Rail Services



Taken from a foot crossing and in 'proper' Bank Holiday weather, Class 88 010 leaves Chat Moss with the diverted northbound 'Tesco Express' on Bank Holiday Monday May 27th. *Jeff Nicholls*

A rare double heading of Class 68 018 and 68 008 'Avenger' working the 6U77 Mountsorrel - Crewe, loaded IOA's with stone through Burton on April 26th. *Stuart Hillis*

The WCML was closed north of Crewe on May 27th so the Daventry to Mossend 'Tesco' train was diverted via Manchester, the rerouted service is pictured approaching Mauldeth Road station on the Styal loop with Class 88 010 leading and this may have been the first time a Class 88 has passed along this route. *Lee Stanford*





Direct Rail Services



▶ Class 88 002 heads north at Hest Bank on April 30th with a Daventry - Mossend (TESCO) intermodal. *Michael Lynam*

▶ Class 88 004 and 88 006 are seen at Farrington Curve Jct. with a Sellafield - Crewe flask working. *John Sloane*

▶ Class 37 059 working light engine Norwich - Crewe Gresty Bridge passes Stenson on May 3rd. *Stuart Hillis*







Direct Rail Services



On May 1st Class 68 001 passes Standish with a Carlisle - Crewe engineers. *John Sloane*



On May 1st, Class 66 421 'Crewe Gresty Bridge TMD' working 6U77 Mountsorrel - Crewe conveying loaded stone heads through Burton. *Stuart Hillis*



On May 9th, Class 66 301 stands in the middle road at Carlisle with the 6K05 engineers to Crewe Basford Hall while DB's Class 66 200 waits to depart light engine to Warrington Arpley. *Michael Lynam*



Direct Rail Services

On May 5th, Class 37 407 waits to depart Crewe with Network Rail's Inspection Saloon No. 975 025 'CAROLINE' to Derby. *Michael Lynam*

Blackpool Tower rides again

A DRS Class 37 locomotive has been renamed 'Blackpool Tower' as part of the 125th anniversary celebrations for the North West's most famous landmark. The vintage 'Class 37' loco' (37407) first carried the name back in the 1990s, when it became part of a fleet of locomotives running 'seaside specials' taking thousands of holiday makers and day trippers from Manchester Victoria Station to the seaside town.

Paul Makepeace, Head of Delivery at DRS, attended the naming ceremony and spoke about the honour of being invited to celebrate the 125th birthday of the iconic structure.

"Blackpool tower has a special place in the heart of everyone from the North of England, and we're delighted to be involved in these celebrations along with Northern, Blackpool Council and Merlin Entertainments. It means a lot to everyone at DRS - especially those based in Carlisle who have many happy memories of their holidays and days out in Blackpool. Special thanks go to the Northern team at Blackpool North Station for supporting the event logistics."

The locomotive will continue operating on the national rail network working on a range of DRS services, from freight and passenger services through to supporting the work to decommission and clean-up the UK's oldest nuclear power stations.





East Midlands Trains

▶ Power car No. 43050 stands at Nottingham on May 24th. *Mark Enderby*



▶ Power cars Nos. 43076 and 43082 work the 1D48 15:34 London St. Pancras International to Nottingham service past Harrowden Junction on May 14th. *Derek Elston*

▶ Class 220 12 hurries the 1B56 15:12 Nottingham to London St. Pancras International service past Harrowden Junction on May 14th. *Derek Elston*



Freightliner

▶ Class 66 419 and 66 554 working the 4095 Leeds - Southampton liner passes Burton on May 1st.
Stuart Hillis

▶ Class 66 592 passes Overton hauling a Southampton to Garston liner on May 21st.
Michael Bennett

▶ The 05:00 Trafford Park F.L.T. to Felixstowe North F.L.T. eases through Northampton with it's 20mph speed restriction with Class 66 547 at the sharp end on May 10th.
Derek Elston





Freightliner



On May 14th, Class 70 020 is seen just south of Basford Hall Yard, Crewe, working the 15:12 Trafford Park to Southampton liner.

Barry Longson

Class 66 528 passes Worting on May 21st with a Southampton to Lawley Street liner.

Michael Bennett

On May 15th, Class 66 528 'Madge Elliott MBE - Borders Railway Opening 2015' passes through Acton Yard with a very lightly laden 07:45 Wentloog to Felixstowe North F.L.T. *Derek Elston*





Freightliner



▶ Class 66 503 leads the 09:25 Southampton M.C.T. to Garston F.L.T. passing Wilsons Crossing on May 14th. *Derek Elston*



▶ Diverted from the WCML, Class 66 533 works through Joan Croft Junction on May 25th with the 4M27 Coatbridge to Daventry liner. *Steve Chapman*



▶ Class 66 952 with the Southampton to Trafford Park liner passing Worting on May 23rd. *Michael Bennett*



Freightliner



Class 66 559 leads a Scunthorpe Coal Plant to Hunslet Yard working across the Joan Croft Jct. overbridge north of Doncaster on May 25th.

Neil Scarlett

Class 66 598 passes Hadnall on May 13th with an East Usk Yard - Tunstead working.

Phil Martin

Class 66 601 'The Hope Valley' leads the 15:45 Luton Crescent Road (Fhh) to Tunstead Sidings empties across Harrowden Junction to take the down fast on May 14th.

Derek Elston





Freightliner



▶ Class 66 413, on a ballast train from Toton N.Y. is seen on the Down Fast Line during a T3 possession at Sharnbrook Junction, Bedfordshire. *Jonathan McGurk*



▶ Freightliner's Class 08 691 'TERRI' is seen at Midland Road depot between shunting duties on May 12th. *Michael Lynam*



▶ On May 10th, Class 66 543 passes Brocklesby Jct. with a coal train from Immingham Bulk Terminal - Scunthorpe Coal Plant. *Michael Lynam*



Freightliner



On May 14th, Powerhaul liveried Class 90 042 and 90 045 head through Daresbury with the morning Coatbridge to Daventry container service, the presently mothballed Fiddlers Ferry power station is in the distance. *Lee Stanford*

On May 16th, Class 66 551 passes Acton Bridge with an empty bin train working from Runcorn - Dean Lane. *Michael Lynam*

Class 70 008 with the Garston to Southampton Maritime liner passes Didcot on June 1st. *Michael Bennett*



Freightliner



Class 66 616 with a rake of Network Rail Autoballasters is seen travelling on the Down Slow Line during a T3 possession at Sharnbrook Junction. *Jonathan McGurk*



Class 86 622 and 86 637 are seen near Acton Bridge working a Garston - Crewe liner. *John Sloane*



Class 90 047 and 90 041 pass Coppull on May 24th with the 4M27 Coatbridge - Daventry. *John Sloane*



Freightliner



▶ Class 70 006 clags its way through Acton Yard on May 15th with 66 416 DIT on the 09:25 Southampton M.C.T. to Garston F.L.T.

Derek Elston

▶ Class 66 621 passes Hadnall on May 21st, working empty cement tanks from Westbury - Tunstead. *Phil Martin*

▶ Class 66 510 heads through Acton Bridge on May 14th with a Felixstowe to Ditton liner.

Lee Stanford





Freightliner



▶ Class 70 020 threads its way between Oxford Road and Piccadilly stations in Manchester with the 15:12 Freightliner service from Trafford Park to Southampton on May 14th. *Jeff Nicholls*



▶ On May 17th, Class 66 505 drifts down Appleby Bank on 4H75 from Scunthorpe CHP to Barnetby Reception, where it will run round prior to scuttling back again and heading for Hunslet Yard. *Steve Thompson*



▶ On May 14th, Class 66 563 heads empty waste containers from Runcorn to Dean Lane, Manchester through Gorstage. *Lee Stanford*



Freightliner



▶ Class 66 533 approaches Langley Mill working 14:53 Daventry - Coatbridge on May 27th.

Mark Pichowicz



▶ Not the usual colour loco for the railvac, but here is Class 66 540 on May 12th working the 6X31 Wrawby Jct. - Up Decoy, approaching Scunthorpe after it had been working on the Brigg line. *Steve Thompson*



▶ On May 12th, Class 66 514 and 66 599 pass Sutton Bridge working a Bristol - Tunstead hopper move. *Phil Martin*



Freightliner



Class 70 015 passes Micheldever on May 21st with a Garston to Southampton liner.

Michael Bennett

Class 66 594 'NYK Spirit Of Koyoto' works 4095 Leeds - Southampton liner through Burton on May 16th. *Stuart Hillis*

On May 25th, Class 66 604 passes Bennerley working 05:33 Tunstead - Small Heath.

Mark Pichowicz





Freightliner



On May 10th, Class 66 559 was stabled in Barnetby Sidings with a rake of Iron Ore wagons.
Michael Lynam



On May 18th, Class 90 042 and 90 045 head south through Leyland with a Coatbridge - Daventry liner.
Michael Lynam



Prior to heading to Eastleigh for a repaint, Class 66 415 is seen on the stabling point at Ipswich on April 24th.
John Balaam



Freightliner



Class 66 540 passes Acton Bridge hauling the Runcorn - Northenden bins. *John Sloane*



Class 66 592 arrives at Derby Road with the 17:34 Felixstowe South - Tees Dock on May 9th. *John Balaam*



Class 90 041 leads 90 047 past Balshaw Lane Jct. on May 23rd hauling a Daventry - Coatbridge liner. *John Sloane*



GBRf



Class 66 709 passing Worting on May 23rd with the Eastleigh to Mountsorrel empties.

Michael Bennett



Class 66 775 passes Haywood Junction on May 7th with the 6E84 Middleton Towers to Monk Bretton sand.

Steve Chapman



Class 66 718 'Sir Peter Hendy CBE' eases through Acton Yard working the 10:48 Tilbury I.R.F.T (GBRf) to Trostre Works (GBRf) service on May 15th.

Derek Elston



GBRf



On May 20th, one of the GBRf 'celebrities', Class 66 709, approaches Scunthorpe station on 6X75 Ent C - Up Decoy, comprised of a loaded RDT and some empty IFA point-carriers.

Steve Thompson

Class 66721 'Harry Beck' leads 4M23, the 10:46 Felixstowe North GBRf to Hams Hall GBRf at Wilson's Crossing on May 14th. *Derek Elston*

Class 66 723 on the Eastleigh to Mountsorrel empties passes Worting on May 21st.

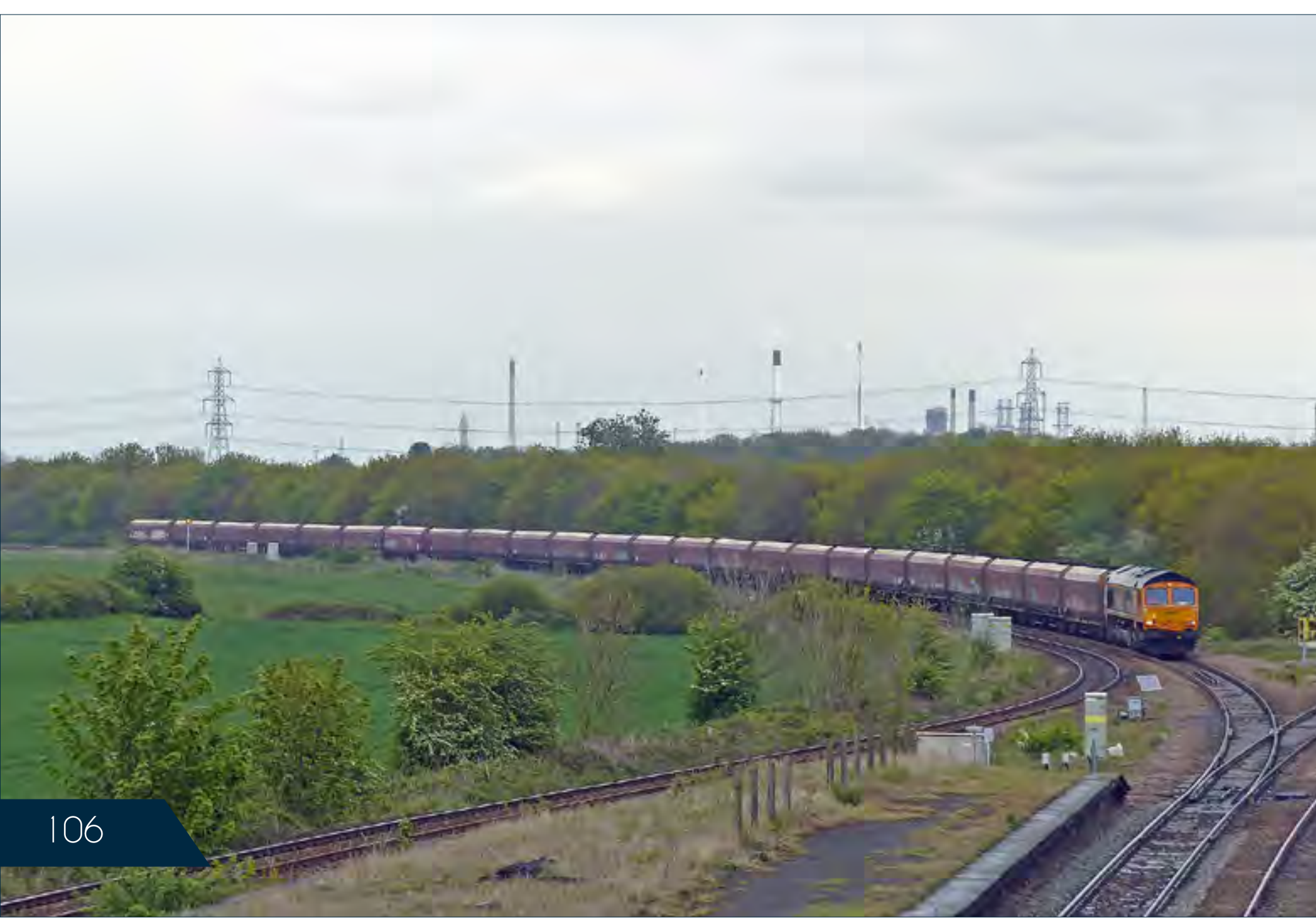
Michael Bennett



GBRf



▶ Class 66 749 approaches Joan Croft Junction on May 7th with the 4D08 Tees to Doncaster iPort intermodal. *Steve Chapmen*



▶ Class 66 708 on the Eastleigh - Hoo Junction engineers passes Worting on May 23rd. *Michael Bennett*



▶ Class 66 784 'Keighley & Worth Valley Railway 50th Anniversary 1968-2018' approaches Brocklesby Junction working the 6M81 Immingham - Ratcliffe P.S. on May 10th. *Michael Lynam*



GBRf



Class 66 789 on an Immingham - Ratcliffe coal train passes Newark Castle on May 24th.

Mark Enderby

On May 9th, Class 66 760 passes Derby Road with 4M02 17:34 Felixstowe North - Hams Hall.

John Balaam

Class 66 708 'Jayne' working 4E34 Southampton - Doncaster iPort passes through Burton on Trent. *Stuart Hillis*





GBRf



▶ Class 66 789 passes Standish on May 1st working the 6V35 cement tanks from Clitheroe - Avonmouth. *John Sloane*

▶ GBRf don't often work ballast jobs around these parts, so it was a bit of a change to see Class 66 776 through Scunthorpe on 6C35 Autoballasters from Pelham St. to Up Decoy on April 28th. *Steve Thompson*

▶ Since the take-over of the rail trains out of Scunthorpe by GBRf, it is not uncommon to see a DBC loco as part of the consist, as seen in this view of 6D75 Trent Yard - Up Decoy on May 10th. Class 66 780, itself a former DBC loco, has 66 151 for company as it hauls a Kirow Crane and its attendant runners, plus a loaded RDT through Scunthorpe station. *Steve Thompson*





GBRf



On May 16th, Class 60 085 heads through Acton Bridge hauling a Liverpool Docks - Drax PS Biomass train. *Michael Lynam*



On May 14th, Class 66 761 passes an overgrown Madeley Jct. working the 6V09 Tinsley - Coton Hill empty stone. *Phil Martin*



On April 23rd, Class 66 778 working 6X01 Scunthorpe - Eastleigh and conveying new welded rails, passes Stenson. *Stuart Hillis*



GBRf



Class 66 772 passes Balshaw Lane Jct. on May 23rd working the Clitheroe - Avonmouth tanks.
John Sloane



Class 66 722 'Sir Edward Watkin' hauls 66 055 'Alain Thuvette' and 66 111 as 6D44 Bescot - Toton engineers, at Stenson on April 23rd.
Stuart Hillis

On May 15th, Class 66 711 with the 4L18 Trafford Park to Felixstowe heads through Manchester Oxford Road. *Mark Enderby*



GBRf

On May 13th, Class 60 085 hauling the 6E10 Liverpool - Drax Biomass passes Northwich Locks. *Mark Enderby*

Class 66 784 passes Barnby Dun on May 7th with the 4R79 Doncaster to Immingham coal empties. *Steve Chapman*

Class 66 718 'Sir Peter Hendry' passes Charnock Richard hauling the Avonmouth - Clitheroe cement tanks. *John Sloane*





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GBRf



Class 66 710 leads a loaded Biomass working from Liverpool to Drax through the Cheshire countryside at Gorstage on May 14th.
Lee Stanford

Class 66 731 with an evening Liverpool - Drax Biomass, stands at Warrington Bank Quay on May 3rd. *Mark Enderby*

On May 14th, Class 66 711 eases out of Basford Hall Yard working the 14:12 Trafford Park to Felixstowe North. *Barry Longson*



GBRf

GB Railfreight Announce New Service From Felixstowe To IPort

GB Railfreight (GBRf) are delighted to announce the start of a new service from the Port of Felixstowe to iPort Rail in Doncaster, marking the company's continued expansion into the Intermodal market. The service will run 5 days a week, and represents GBRf's 16th intermodal service to date, following rapid expansion into the market over the past 18 months. The service is demonstrative of the highly valued relationships GBRf maintains with its partners. GBRf trains now carry one third of all containerised rail traffic to and from the Port of Felixstowe.

As the latest GBRf service into iPort Rail, it also strengthens a newer relationship which began when GBRf had the honour of being the first commercial service to arrive at the newly opened facility back in September 2018. GBRf are incredibly proud that all freight services currently using the facility are provided by GBRf. The new service will enable increased diversity in GBRf's Yorkshire operations, providing customers with more logistical options in the wider Yorkshire area are further afield than ever before.

John Smith, Managing Director of GB Railfreight, said: "I am thrilled to see the beginning of this new service. It is fantastic to be working once again with valued friends and partners. Our growth in intermodal speaks to GBRf's commitment to innovation, offering flexible and innovative door-to-door solutions that meet our customer's needs, as well as a consistently reliable service. This is why customers work with us again and again, GBRf are the industry's trusted intermodal carrier."

Steve Freeman, Managing Director of iPort Rail, said: "This new Felixstowe service highlights the growth iPort Rail is experiencing since welcoming its first commercial service late last year, and the increasing significance of our facility to national and international supply chains. Being part of Verdion's iPort multimodal logistics hub means that 87 per cent of the UK population is within a four-hour drive of our terminal, with easy access to the national motorway network and sea transport links as well as rail freight routes increase. The terminal already handles several hundred tonnes of goods daily, and we are excited that our expansion story is set to benefit businesses across the country even further."

Commenting on the new destination, Clemence Cheng, Chief Executive Officer at the Port of Felixstowe and Executive Director of Hutchison Ports, said: "More and more companies are looking for sustainable transport options and ways to avoid an increasingly crowded road network. The Port of Felixstowe is uniquely placed to meet those demands and already offers a wide range of intermodal rail freight services to key UK destinations. With nearly 1.5 million TEU moving between Felixstowe and locations in the Northern Powerhouse region each year, Felixstowe is already the North's major gateway for global trade. This new connection provides businesses in this vital region with greater choice of ways to get their goods to market."

Class 60 085 is seen shortly after passing Ashton Moss North junction with a loaded Liverpool to Drax Biomass working on May 13th. *Lee Stanford*



GBRf



▶ Class 66 706 is seen having passed Cheadle Village Junction and on the approach to Edgeley Junction, Stockport on April 30th, working the 07:11 Liverpool to Drax loaded Biomass.

Barry Longson

▶ Class 66 753 'EMD Roberts Road' leads the 6M59 10:45 Purley Foster Yeoman to Bardon Hill GBRf at Harrowden Junction on May 14th.

Derek Elston

▶ Class 66 741 is seen on the approach to Basford Hall Yard working the 09:01 Dagenham Dock to Garston loaded cars on May 14th. *Barry Longson*





GBRf



▶ Class 66 724 passes by Crofton on April 13th with a Wellingborough to Whatley empty stone train. *Michael Bennett*



▶ Class 66 723/ZA723 'Chinook' working 6X01 Scunthorpe - Eastleigh conveying new rails, crosses Stenson Junction on May 9th. *Stuart Hillis*



▶ Class 59 003 working light as 0Z59 Eastleigh HS - Doncaster Roberts Road, heads through Burton on May 19th. *Stuart Hillis*

GBRf



▶ Class 66 789 hauling a lunchtime Liverpool - Drax Biomass, passes Moore on May 9th.
Mark Enderby



▶ On May 24th, a unusual working as Class 66 769 worked 4M14 (strange headcode!) Doncaster Iport - Ent C with a long rake of container flats.
Steve Thompson



▶ Having been at Scunthorpe for a week, on May 29th, Class 66 773 works the reverse working going back from Ent C to Doncaster iPort, the wagons being just as empty as they were when they arrived, seen here passing Frodingham Jct. *Steve Thompson*



GBRf

GB Railfreight celebrate signing CP6 contract with Network Rail, marking increased role across the UK's rail network

GB Railfreight (GBRf) are delighted to announce that final contracts have been signed with Network Rail for the new Control Period 6 (CP6). In what has been a hugely successful process for GBRf, CP6 will see a 25 per cent growth in the company's market share with their single largest customer, Network Rail. The new Control Period will see GBRf continue to run their hugely successful Whitemoor Local Distribution Centre (LDC), one of the best performing LDCs in the country, along with two new sites in Bescot and Eastleigh. These new additions to GBRf's portfolio will bring with them great opportunities for upskilling current GBRf staff, as well as increased recruitment to support the running of the new depots.

GBRf are also thrilled to have been awarded increased bulk and network services, which will ensure the future modernisation of the railways. GBRf have won 44 per cent of bulk services, which will see them move ballast around the country. Whilst in another major win, GBRf have been awarded 53 per cent of network services, which position fleet around the country in order to carry out railway modernisation. GBRf will operate 16 trains on a daily basis, representing the largest area of growth within this tender.

GBRf will continue to support infrastructure improvements and enhancements across the network with Network Rail possession trains. GBRf have been awarded annual possession hours, along with an enlarged geographical spread. This will open up increased opportunity in areas GBRf has historically had a lesser presence in. One such example is the West of England, where the contract will bring with it yet more opportunities and upskilling of staff, as well as ensuring strong GBRf coverage across the whole of the UK.

Finally, Network Rail has also awarded seasonal services to deal with weather related issues such as leaf fall contamination in Autumn, and snow and ice treatment in Winter. These services are critical to keeping the country moving and passenger trains operating safely during adverse weather conditions. GBRf have strengthened their market position in this area by their fantastic work and high performance in CP5. GBRf is enthusiastically moving into CP6, which runs through to March 2024. The opportunities it will afford to GBRf, and the role it will enable the company to play in ensuring the future prosperity of the UK rail network, is very exciting.

Mark Wyborn, General Manager at GB Railfreight, stated "This is great news for GBRf, securing a long-term commitment with Network Rail for the next five years is key, as is the growth we have seen by operating more yards (LDC's) and more haulage trains than we did in the last Control Period. The growth and commitment from Network Rail is testament to our performance and reputation that we have built on over the last 5 years. This is another huge step within the infrastructure portfolio for GBRf as we continue to look for more diverse opportunities."

Rob Morton, Director of Supply Chain Operations, Network Rail, added "These contracts demonstrate the commercially creative approach Network Rail's supply chain now adopts. We have applied a more collaborative and forward-thinking style to our sourcing than previously, which aligns not only our goals, but those of our supply partners. The new contracts provide us with sufficient flexibility to direct our spend to those suppliers who deliver the best service. We have also ensured the deals have appropriate mutual benefit to maximise their longevity and chance of delivering successfully."

Class 66 758 'The Pavior' working 6D44 Bescot - Toton engineers train is seen at Stenson on May 13th. *Stuart Hillis*











Great Western Railway

▶ Power car No. 43162 stands in platform 5 at Paddington on May 13th waiting to work the 14:03 to Penzance (43071 was at the front).

Barry Longson

▶ Power car No. 43009 heads the 13:30 London Paddington - Bristol service on May 18th crossing Wharncliffe Viaduct, Hanwell.

Chris Morrison

▶ With just three days until the last long distance HST workings, on May 15th, power cars Nos. 43093 and 43171 power the 1A8107:41 Penzance to London Paddington through Acton Main Line. *Derek Elston*





Great Western Railway

▶ Class 158 952 awaits time at Cardiff Central with the 14:30 departure for Portsmouth Harbour. *Barry Longson*

▶ Class 387 161 calls at Maidenhead on May 3rd. *Mark Enderby*

▶ Power car No. 43022 departs Severn Tunnel Jct. on one of the final HST working of the 08:15 London Paddington to Cardiff on April 29th. *John Alsop*









Great Western Railway

On May 10th, a Great Western IEP, Class 802 102, heads along the Berks and Hants near Crofton with the 1C81 London Paddington to Taunton service. *Michael Bennett*

Class 802 004 arrives into Exeter St. Davids on May 4th, passing South Western Railway's Class 159 007 on a service to London Waterloo. *Richard Hargreaves*

Class 802 109 working the 1P57 Hereford to London Paddington service passes Wolvercote on May 5th. *Michael Bennett*



Great Western Railway



InterCity liveried power car No. 43185 is on the rear of the 13:30 London Paddington - Bristol Temple Meads crossing Brunel's elegant Wharncliffe Viaduct at Hanwell on May 18th.

Chris Morrison

On May 10th, power car No. 43063 leads the 1A82 London Paddington - Plymouth service round Crofton curve.

Michael Bennett

Class 800 320 working the 1A83 Paignton - London Paddington service passes Crofton on May 10th.

Michael Bennett





Great Western Railway

On May 10th, the 1C84 London Paddington to Penzance passes Crofton with power cars 'Harry Patch' leading and No. 43185 on the rear.
Michael Bennett

Power cars Nos. 43097 'Environment Agency' and 43122 working light from Doncaster Wabtec to Laira as 0V84 pass Burton.
Stuart Hillis

Class 165 125 is seen at Bourne End on May 3rd.
Mark Enderby



Great Western Railway

On May 13th, the 1A79 Penzance - London Paddington passes Crofton with No. 43189 leading and 43063 on the rear. *Michael Bennett*

Having reversed at Malvern Wells signal box Class 166 201 crosses Malvern Common to form a Great Malvern to London Paddington service on May 6th. *Neil Pugh*

Class 158 766 crosses Malvern Common to form a Great Malvern to Portsmouth Harbour service on May 6th. *Neil Pugh*



Hull Trains



On May 11th, power cars Nos. 43023 and 43027 arrive into Selby working the 1A95 Hull - London Kings Cross service. *Richard Hargreaves*

Class 180 110 heads north at Hornsey on May 13th working the 15:48 London King's Cross to Hull service. *Barry Longson*

Power cars Nos. 43023 and 43020 working the 5V74 Hull to St. Philips Marsh, pass Stenson on April 30th. *Stuart Hillis*





L.N.E.R.



Awaiting attention in the nearby works, Class 91 115 and 91 120 are seen at Doncaster on May 11th. *Richard Hargreaves*



EMT power cars Nos. 43062 and 43075, still on hire to LNER, power through Hornsey with the 13:45 Leeds to London King's Cross on May 13th. *Barry Longson*

Power car No. 43305 arrives at Doncaster on the rear of a London Kings Cross - York service on May 11th. *Richard Hargreaves*



L.N.E.R.



Soon to be the norm on the East Coast, IEP Class 800 110 is seen on its way back to Doncaster Carr Depot after a training run on May 24th.

Barry Longson

Class 91 119 'Bounds Green Intercity Depot 1977-2017' speeds the 1N21 14:30 London Kings Cross to Newcastle through Alexandra Palace on May 23rd. *Derek Elston*

Class 800 102 speeds through Doncaster on May 11th with a test run to Leeds.

Richard Hargreaves







L.N.E.R.



▶ Class 90 029 stands at Doncaster working the 1D16 13:33 London Kings Cross to Leeds service on May 7th. *Derek Elston*



▶ Class 90 036 heads north through Peterborough with a London Kings Cross to Leeds service on May 23rd. *Lee Stanford*



▶ DB hire in Class 90 039 leads the 1B86 14:06 London Kings Cross to Newark North Gate through Alexandra Palace on May 23rd. *Derek Elston*



L.N.E.R.

East Midlands Trains hired in power cars Nos 43061 and 43075 work the 07:34 Harrogate to London Kings Cross LNER service south of Wakefield on May 14th. *Neil Scarlett*

Class 800 110 working the 5Q12 York to Peterborough is seen at Joan Croft Junction on May 7th. *Steve Chapmen*

A Leeds to London Kings Cross Azuma test train speeds through Sandal and Agbrigg station on May 16th. *Neil Scarlett*





L.N.E.R.

Forming an STP service on May 25th, Class 90 020 is seen at Joan Croft Junction with the 13:38 Newark Northgate to Newcastle. *Steve Chapman*

Class 91 111 speeds through Joan Croft Junction on May 25th with the 14:30 London Kings Cross to Edinburgh service. *Steve Chapman*

EMT power cars Nos. 43061 and 43075, still on hire to LNER, work the 12:57 York to London Kings Cross service through Joan Croft Junction on May 25th. *Steve Chapman*





L.N.E.R.



▶ Power car No. 43251, with 43206 out of sight on the rear, hammers through Alexandra Palace working the 1E11 07:52 Aberdeen to London Kings Cross on May 23rd. *Derek Elston*

▶ On May 24th, power car No. 43206 hurries the 14:00 London King's Cross to Aberdeen service through a sunny Doncaster. *Barry Longson*

▶ East Midlands Trains HST power car No. 43075 poses by some wall art at Leeds station having arrived with the 11:03 LNER service from London Kings Cross on May 8th. *Jeff Nicholls*



Network Rail



On May 14th, Class 37 218, with sister 37 038 on the rear, heads a Network Rail train from Derby through Acton Bridge. *Lee Stanford*

Class 37 057 (D6757) is seen stabled in Doncaster West Yard with a test train on May 7th. *Derek Elston*

Class 37 409 hauling 'Caroline' on an Exeter St. Davids to Kensington Olympia working passes Worting Junction on May 16th. *Michael Bennett*



Network Rail



Class 37 099 leads the four-weekly Network Rail Measurements train on its tour of the north-west, from Derby to Crewe. Photographed here crossing the River Glaze at Glazebrook on May 16th. *Jeff Nicholls*

Class 37 025 brings up the rear of the four-weekly Network Rail Measurements train on its tour of the north-west, from Derby to Crewe. Photographed here crossing the River Glaze at Glazebrook on May 16th. *Jeff Nicholls*

Class 37 057 powers past Thameshaven Junction after a quick turnaround at Stanford le Hope on the Tilbury loop with a Ferme Park - Cambridge test train on May 1st. *Charlie Robbins*



Network Rail

Class 37 409 'Lord Hinton' is seen pushing Inspection Saloon 'Caroline' past Andover working from Exeter to Kensington on May 16th.
David Lindsell

Power cars Nos. 43062 and 43013 working the 12:29 Crewe C.S. to Derby R.T.C. are seen standing at London Euston on May 1st.
Jonathan McGurk

Class 37 219 on a Derby - Fort William test train passes Moore on May 23rd.
Mark Enderby



Network Rail



On May 25th, Class 37 521 and 37 610 lead a Tyseley - Derby test train past Telford Central
Phil Martin

Class 37 407 with 'Caroline' approaches Stockport with the 09:40 Crewe to Crewe via Derby, Peak Forest and Manchester Piccadilly on May 1st. *Lee Stanford*

Class 37 038 and 37 218 with 1Q47 test train from Derby RTC to Carlisle pass Red Bank on May 15th. *Dave Harris*



Railtalk Magazine

Network Rail

Class 37 521 and 37 610 top'n'tail the 1Q48 Derby RTC - Tyseley via East and West Midlands test train through Moira on May 21st. *Stuart Hillis*

HST power cars Nos. 43013 and 43062 are pictured approaching Joan Croft Junction on May 25th working 1Q35 Hull to Heaton via Doncaster. *Steve Chapman*

On May 11th, the 1Q68 Neville Hill - Derby RTC ran with Class 37 057, looking very nice in green, top and tailing with 37 099. The train is seen arriving at Scunthorpe, where it reverses before heading back west again. *Steve Thompson*



Rail Operations Group



Class 37 608 hauling Class 345 058 as 12:30 Old Dalby to Old Oak depot is seen from the foot crossing between Bow Brickhill and Woburn Sands on April 26th. *Jonathan McGurk*

Class 57 312 passes Balshaw Lane Jct. on May 23rd hauling a pair of Class 365 units heading from Glasgow Works to Crewe South Yard. *John Sloane*



Rail Operations Group



▶ Class 47 813 working light from Nemesis Rail, Burton to Leicester LIP passes Stenson on May 13th. *Stuart Hillis*

▶ Class 37 611 'Pegasus' with new Elizabeth Line unit 345 059 on delivery to Old Oak Common running as 5Q73 the 14:15 from Old Dalby to Old Oak Common on May 14th. *Derek Elston*

▶ Class 37 601, working the 07:50 Willesden T.M.D to Willesden T.M.D, Class 710 testing assist run, passes Blackhorse Road. *Jonathan McGurk*



Rail Operations Group



▶ Class 37 608 'Andromeda' top'n'tailed with 57 305 'Northern Princess' passes Lidlinton on May 16th with the delivery of London Overground's Class 710 105 running as 5Q58 13:41 Old Dalby to Willesden T.M.D. *Derek Elston*

▶ On May 30th, another outing for Class 57 312 'Solway Princess' as it passes Bradley hauling Class 365 509 and 365 513 on a Glasgow Works to Crewe South move. *John Sloane*



TransPennine Express



▶ A Class 397 EMU passes through Warrington Bank Quay on May 3rd with a Manchester - Carlisle test run. *Mark Enderby*

▶ On May 11th, Class 185 125 and 185 114 both working Manchester/Hull services cross at Selby. *Richard Hargreaves*

▶ On an overcast May 3rd, Class 68 024 leads 68 029, 68 021 and 68 032 into platform 5 at Crewe, on the 10:50 York Parcels Sidings to Crewe Gresty Bridge. *Barry Longson*



TransPennine Express

▶ A Class 395 EMU passes Coppull on May 29th with a Liverpool - Carlisle test run. *John Sloane*

▶ Class 185 123 enjoys the evening sunshine at Manchester on May 15th working a service to York. *Mark Enderby*

▶ On May 17th, Class 68 020 on a Longsight to Crewe ECS passes Moore. *Mark Enderby*



Transport for Wales



On a sunny May 4th, Class 150 259 passes Penmaenmawr with a Holyhead service.

Brian Battersby



Class 143 606 sets out from Cardiff Central with the 13:10 service to Swansea on May 4th.

Barry Longson



Class 142 082 sits in platform 0 at Cardiff Central on May 4th trying to blend in with the building behind. *Barry Longson*



Transport for Wales

▶ Class 175 009 departs Cardiff Central on May 4th with the 11:08 Milford Haven to Manchester Piccadilly service. *Barry Longson*

▶ Class 158 836 approaches Shrewsbury on May 25th with a service to Birmingham International. *Richard Hargreaves*

▶ On May 22nd, a Class 150/2 is seen working the 09:38 from Tenby to Swansea as it passes the golf course at Tenby. *Allison Twycross*



Transport for Wales



Class 67 029 is seen after passing Winwick Junction on April 29th with the 16:50 Manchester to Llandudno service. *Lee Stanford*



Class 158 818 departs Aberystwyth working the 09:30 Birmingham service on May 21st. *Mark Enderby*



Class 67 014 crosses the River Weaver near Frodsham with the 09:53 Manchester to Holyhead service on May 14th. *Lee Stanford*



Transport for Wales



Class 142 075 works a City Line service from Coryton to Radyr through Cardiff Central on May 4th. *Barry Longson*



Class 175 005 passes Penmaenmawr on May 4th with a Holyhead - Manchester service. *Brian Battersby*



Still running as a two car unit following a fire in its centre car, Class 175 107 passes Ffynnongroyw on May 4th with a Chester bound working. *Brian Battersby*



Transport for Wales



On May 21st, Class 67 010 crosses Chirk Viaduct with the 1W96 Cardiff - Holyhead service.
Phil Martin



Class 153 377 is seen on May 21st working a Pembroke Dock to Carmarthen service, passing the River Towy in foreground. *Allison Twycross*

Class 158 826 crosses Sutton Bridge Jct. on May 12th with a Shrewsbury bound service.
Phil Martin



Units: DMUs and EMUs



On May 24th, Northern's Class 144 006 is seen entering Sheffield with the 09:48 from Leeds.
Barry Longson



Great Northern's Class 313 025 and 313 058 depart Alexandra Palace working 2V81 14:20 Moorgate to Welwyn Garden City service on May 15th.
Derek Elston



London NorthWestern Railway's Class 230 003 approaches Lidlington working the 2S23 16:51 Bletchley to Bedford on May 16th.
Derek Elston



Units: DMUs and EMUs



Great Northern's Class 313 041 working the 2J17 06:28 Stevenage to Moorgate service approaches Haringay on March 28th.

Jonathan McGurk

A replica of the original station nameboard of Heaton Chapel and Heaton Moor has been supplied by the friends of Heaton Chapel station and is seen to good effect as Northern's Class 142 056 passes with a Chester to Manchester Piccadilly service. *Lee Stanford*

Great Northern's brand new Class 717 003 departs Alexandra Palace on May 13th working the 18:12 Gordon Hill to London King's Cross service. *Barry Longson*





Units: DMUs and EMUs



➤ On May 14th, new Northern DMU Class 195 112 departs Preston with a driver training run to Warrington Bank Quay. *Michael Lynam*

➤ South Western Railway's Class 159 006 passes Worting on May 23rd with an Exeter to London Waterloo service. *Michael Bennett*

➤ On May 15th, Northern's Class 142 028 arrives at Chester with the 13:41 from Manchester Piccadilly. *Barry Longson*



Units: DMUs and EMUs



East Midlands Trains' Class 158 777 and 158813 about to depart platform 0 at Stockport, working the 10:52 Liverpool Lime Street to Norwich on May 3rd. *Barry Longson*

Great Northern's Class 313 058 and 313 024 working the 2B18 07:35 Moorgate to Hertford North service calls at Finsbury Park. *Jonathan McGurk*

Still in operation with Great Northern on May 13th, 365 516 and class mate are seen at Alexandra Palace working the 16:54 London King's Cross to Baldock service. *Barry Longson*



Units: DMUs and EMUs



▶ A Northern Class 150 DMU on a Chester - Manchester service crosses Northwich Locks on May 13th. *Mark Enderby*



▶ Northern's Class 156 445 passes Warrington Central's signal box and enters the station with the 09:16 stopping service from Manchester Oxford Road to Liverpool Lime St. on May 21st. *Jeff Nicholls*



▶ Class 153 373, still carrying FGW green, and 150 276 await departure from Rochdale with the 13:16 Northern service to Clitheroe on May 2nd. *Lee Stanford*



Units: DMUs and EMUs



▶ Southern's Class 377 201 and 377 208 stand at Harrow & Wealdstone with the 2M25 10:16½ Selhurst to Milton Keynes Central service on May 23rd. *Derek Elston*

▶ On May 15th, Merseyrail electrics pass at Hooton as Class 507 033 departs with the 14:12 Chester service, whilst on the left 507 017 waits time with the 14:14 to Liverpool Central. *Barry Longson*

▶ London NorthWestern Railway's Class 230 004 stands at Bedford waiting to work the 2S14 12:55 to Bletchley on May 10th. *John Balaam*

Units: DMUs and EMUs



▶ Northern's Class 142 024 working the 2P05 Doncaster to Scunthorpe service is seen upon arrival at Scunthorpe on March 30th.

Alan Naylor



▶ London Overground's Class 378 256 stands at Carpenders Park on May 23rd with the 2D83 09:45 London Euston to Watford Junction service. *Derek Elston*



▶ On May 15th, first of class No. 507 001 enters Hooton working the 14:23 to Ellesmere Port.

Barry Longson



Units: DMUs and EMUs

Still hanging on after over 40 years service, Great Northern's Class 313 032 brings up the rear of the 17:57 service from Welwyn Garden City to London King's Cross on May 13th.

Barry Longson

West Midlands Trains' Class 139 002 arrives at Stourbridge Junction working the 2P70 11:30 from Stourbridge Town on May 18th.

John Balaam

Southern's Class 313 201 seen stabled at Brighton between duties on the Newhaven branch, May 25th. *Derek Elston*



Units: DMUs and EMUs



Great Northern's Class 717 006 working the 2G22 07:55 Moorgate to Gordon Hill service arrives at Finsbury Park. *Jonathan McGurk*

Great Northern's Class 717 011 approaches Alexandra Palace with 2G86 14:37½ Moorgate to Gordon Hill service on May 23rd. *Derek Elston*

Northern's Class 142 093 departs Hatfield and Stainforth on May 24th working the 13:42 Doncaster to Scunthorpe all stations service. *Barry Longson*



Units: DMUs and EMUs



TfL/London Overground Class 710 269 working the 08:20 Willesden T.M.D To Barking testing and driver training run, arrives at Wanstead Park. *Jonathan McGurk*



Northern's Class 156 460 leads another Class 156 unit at Manchester Oxford Road on May 15th with a service to Preston. *Mark Enderby*



Great Western's Class 150 246 departs Dawlish on May 4th with a Exmouth - Paignton service. *Richard Hargreaves*



Units: DMUs and EMUs



Greater Anglia's Class 321 426 stands at Braintree, waiting to work 1F41 12:00 to London Liverpool Street on May 9th. *John Balaam*



Great Western's Class 143 620 leads another Class 143 on a Paignton bound service into Dawlish Warren on May 4th. *Richard Hargreaves*



Class 195 115 on a Crewe - Liverpool training run, passes Acton Bridge on May 13th. *Mark Enderby*





Units: DMUs and EMUs



Merseyrail's Class 508 143 heading to Liverpool Central passes 507 012 heading to Chester at Hamilton Square on May 25th. *Brian Battersby*



On May 3rd, Northern's Class 144 014 working the 2H21 Leeds to Morecambe service is seen at Carnforth. *Ray Anslow*

Class 142 055 sits in the bay at Manchester Oxford Road on May 15th. *Mark Enderby*



Units: DMUs and EMUs



Merseyrail's Class 508 137, 508 138 and 507 020 are seen lined up at Hooton on May 25th.

Richard Hargreaves



Old and new Northern Rail Electric Multiple Units stand side by side at Sandal and Agbrigg station on May 16th. *Neil Scarlett*



Class 345 007 departs Acton Main Line with 9T28 11:46 London Paddington to Hayes & Harlington on May 15th. *Derek Elston*



Units: DMUs and EMUs



▶ Northern's Class 155 341 arrives into Selby on May 11th with a service from Hull.

Brian Battersby



▶ Eeking out their final days on the Moorgate services, Great Northern's Class 313 018 and another member of the class depart Alexandra Palace working the 2K84 13:58 Welwyn Garden City to Moorgate service on May 23rd.

Derek Elston



▶ Merseyrail's Class 507 019 arrives at Hoylake on May 25th with a service from West Kirby.

Brian Battersby



Units: DMUs and EMUs



Greater Anglia's Class 317 337 and 317 653 working the 2060 05:52 London Liverpool St. to Hertford East service departs Lea Bridge on May 16th. *Jonathan McGurk*

Northern's Class 153 378 crosses Barrow Road crossing approaching New Holland station, working a Barton on Humber to Cleethorpes service. *Michael Lynam*

Former ScotRail Class 158 868 passes Hest Banl working a Carlisle - Leeds Northern service. *Michael Lynam*





Units: DMUs and EMUs

▶ Former London Midland Class 150 107 stands at Chester on May 28th, working a service to Manchester Piccadilly. *Brian Battersby*

▶ Northern's Class 319 366 passes Balshaw Lane Jct. on May 23rd working a Liverpool Lime St. - Blackpool North service. *John Sloane*

▶ East Midlands Trains' Class 153 383 passes Brocklesby Jct. working a Grimsby Town - Newark NorthGate service. *Michael Lynam*





Units: DMUs and EMUs

▶ With the new Leeds - Chester service now in operation, Northern's Class 158 797 passes Helsby on May 21st. *Brian Battersby*

▶ TFL Class 315802 and 315 814 working the 2T88 17:03 London Liverpool Street to Chingford service departs St. James Street on May 1st. *Jonathan McGurk*

▶ London NorthWestern Railway's Vivarail former LT D78 unit No. 230 003 approaches Stewartby station with the 2S20 15:55 Bedford to Bletchley service on May 16th. *Derek Elston*





Units: DMUs and EMUs

Merseyrail's Class 507 007 arrives at Hamilton Square on May 25th with a service to New Brighton. *Richard Hargreaves*

Riding above the rooftops, Northern's Class 156 425 arrives at Warrington Central with the 08:56 from Liverpool Lime Street to Manchester Oxford Road on May 21st. *Jeff Nicholls*

The new order on the Moorgate services as Great Northern's Class 717 009 heads for its destination working the 2J8714:11 from Watton-at-Stone, having just departed Alexandra Palace on May 23rd. *Derek Elston*





Units: DMUs and EMUs

▶ Northern's Class 158 868 calls at Selby on May 11th working a Hull - York service.

Richard Hargreaves

▶ Merseyrail's Class 507 012 calls at Hamilton Square on May 25th, working a service to Chester.

Richard Hargreaves

▶ West Midlands Trains' Class 170 504 crosses Malvern Common on a Birmingham New Street to Hereford service on May 6th.

Neil Pugh





Units: DMUs and EMUs



▶ London NorthWestern's Class 230 004 working the 2S18 14:55 Bedford to Bletchley service is seen from the foot crossing between Bow Brickhill and Woburn Sands on April 26th.

Jonathan McGurk

▶ A look inside Class 230 004 whilst at Bletchley on April 26th. *Jonathan McGurk*



▶ Merseyrail's Class 507 002 stands at Southport on May 28th. The unit carries an all over advert for Hope University. *John Sloane*





Units: DMUs and EMUs



South Western Railway's Class 159 009 leads an Exeter St. David's to London Waterloo service past Worting on May 21st. *Michael Bennett*

Northern's Class 319 384 passes Bradley on May 30th working a Blackpool - Liverpool Lime St. service. *John Sloane*

On May 14th, Northern's Class 144 005 departs Crowle working the 2P12 Scunthorpe - Doncaster service. *Steve Thompson*





Units: DMUs and EMUs



Now wearing Northern livery, former Scotrail unit Class 170 460 arrives at Leeds with the 11:11 service from York via Knaresborough on May 8th. *Jeff Nicholls*

Northern's Class 331 102 works a Doncaster West Yard to Wrenthorpe Reception Sidings test train towards Sandal and Agbrigg station on May 16th. *Neil Scarlett*

Virgin price-guarantee app to cut £1bn from rail fares

**Passengers guaranteed cheapest fare through revolutionary new app
Oyster-style fare caps and split-ticketing function guarantee best walk-up fares**

Savings of around £1bn expected when app goes live

Rail passengers will save around a billion pounds in fares thanks to a price-guarantee app being developed by Virgin Trains.

The new technology, which is due to go live by the end of this year, will cut through confusing and outdated ticketing systems to ensure that customers are automatically given the best ticket for their journey at the tap of a button.

Customers across the whole UK rail network will benefit from an Oyster-style fares cap which will work out the cheapest fare for their journey retrospectively, ensuring they have the cheapest fare combination available.

The app will also deliver a seamless split-ticketing function, automatically calculating if a cheaper combination of fares for one journey is available, without having to change train or purchase multiple paper tickets.

The revolutionary new approach builds on Virgin Trains' experience of innovation over the last two decades, having introduced the industry's first automatic delay repay system, rolled out digital ticketing on all routes and recently abolished peak restrictions on Friday afternoons.

It also follows on from the fares reform consultation overseen by the Rail Delivery Group, which found that passengers were frustrated by arcane ticketing regulations which frequently led to them buying more expensive tickets than others available.

Phil Whittingham, Managing Director of Virgin Trains, said, "We've been in the UK rail industry for more than twenty-two years, leading the industry in areas such as introducing automatic delay repay and digital tickets and scrapping the Friday evening peak. But we want to do more. The changes we've announced today, which align with the Rail Delivery Group's Fares Reform agenda, could save UK rail passengers around a billion pounds a year, and ensure Virgin Trains continues to deliver for customers whatever happens with the West Coast franchise."

Customers are expected to save nearly 10% of the £11bn spent on fares every year by automatically finding the most appropriate ticket.

The development will be of particular benefit to commuters who do not work regular 9-5, Monday to Friday shifts, travel on some peak and some off-peak journeys or want greater flexibility over when they travel.

The ticket-management system developed by Virgin will automatically and retrospectively allow someone who has a peak-time return but who ends up travelling off-peak to pay the lower fare. Alternatively, if a customer ended up making multiple journeys where a weekly season ticket would have been cheaper, the system will cap their fares at the price of the weekly ticket.

The system will now be subject to industry approval and is expected to go live by the end of the year across the UK, though roll-out on London Underground and Overground routes is due to take a year longer while necessary ticket-scanning technology is introduced.



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Virgin Trains



◀ Pendolino Class 390 151 proclaiming 'Business is Great', which it might not be for Virgin much longer, approaches Winwick Junction with a London Euston to Glasgow service.

Lee Stanford



Virgin Trains



Class 390 129 passes Standish on May 20th with a London Euston - Glasgow service.

John Sloane



A pair of Voyagers pass Standish on May 1st working a London Euston - Glasgow via Birmingham service. *John Sloane*



Class 390 001 'Bee Together' passes Carpenders Park with the 1A14 08:35 Manchester Piccadilly to London Euston on May 23rd. *Derek Elston*



Virgin Trains

▶ An unidentified Voyager working the 1A20 07:55 Holyhead - Crewe passes Wardle on May 4th.
John Alsop

Virgin Trains fully equipped with free Wi-Fi and entertainment

Virgin Trains customers will now be able to enjoy free Wi-Fi and greater access to its entertainment hub BEAM on board thanks to an upgrade to its Pendolino fleet. The final train in a fleet of 56 Pendolinos was fitted with new hardware earlier in May and is part of a range of improvements to improve customer experience on Virgin Trains across the UK network. As part of the upgrade, the trains have had a complete refresh with engineers installing 77,183 metres (47.96 miles) of cable into the 574 coaches. This development comes as a new onboard portal - vthub.uk - has also been developed by Virgin Trains for those travelling to get the most from of their journey. Anyone using Wi-Fi on Virgin Trains will be directed to the portal's landing page where they will be able to access the updated free onboard train entertainment service BEAM, as well as access to journey planner and the food and beverage menu.

Chief Information Officer at Virgin Trains, John Sullivan, said: "We've been working hard to deliver the best on board entertainment and Wi-Fi experience for our customers and I believe we've achieved that with this latest upgrade. Our enhanced Wi-Fi means customers can stay connected and up to date as they travel or dip into the latest boxsets and movies through our entertainment service BEAM. We know how important Wi-Fi is for all our customers and we want them to have an amazing experience while travelling on our network."

The hardware and software for the Wi-Fi upgrade was supplied by McLaren Applied Technologies, which draws on a 30-year heritage leading the transformation of motorsport and Formula 1 and has been tested over a number of months to deliver an improvement in coverage and performance.

Paul Bebbington, Director of Public Transport, McLaren Applied Technologies, said: "We're delighted to have worked with Virgin Trains on improving train connectivity performance, keeping customers connected for longer and enabling more data consumption on its fleet. In the transport sector, McLaren Applied Technologies is committed to staying at the forefront of technology and innovation, creating long-term passenger and fleet reliability solutions, and we're extremely proud to have contributed to Virgin Trains' vision for the 'Digital Train of the Future'."







Edinburgh Trams



On May 14th, tram No. 273 rounds the curve from St. Andrews Street into York Place, the trams destination. *Michael Lynam*



Tram No. 253 is seen departing St. Andrews Square with a service to the Airport. *Michael Lynam*



Tram No. 266 travels along Princess Street on a service to the Airport. *Michael Lynam*



Blackpool Trams



▶ Balloon tram No. 171 heads empty to Rigby Road depot. *Phil Martin*



▶ Part of the 'B' fleet, Balloon tram No. 713 stands at Pleasure Beach not in service. *Phil Martin*



▶ Flexity No. 006 stands at North Pier with a service to Starr Gate. *Phil Martin*





Wirral Trams

▶ Hong Kong tram No. 70, Liverpool Corporation Tramways 'English Electric' fully enclosed 8-wheel bogie car No. 762, and Warrington Corporation Tramways 4-wheel Milnes car No. 28 are seen inside the depot at Taylor Street.
Richard Hargreaves

▶ On May 25th, Birkenhead tram No. 20 heads alongside the cottages, with a service to the transport museum from Woodside.
Richard Hargreaves

▶ Wallasey Corporation Tramways 'Bellamy' Brush 4-wheel car No. 78 is seen out on a test run on May 25th.
Richard Hargreaves







Network Rail volunteers help heritage railway install modern anti-trespass kit

Volunteers from Network Rail have helped install modern safety features to a level crossing at a heritage railway in Bedfordshire.

A team of six staff usually based in Network Rail's Milton Keynes office spent the day fitting an anti-trespass guard at a level crossing on the Leighton Buzzard Railway.

The 100-year-old line is a preserved narrow-gauge (2 foot) railway running from Page's Park to Stonehenge Works and was originally built to transport sand from quarries in the area.

Now the line offers passenger rides behind a range of heritage steam and diesel engines throughout the year.

Andrew Robinson, a capacity analysis project manager at Network Rail, said: "It was great to be able to get out of the office and spend some time working together in a different environment, whilst also giving some useful help to a local heritage organisation.

"It seemed particularly appropriate that we were able to improve their level crossing safety, given Network Rail's ongoing focus on this area for the national network. We're very grateful to the volunteers at the Leighton Buzzard Railway for giving us this opportunity."

Mike Bowley, from Leighton Buzzard Railway, said: "Our regular volunteers were pleased to host and supervise our Network Rail visitors who were able to tackle a physical and meaningful task and complete it to a high standard. During the day such factors of levels, gauge, check rails, clearances, rail fastenings and track support were demonstrated to the visitors, all of which are relevant on the national network. The Leighton Buzzard Railway was pleased to host the volunteers from Network Rail."

Latest figures show that on average there are more than 250 cases of trespass on the main line railway network every week.

To tackle this problem Network Rail and British Transport Police has launched its 'You Vs. Train' campaign for 2019.

The summer-long partnership with the English Football League and charity StreetGames will use sport to reach under-18s to get the message across just how dangerous the railway can be.

For more information on railway safety go to www.YouVsTrain.co.uk.



Fares Advice with RailUK

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

Minor changes make major impacts (off-peak/peak)

Q: Over the past few years one hourly service from one of several stations I sometimes travel from has been moved from 2 minutes before each hour (i.e. scheduled at xx:58) to 1 minute after each hour (xx:01). This 3-minute change may seem insignificant, but it means that what was the off-peak 15:58 now departs in the peak at 16:01. As this is a very significant fare increase to arrive at your destination later than before, it seems likely that passengers wishing to travel around 4pm will have left to overcrowd the train half an hour earlier - or, even more likely, the local buses.

My fare question is: Have there been any cases of TOCs reclassifying trains which would be peak as off-peak to solve this kind of problem?

A: *Whilst there may be cases where this is done to increase revenue, I think it's far more likely there are other explanations for such a change. If there is a large gap in the timetable then sensible TOCs will implement an easement for specific tickets to affected destinations, but if we are talking about a half-hourly service then I don't think this is really warranted.*

Suggestions on how to get a better deal for passengers when delays cause journey to be abandoned

Q: On a point of order, the policy is actually quite simple and clear: if you decide not to travel or if you abandon your journey due to either changes to the timetable or delays then you are entitled to a full refund from the ticket seller. The problem is implementation.

A: *The current refund/compensation system is complex and causes confusion for staff and passengers alike. If a passenger chooses not to travel, they need to seek a refund from the retailer. They are entitled to a refund for all ticket(s) used for the journey, and this should apply equally to both portions if this is a return journey. This is problematical if a customer has used multiple retailers for their journey, as retailers for parts of the journey that are unaffected may refuse to pay out.*

If a passenger attempts to travel, but abandons their journey and returns to the point of origin, again they are entitled to a refund, but this also needs to go back to the retailer. As above this can cause issues if there are multiple retailers involved. To make matters worse, some train company staff refuse to accept that a passenger has a right to abandon their journey and may be obstructive in allowing passengers to return to their point of origin without requiring them to pay for yet another ticket. Some retailers refuse to refund tickets that have been scanned/marked/stamped, which of course a ticket for a journey that was abandoned part way through may well be! If a passenger does make the journey, they are entitled to delay compensation from the train company whose train caused the initial delay.

A passenger who abandons their journey part way through may find it harder to get a refund than a passenger who stuck with the journey and arrived late at their destination. Also if a delay occurs and the journey is no longer viable by train, a passenger who uses another method of transport may be told by a train company that they are entitled to absolutely nothing. For example, a Season ticket holder whose train is cancelled who then gets a lift with a work colleague instead. This is because delay compensation is not considered to apply (as they did not make the journey) and therefore refund arrangements apply, but they are told that their Season ticket is "already discounted" and therefore no pro-rotta refund applies. No other industry treats its most loyal customers as badly as this, yet some train companies routinely do exactly that. The result is that passengers can be sent back and forth between retailer and train company and can be left out of pocket as well as potentially giving up hours of their time writing letters. There have been numerous instances of railway staff giving incorrect information to passengers who then find their claim rejected because it went to the wrong place

Ticket Advice for All

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



Railtalk Magazine

National Rail

Photographed from a passing Northern train, GBRf's Class 09 009 is seen parked up at Collyhurst on May 8th. *Jeff Nicholls*

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Vale of Rheidol No. 1213 steams past Capel Bangor on May 21st. *Mark Enderby*

Class 50 007 masquerading as 50 014 'Warspite' leads 5Z89, the 06:00 Keighley & Worth Valley Railway to Kidderminster SVR as it approaches Chesterfield on May 7th. *Derek Elston*

First Norwich in 90 service marks start of faster journey times from East Anglia

The fastest ever train service between Norwich and London has started – cutting down the scheduled journey time to just 90 minutes. The launch of faster trains between East Anglia and London was heralded as “the start of the transformation of rail services in the region”.

From May 20th, Greater Anglia is running four extra services between Norwich, Ipswich and London Liverpool Street. Fastest journey times between Norwich and London are now 90 minutes and just 55-57 minutes between Ipswich and London on these extra four services a day.

Jamie Burles said: “The launch of our new faster services between Norwich, Ipswich and London, is another big step in the transformation of our railway in East Anglia. Today we travelled on our existing trains, but this service will run on our brand new Intercity trains as we replace all of our existing trains with brand new state-of-the-art modern trains. As customers speed through East Anglia into London they’ll be able to enjoy longer trains, with more seats, USB and plug points, wifi, better passenger information and improved accessibility.”

Businesses and politicians in East Anglia have been calling for faster journey times between Norfolk, Suffolk and London for ten years. The service was championed through the East Anglian Rail Prospectus and Great Eastern Main Line Taskforce, which was represented on the first journey by Chris Starkie, chief executive of the New Anglia Local Enterprise Partnership and also key member of the Great Eastern Mainline Taskforce. The 90-minute services will depart Norwich at 09.00 and 17.00, calling at Ipswich at 09.33 and 17.33, and London Liverpool Street at 11.00 and 19.00, calling at Ipswich at 11.55 and 19.57, and will operate on Mondays to Saturdays.

They will shave 12 minutes off the current fastest journey between Norwich and London and cut the fastest journey between Ipswich and London by 4 minutes. These are introductory times, which could change in subsequent re-issues of the Greater Anglia timetable, which should see many other journey times cut when all new trains are in place.

Chris Starkie, Chief Executive of New Anglia Local Enterprise Partnership, said: “This is a great milestone following a long period of negotiations and campaigning. It’s a huge step forward in improving customer experience and cutting journey times. Norfolk and Suffolk is one of the fastest growing regions in the country and it needs high quality rail infrastructure to support growth and to help businesses compete in global markets. The LEP strongly believes investing and transforming our railways is essential today and also decades to come ensuring we remain

competitive and attractive as a business location.”

Priti Patel, MP for Witham, said: “Having established the Great Eastern Main Line Taskforce in 2013 and worked closely with rail user groups, local businesses, and MPs, I am delighted to see these new services getting underway today. The new ‘Norwich in 90’ and ‘Ipswich in 60’ services are another major achievement for the Taskforce and featured in our original rail investment prospectus to the Government for the Greater Anglia franchise. These new services build on GEML’s other recent successes including the launch of Delay Repay 15, passenger refunds for late running services over 15 minutes, and the securing of more than £1bn funding for new Greater Anglia trains due to come into service within a matter of weeks.”

Meliha Duymaz, Network Rail Anglia’s route managing director, said: “Delivering these faster services for passengers into the new timetable has been a real joint effort, and along with Greater Anglia, we know that Norwich in 90 will provide better journeys for the people who live and work in the region as well as supporting the local economy. Recent performance on the route has been some of the best in years, and together we’re working on various initiatives to make journeys better for everyone.”



Railtalk Magazine

National Rail



On May 13th, Class 57 314 working an Acton - Carnforth ECS, crosses Dutton Viaduct.
Mark Enderby



National Rail: Peak Forest



On May 21st, Class 56 081 is seen on shunting duties at Cemex Peak Forest. *Michael Lynam*



Class 66 097 and 66 187 are seen arriving at Peak Forest from Earles Sidings, May 21st. *Michael Lynam*

Class 60 010 is seen at Great Rocks entering the quarry complex with empty hoppers from Warrington Arpley. *Michael Lynam*

Bury St Edmunds rail station's historic building to be restored by Greater Anglia



The old station master's house at Bury St Edmunds rail station is to be restored, thanks to a £192K grant to train operator, Greater Anglia, from the Railway Heritage Trust. The money will be used to reinstate the roof, doors and windows of the Grade II listed building, which is adjacent to the main rail station. Most recently a nightclub, it has stood empty for around 20 years, slowly deteriorating due to the effects of the weather, pigeon infestation and vandalism.

The scheme aims to carry out extensive roof repairs, repairs to fractured brickwork and replace all the windows and doors to replicate the originals, to make the building watertight. It is then hoped that a new tenant will be found who can give the building a new lease of life. The work is programmed for later this year with Greater Anglia also putting £400K towards the scheme.

Greater Anglia's Asset Management Director, Simone Bailey, said, "We are very grateful to the Railway Heritage Trust for their help and support in restoring this beautiful grade II listed station, to conserve its unique features for future generations to enjoy and to protect the building, making it fit for use in the 21st Century."

Andy Savage, Executive Director of the Railway Heritage Trust, stated, "The RHT is delighted that Greater Anglia has taken on the restoration of this building, and we are very happy to give a grant towards that work. We had previously sponsored work on the building in the 1980s and were very disappointed that previous operators of the station had allowed it to deteriorate so much. We congratulate Greater Anglia on its responsible attitude to its heritage and look forward to seeing a tenant and the building back in use in due course."

West Suffolk Council and the Bury Town Trust have been pressing for Greater Anglia to invest in salvaging the Grade II listed Station Master's House.

Ian Gallin, Chief Executive of West Suffolk Council said, "We see rail travel as playing a major role in the future growth of business and housing in West Suffolk. We are part of the East West Rail Consortium which has begun lobbying for Government funding to achieve half hour services to support future passenger growth.

"The Station Master's House is one of the first buildings that many train passengers see as they arrive in Bury St Edmunds. It is part of the gateway to the town and in its present state, it's hardly the first impression that we or Greater Anglia want to give to the 500,000 passengers that currently come into Bury St Edmunds each year.

"These important improvements also feed into the delivery of the town centre masterplan by helping provide a more attractive and welcoming arrival and a better route into other parts of the town including Bury St Edmunds town centre. That's why we are delighted that these works are taking place and we look forward to their completion."

The rail station itself was restored in 2016 thanks to a £1 million restoration programme which saw Greater Anglia restore and repair brickwork across the entire station, fix decades of damage caused by leaks, restore 500 metres of canopy and replace 500m of platform



Railtalk Magazine

National Rail



At The Mid-Hants Railway, Urie S15 No. (30)506 was fired up and in light steam at Ropley on May 16th whilst final work was carried out to make her ready for a test run.

Ken Livermore

Southern Schools Class V 4-4-0 No. 30925 'Cheltenham' enters Ropley on May 16th.

Ken Livermore

Passengers in the South West to benefit from thousands of extra seats as new services introduced between Plymouth and Penzance

Passengers in Devon and Cornwall will notice something unusual on their commute recently as Network Rail and GWR have installed giant deck chairs at stations along the route to mark the introduction of new services this May, providing an extra 4,200 seats every weekday. Last year Network Rail upgraded the signalling system in the region, enabling GWR to double the frequency of off peak services for key periods of the day. The additional services will be operated by new Intercity Express Trains and refurbished Castle Class trains, offering more seats and greater comfort. Network Rail's £30 million signalling upgrade which enabled the service increase has seen 21 additional signals added along the Cornish mainline as well as upgrades to seven level crossings to improve safety. This work has significantly increased the capacity and improved reliability of the railway network in Cornwall. As part of the new timetable, which came into effect on 19 May, passengers will now benefit from many more half-hourly local stopping services between Plymouth and Penzance, providing thousands of extra seats every weekday.

Mark Langman, route managing director for Network Rail's Western route said: "I am pleased that through our partnership with Cornwall Council, the Local Enterprise Partnership and GWR, we have been able to make significant improvements for passengers in the south west as part of our Railway Upgrade Plan. Passengers in Cornwall will not only benefit from these additional services, but also a more reliable railway. Cornwall Council and the Local Enterprise Partnership are one of our largest third-party funders and their joint funding has enabled this £30m scheme to provide a noticeable improvement for passengers, with more frequent services and extra seats."

GWR managing director Mark Hopwood said: "I am delighted that we have been able to deliver these improvements and another significant step to provide more modern trains, and more frequent services on almost every part of our network. These new, routine half-hourly services will have a significant impact for those who travel in Devon and Cornwall and the communities we serve; and paving the way for mainline improvements between London and Devon and Cornwall to come later in the year."

Cornwall Council cabinet portfolio holder for transport Geoff Brown said: "The introduction of this new and improved rail timetable by GWR is a major milestone which has been enabled by the Council's investment in Network Rail's mainline signalling project. We know that good public transport is important to our residents to connect communities, and to businesses, as

they are vital to growing our economy. Promoting and providing good reliable public transport is also important in tackling climate change and getting cars off the road.

That's why improving public transport in Cornwall is a priority for this Council. This latest development is an important part of the One Public Transport System for Cornwall, which will see the integration and alignment of transport services to benefit residents, commuters and visitors in Cornwall."



Alongside the Council's funding, the Cornwall & Isles of Scilly Local Enterprise Partnership (LEP) also invested £3.2 million in Network Rail's signalling project from the Government's Local Growth Fund.

LEP chief executive Glenn Caplin said: "These new services give better connectivity to Cornish businesses and improved access to employment and education for people across Cornwall. With more capacity in the public transport system we can boost productivity and grow the economy."

Passengers are encouraged to try out the giant deckchairs at stations along the Cornish mainline to help celebrate the introduction of the new services and share any deck chair selfies online using the hashtag #GWRSummerSeats.



Railtalk Magazine

National Rail



Class 37 421 runs light engine past Sutton Bridge on May 12th heading for South Wales and passenger service on the Rhymney line.
Phil Martin

Caledonian Railway No. 419 is seen in operation at the Gloucestershire and Warwickshire Railway's 'Cotswold Gala' on May 26th.
John Alsop



National Rail

London Bridge station named building of the year

London Bridge Station has scooped two prestigious awards in the Royal Institute of British Architects regional awards for London. The station received the RIBA London Award 2019 and was also named RIBA London Building of the Year 2019. Based on a design by Grimshaw, the station re-opened in May last year following a £1bn transformation as part of the Government sponsored Thameslink Programme.

In a five-year build, the Thameslink Programme, a partnership between the Department for Transport, Network Rail, Govia Thameslink Railway, Southeastern and Siemens, created the largest street-level station concourse in the UK. Work included a major track upgrade, a new rail underpass on the approach to the station and platform widenings and extensions, all of which means 30% more trains can use the station than before.

Throughout the rebuild the station remained open to ensure rail services were maintained for the 50m customers who use it each year.

London Bridge is the oldest station in central London and the fourth busiest in the UK. The station was originally built as two separate stations. The rebuild means that for the first-time passengers can reach all 15 platforms from one concourse.

John Halsall, Network Rail's route managing director, south east, said: "I am delighted that the London Bridge station has been crowned building of the year. The station has been transformed into a transport hub fit for the future. This award recognises the vision of those who

designed and planned this transformation and the skill and dedication of those who carried out the work. It is a breathtaking building in its own right and is also helping bring new life to this area of London."

RIBA judges described the new concourse as "truly impressive." They added: "This skillful design was implemented in phases, allowing the project to be delivered on time and budget while minimising disruption to the passengers using the station during construction."

Mark Middleton, Partner at Grimshaw said: "We're thrilled and incredibly proud for London Bridge station to be named as RIBA London Building of the Year. The station has succeeded in connecting people and the communities around the station by delivering a brand new civic space, one that also operates as one of London's busiest stations. Everything was considered from ease of operation to ease of navigation, and we think this really shines through. Delivering the station was a massive feat from all involved in the Thameslink Programme, and we're confident that we'll see the station continue its success at the RIBA National Awards later in the year"

Architects for the project were Grimshaw and the main contractors were Costain and Balfour Beatty. Structural and acoustic engineers and landscape architects were WSP and Arcadis

Regional winners will be put forward for the RIBA National Awards, in July. Those collecting national awards will then be considered for the RIBA Stirling Prize shortlist.

The RIBA awards are the latest in a long line of awards for the project. These include:

- ICE greatest contribution to London award
- New London Architecture Awards, overall winner Transport and Infrastructure – sustainability
- National Rail Awards, Major Station of the Year
- Civic Trust Awards London Bridge redevelopment
- World Architecture Festival, LBS Transport category



Class 66 789 'British Rail 1948-1997' hauls prototype HST power car 41001 and 60 095 as 0Z43 Kidderminster SVR - Derby Etches Park sidings, seen here at Stenson on May 20th.

Stuart Hillis



Multi-million-pound Harrow and Wealdstone footbridge transformation

Passengers are to benefit from a complete overhaul of the footbridge at Harrow and Wealdstone station in London. The £3.8m project is part of Britain's Railway Upgrade Plan and will see the stairs, lifts and bridge transformed. Repairs are being made to steelwork before it is repainted, and new glazing and improved flooring will be installed.

The bridge serves six platforms and is used by millions of National Rail, London Overground and London Underground passengers travelling through Harrow and Wealdstone station each year.

Harpreet Singh Moore, Network Rail scheme project manager, said: "Harrow and Wealdstone footbridge is an integral part of the station, providing access to each platform for all passengers. As part of Network Rail's Railway Upgrade Plan, this refurbishment will extend the life of the footbridge and improve the journey of all passengers at the station."

Joe Blake, London Underground area manager, said: "Both Bakerloo line and London Overground customers are set to benefit from these Network Rail works to refurbish the station footbridge. We'd like to thank our customers for their patience while the work is taking place. Once completed, the refurbished footbridge will make a big difference to the look and feel of the station, providing a more welcoming environment for the thousands of people who use it every day."

Gareth Thomas, MP for Harrow West, said, "This is a great start to the much-needed modernisation of rail services in and around Harrow. Harrow and Wealdstone station is a hugely important transport hub and the overhaul of the footbridge will provide an essential improvement in access for all passengers."

Councillor Keith Ferry, deputy leader of Harrow Council, said "We've lobbied for many years for some improvements to Harrow and Wealdstone Station – it is, after all, one of our most-used and most important transport hubs. So I'm pleased that Network Rail is taking action. Things are looking up in Wealdstone, and I look forward to seeing a station we can be proud of once again - shiny, pristine and sparkling."

No train services will be disrupted while the major work to the footbridge takes place.

The bridge will stay open but space will be restricted at certain times for the refurbishments to be carried out. Step-free access will be maintained for passengers throughout the upgrade.

The significant footbridge improvements are expected to be finished by December 2019.



Railtalk Magazine

National Rail

On May 21st, a TFW Class 175 heading for Carmarthen is viewed running alongside the River Towy. *Allison Twycross*

Loco Fleet List Ten

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.

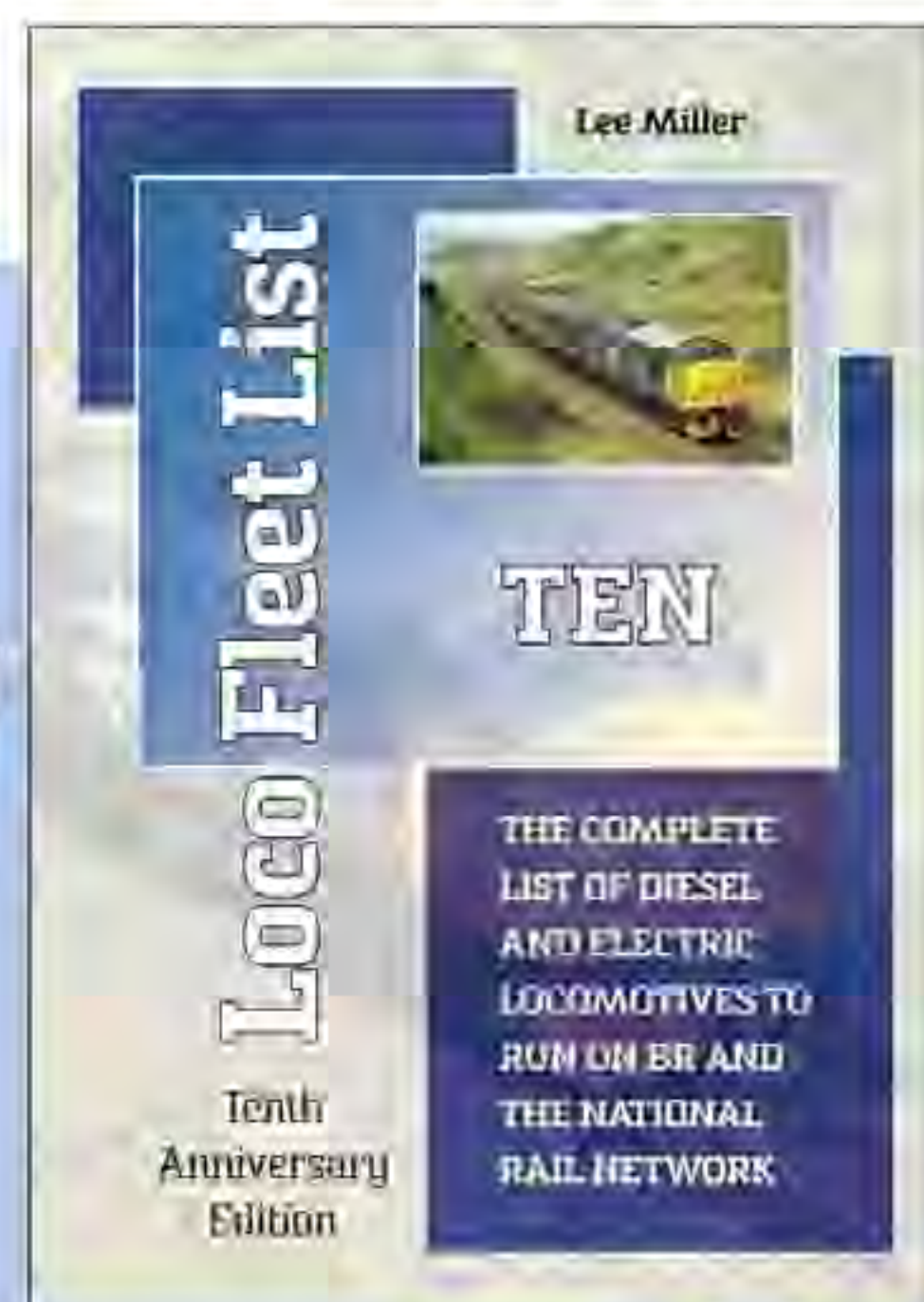
Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

Loco Fleet List Ten is available via mail order for just £12.99 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



This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book.

New Heritage Partnership Agreement Signed at King's Cross Station



vibrant places can be shaped for everyone to enjoy. This new HPA agreement builds on this project, ensuring King's Cross station can continue to be efficiently looked after for the future."

Tom Higginson, Director of Planning and Land Services for Network Rail, said: "We are always looking for ways we can run the station more efficiently and this agreement, which is a first for Network Rail, is a perfect example of that. We have worked incredibly closely with Historic England and Camden Council and this agreement will save all of us time, which can now be spent in other areas, and means that passengers can benefit

from improvements to the station more quickly. This will also help to reduce our costs, which is incredibly important to us as a tax-payer funded organisation."

Councillor Danny Beales, Camden Council Cabinet Member for Investing in Communities and an Inclusive Economy said: "This is an impressive outcome that is testament to the positive and helpful approach of all the parties involved. Camden is rich with architectural gems, including King's Cross Station, one of the best known locations within the borough. The station will now benefit from the clear approach set out in the Heritage Partnership Agreement and the council's desire to protect all our historical buildings, whilst facilitating the changes that these working buildings require."

Statutory HPAs were introduced in 2013 as a result of reform powers from government that help manage change efficiently whilst maintaining the special qualities of a place.

King's Cross joins a handful of statutory HPAs including Stow Maries Airfield in Essex, Battersea Power Station in London and the University of Sussex.

The newly signed agreement at King's Cross is a pioneering project and Historic England hopes it will inspire other similar sites to consider it as an option for sound, efficient management of our heritage.

Photo: Group image HPA signing © Historic England

On May 21st, Heritage Minister Michael Ellis attended the signing of a Heritage Partnership Agreement (HPA) at King's Cross Station with Historic England, Network Rail and Camden Council. The HPA helps to ensure the efficient future management of the nationally significant site by streamlining the formal listed building consent process. As a Grade I listed building, even small changes at King's Cross Station which affect its historic or architectural significance need to be agreed with the planning authority and Historic England before being granted Listed Building Consent by Camden Council. This new HPA will streamline and simplify this process, as more minor works no longer need formal consent. This will make managing the building much easier, saving time and money, while protecting what is special about it. The HPA has been founded on the shared knowledge that the special qualities of this outstanding building are well understood and its character will be carefully looked after by Network Rail, while allowing its on-going use as a major railway terminus.

Heritage Minister, Michael Ellis, said: "Protecting our listed buildings is of paramount importance for preserving our nation's heritage. I am very pleased that this agreement will allow King's Cross Station to efficiently carry out essential work while ensuring that the unique architecture of this Grade I building is safeguarded."

Duncan Wilson, Chief Executive of Historic England, said: "The recent major extension and inspiring conservation project at King's Cross proves that heritage and busy infrastructure can be entwined. The project shows that through close partnership working, combined with expertise and a passion for our heritage, exceptional,



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Railtalk Magazine

National Rail

On May 13th, Class 08 441 shunts LNER Mk4 DVT No. 82205 and set around Bounds Green depot. *Barry Longson*

Network Rail announces £800m rail haulage and seasonal services contracts

Network Rail has awarded contracts worth £800m for the haulage and operations of its engineering trains and seasonal treatment services in Control Period 6 (CP6, 2019-2024). The rail haulage contracts, which include network, bulk ballast and possession engineering trains, have been awarded to Freightliner, GB Railfreight, Direct Rail Services, DB Cargo UK and Colas Rail UK. DB Cargo UK, GB Railfreight and Freightliner will also operate Network Rail’s supply chain operations local distribution centres in CP6, with a focus on improving facilities and safety for better working practices and performance. As part of the seasonal services contracts, Balfour Beatty and DB Cargo UK will be providing the weedspray and autumn/winter multipurpose (MPV) services in CP6. Rail head treatment train (RHTT) autumn services will be operated by DB Cargo UK, Direct Rail Services, Colas Rail UK, GB Railfreight and Freightliner. GB Railfreight will be operating the snow and ice treatment trains (SITT) while Direct Rail Services will operate the winter development train. The new contracts will help to drive improvements in performance and delivery for more reliable services for passengers and freight.

Rob Morton, director of supply chain operations, Network Rail, said: “These contracts demonstrate the commercially creative approach Network Rail’s supply chain now adopts. We have applied a more collaborative and forward-thinking style to our sourcing than previously, which aligns not only our goals, but those of our supply partners. The new contracts provide us with sufficient flexibility to direct our spend to those suppliers who deliver the best service. We have also ensured the deals have appropriate mutual benefit to maximise their longevity and chance of delivering successfully.”

Haulage and seasonal services contracts:

- Lot 1 Haulage for network, bulk ballast and possession trains – Freightliner, GB Railfreight, Direct Rail Services, DB Cargo UK and Colas Rail UK
- Lot 2 Operations at Network Rail’s local distribution centres – DB Cargo UK (Millerhill, Carlisle, Doncaster, Toton, Hinksey, Westbury and Hoo), GB Railfreight (Bescot, Whitemoor and Eastleigh) and Freightliner (Crewe)
- Lot 3 Multi-purpose vehicle (MPV) weedspray treatment – Balfour Beatty and DB Cargo UK
- Lot 4 MPV autumn and winter treatment – Balfour Beatty and DB Cargo UK
- Lot 5 Rail head treatment train (RHTT) for autumn treatment – DB Cargo UK, Direct Rail Services, Colas Rail UK, GB Railfreight and Freightliner
- Lot 6 Snow and ice treatment train (SITT) for winter treatment – GB Railfreight
- Lot 7 Winter development train for winter treatment – Direct Rail Services
- Lot 8 Snow ploughs, route proving and ice breaking for winter treatment – Direct Rail Services

Michael Leadbetter, planning and resourcing director, Freightliner, said: “Freightliner has a long history of working with Network Rail to deliver maintenance and renewal of the working railway. We’re also really proud to have been involved in the delivery of many major projects across the country, improving the national infrastructure and helping to provide a rail network fit for the future. We’re delighted to be able to renew and build on this collaboration with Network Rail for another five years.”

Hans-Georg Werner, CEO, DB Cargo UK, said: “DB Cargo UK is proud to continue its longstanding relationship with Network Rail. These contract awards are testament to the hard work of our employees who allow us to deliver reliable and sustainable services every day. We look forward to collaborating with Network Rail for a further five years as we ensure the railways keep moving in Britain.”

Mark Wyborn, general manager for Network Rail / Infrastructure, GB Railfreight, said: “GB Railfreight is delighted to be a trusted partner and has been working closely with Network Rail for many years. We remain incredibly proud of the role our services play in keeping Britain’s trains moving safely and securely and the part we play within the overall supply chain. The local delivery centres (LDCs), haulage and seasonal services contracts we have been awarded demonstrate just how valued GB Railfreight is to the successful delivery of the rail network and best placed to offer high quality services across the freight sector.”

Chris Connelly, chief operating officer, Direct Rail Services, said: Direct Rail Services is delighted to once again be playing a vital part in keeping Britain’s railways open for business in support of both freight and passenger operations. Over the last five years we are proud to have developed a strong relationship with Network Rail as a valued customer and we look forward to continuing this over the next five-year period.”

Jean-Pierre Bertrand, CEO, Colas Rail UK, said: “We are committed to deliver a best in class service to Network Rail supply chain operations. By delivering both track renewal and maintenance works alongside our freight services we can ensure efficient and timely delivery for the benefit of the end users, supporting Network Rail in enhancing the infrastructure for the benefit of the passengers.”

Mick Rayner, managing director of Balfour Beatty’s rail business, said: “Our engineering excellence and continuous drive to improve Network Rail’s asset performance was instrumental in securing this new contract. We look forward to continuing our work with Network Rail to operate and maintain the next generation of MPV fleet, while tackling everyday weather-related challenges to provide a resilient railway for the public.”

National Rail



SB Rail’s Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73914 speeds past Coppull. *John Sloane*

Class 50 008 Thunderer heads north working from Knottingley - Carlisle as 6Z50 dropping off the loaded box wagon at New Biggin. *Michael Lynam*

Vegan coffee shop opens at Bellingham station



Health conscious Thameslink passengers can now grab a ‘guilt-free’ drink and snack on the go following the launch of a new vegan, eco-friendly coffee shop at Bellingham station.

Entrepreneur Rania Bakr opened her plant-based venture, Vital NRG (Natural Raw Goodness) on Thursday 23 May. She is selling hot drinks, superfood smoothies, soups, sandwiches and pastries.

Rania has been overwhelmed by positive feedback for the new shop, which is housed in a previously vacant unit. She said: “It’s been very exciting to open up. The local community have been very supportive. I

have been chatting with customers and it’s interesting to hear everyone’s stories. A couple of people found us on Instagram and decided to meet up here.”

Rania, who has spent six years working in hospitality, is passionate about promoting veganism and believes she has found a gap in the market in Bellingham. She said: “I want to show people you can eat flavourful vegan food and still get all the nutrition you need. On this street we have been missing some healthy food; I’ve tried to get lunch here and as a vegan it’s difficult.”

Doing her bit for the planet, Rania has fitted out her shop with recycled materials, including reclaimed wood for her counter and shelves. Her takeaway cups, lids, bags and straws are compostable as well. Furthermore, she will be donating any leftover sandwiches or snacks at the end of each day to avoid food going to waste.

Bellingham station manager, Davide Serafino, congratulated Rania on the opening of her new business at the Thameslink station. He said: “I am absolutely delighted to have this fantastic addition for passengers and it is great that the shop is supporting the coffee producers in Africa.”

The new shop marks the beginning of a regeneration project at Bellingham station, which has been made possible by an investment of about £50,000 from Thameslink parent company, Govia Thameslink Railway. Funding for the station rejuvenation has come from GTR’s fund for improving small stations. It is hoped two other empty retail units at Bellingham station will also soon be occupied.

Rania said: “There’s quite a lot of foot traffic with people going to work and being right next to the station is a great location, where people can pick up a coffee and sandwich as they pass through.”

Vital NRG is open Monday to Friday 6am-4pm and Saturday 8am-4pm.

For more information about the business, visit: <http://www.vital-nrg.com/>

Photo: Rania Bakr is delighted to have opened her vegan coffee shop Vital NRG at Bellingham railway station. ©GTR



National Rail

On April 30th, an unidentified TransPennine Class 350/4 heads north through Hest Bank working a Manchester Airport - Glasgow service.
Michael Lynam

Baguley 0-4-0DH works No. 3238/47 is seen at Honister Slate Mine, Cumbria on May 22nd.
John Sloane



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Watch and learn!!

Three women and three men are travelling by train to the football game. At the station the men each buy a ticket and watch as the women buy just one ticket. "How are the three of you going to travel on only one ticket?" asks one of the men. "Watch and learn," answers one of the women.

They all board the train. The three men take their respective seats but all three women cram into a toilet together and close the door.

Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the toilet door and says, "Ticket, please." The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on.

The men see this and agree it was quite a clever idea; so, after the game, they decide to do the same thing on the return trip and save some money.

When they get to the station they buy a single ticket for the return trip, but see, to their astonishment, that the three women don't buy any ticket at all!!

"How are you going to travel without a ticket?" asks one perplexed man. "Watch and learn," answer the women.

When they board the train, the three men cram themselves into a toilet, and the three women cram into a toilet just down the corridor.

Shortly after the train is on its way, one of the women leaves the toilet and walks over to the toilet in which the men are hiding. She knocks on their door and says, "Ticket please."

I'm still trying to figure out why men still think they're smarter than women!

Cracked Castle

Did you know that 5002 'Ludlow Castle' and 5057 'Earl Waldegrave' were first preferences for the 9th May 1964 special to Plymouth (and back via Bristol) BUT the Cardiff Division would not release 5002 as it was their best 'Castle' and 5057 was found to have a cracked frame.

M&SWJ Railway

Although the Midland & South Western Junction Railway linked Southampton with Cheltenham, it never reached either town with its own metals! The MSWJ (in its early days) employed less than three dozen drivers and had 20 stations, yet it was a friendly line - nicknames like 'Tiddley Dyke' (which is the name of the Swindon & Cricklade Railway's newsletter/magazine), the 'Humpty Dumpty' 'Neddy's Line' indicated this. Also the MSWJ was willing to give a personal service to its passengers e.g. often willing to stop expresses at intermediate statins to pick up passengers providing they gave adequate notice.



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

GWR Prairie No. 5199 is seen at Llangollen on May 5th, having just arrived with the last train of the day. *Derek Elston*

A Different View



▶ The signal box at Barrow Road Crossing on the approach to New Holland station.

Michael Lynam

▶ A birds eye view of Class 90 036 'Driver Jack Mills' as it awaits departure time with the 10:15 from Leeds to London Kings Cross on May 14th.

Jeff Nicholls

▶ Golden Hind carriage board on one of the Mid Norfolk Railway's coaches, seen at Dereham.

Derek Elston





Preserved Railways

Mid Hants Railway

On May 12th, Schools Class No. 925 'Cheltenham' arrives at Ropley operating on the 6 coach 'Watercress Belle' dining train. *David Lindsell*

British Railways Ivatt Class 2MT Tank Engine No. 41312 takes water at Ropley on May 12th. *David Lindsell*

BR Class 9F No. 92212 heads away from Ropley on May 27th complete with 'The Red Dragon' headboard. The 9F will shortly be withdrawn for its 10 year overhaul. *David Lindsell*





FUNDRAISING FOR THE MOTION OF BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE PASSES THREE-QUARTERS OF ITS £210,000 TARGET

The project to build Britain's most powerful express passenger steam locomotive has announced that The Motion Club, which was established to fund the manufacture of the motion for new Gresley class P2 No. 2007 Prince of Wales, had reached 135 members of its 175-members target, raising £170,000 of its required £210,000. The Motion Club was launched in April 2018 and aims to raise £210,000, through 175 supporters each donating £1,000 (plus Gift Aid) in up to eight payments of £125, to manufacture the motion for the giant new locomotive. Reaching over 135 members of The Motion Club coincides with forging of the heavy motion blooms commencing. 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 100mph 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), The Mikado Club (to wheel the locomotive) and The Cylinder Club (to make the cylinder block), the Trust decided to establish The Motion Club to raise an estimated £210,000 required to manufacture No. 2007's motion. In return for supporting this appeal, special benefits for members of The Motion 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 Motion Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Motion Club day with Tornado
- Special limited-edition version (signed/numbered) of Stuart Black's drawing of No. 2007 Prince of Wales

The work involved in designing and manufacturing the motion includes:

- Redesign of coupling and connecting rods to use modern material (pre-war nickel chrome steel alloy proved prone to fracture)
- Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes
- Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER 'Pacifics' to big-end failure
- Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap
- CNC machining of all rods
- Manufacture of oil box lids, coupling rod knuckle pins, nuts and washers and bearing bush keys
- Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes
- Machining and white metalling of bearing bushes
- Fitting oil box tops
- Assembly of bearing bushes to rods
- Polishing rods.

Thanks to the generosity of the project's supporters and the quick uptake of The Motion Club, The A1 Steam Locomotive Trust was confident enough to place the £181,000 order with Stephenson Engineering Ltd of Atherton, Manchester for the heavy motion last year. The order included the forging, machining and heat treatment of the nine heavy motion rods - intermediate coupling rod LH/RH, trailing coupling rod LH/RH, leading coupling rod LH/RH, outside connecting rod LH/RH and the inside connecting rod assembly

(including strap, gluts and strap nuts and washers) – and the combined piston and rod.

The motion is expected to be delivered in batches throughout 2019, with the first items, the intermediate coupling rods, expected to be delivered in the second quarter of 2019. Orders to follow for the motion include rod bushes, oil box covers and other miscellaneous components. The original P2 cast steel motion bracket design has been converted to a welded fabrication to suit modern manufacturing methods. The motion bracket's primary role is supporting the slide bars. In addition, it also carries gearboxes and components associated with the valve gear and reversing mechanism. The design conversion involved the detailing of full penetration welds and creating the manufacturing and plate profiling drawings. Some components require machining before the assembly is welded together. Once the assemblies are fully welded and subjected to non-destructive testing (NDT) they will be stress relieved, grit blasted and primed prior to machining. Quotations are being sought for these components.

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 engine wheelsets complete; materials for tender wheelsets including tyres, axles and wheel centres delivered
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; boiler design study commissioned; start made on boiler fittings with castings for combined injector steam and delivery valves; regulator castings delivered; superheater header cast and machined
- 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 and spectacle window frames fitted; engine footplating and splashers 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 received
- Boiler cladding assembly jig built; cladding crinolines and hoops rolled and fitted to jig; cladding sheets procured, rolled and fitted to jig; jig trial fitted to the frames
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered
- Significant progress on design and manufacture of pipework
- Over £2m spent, £2.5m raised and £3.2m pledged of the required £5m.

Mark Allatt, Trustee and P2 Project Director, 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, well over £3m has now been donated or pledged with half of the required £5m already received. "We now want to turn our attention to the motion which is our next major manufacturing challenge. Given the level of support The Motion Club has received, we are confident we can raise the additional £40,000 needed to pay for the heavy motion from 40 supporters and remain on-track for completion of new Gresley class P2 locomotive - No. 2007 Prince of Wales – by the end of 2021. "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 Motion Club or a monthly 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board! Next 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 Motion Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.



Railtalk Magazine

Preserved
Railways



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Preserved Railways

Severn Valley Railway

A timeless scene as Class 25 No. D7635 assists Class 33 108 at Eardington on May 16th. *Phil Martin*



Preserved Railways

Severn Valley Railway

On May 16th, Class 31 163 (running as 97 205) arrives at Highley. *Lee Stanford*

Class 37 688 'Great Rocks' passes Haybridge on May 18th with a service to Bridgnorth. *Phil Martin*

Class 47 727 'Edinburgh Castle' is seen at Kidderminster TMD. *Richard Hargreaves*





Preserved Railways

Severn Valley Railway

Class 60 095 exits the tunnel at Foley Park with a Kidderminster to Bewdley working.

Brian Battersby

Under repair in the depot at Kidderminster, Class 52s Nos. D1013 and D1015.

Richard Hargreaves

Visiting from DRS, Class 88 006 waits departure time at Kidderminster on May 18th.

Richard Hargreaves





Preserved Railways

Severn Valley Railway

On May 17th, Class 55 019 'Royal Highland Fusilier' passes Foley Park with a Kidderminster bound service. *Brian Battersby*

Class 40 106 passes Little Rock on May 16th with a Kidderminster to Bridgnorth working. *Phil Martin*

Class 46 010 stands at a wet Bridgnorth on May 17th having arrived with a service from Kidderminster. *Paul Godding*





Preserved Railways

Severn Valley Railway

▶ Class 47 749 storms past Foley Park on May 16th with a service to Kidderminster. *Brian Battersby*

▶ The driver of Class 46 010 applies the power as it passes Little Rock on May 16th with a Kidderminster bound service. *Phil Martin*

▶ Visiting the line for its diesel gala was Class 25 No. D7535 and is seen arriving at Bewdley with a service for Kidderminster as GBRf's Class 60 095 waits to move forward with the ECS of the Bewdley to Kidderminster shuttle. *Lee Stanford*





Preserved Railways

Great Central Railway

▶ Class 101 DMU Nos. M50206 and E50266 are seen at Loughborough on May 3rd during a DMU running day. *John Alsop*

▶ LMS Class 3F (JINTY) 0-6-0T No. 47406 is seen on the Mountsorrel branch, during the 'Goods Galore' gala on May 11th. *John Alsop*

▶ Class 101 Nos. E51427, 50321 and unique buffet car 59575 stands at Loughborough on May 3rd with a service to Rugby, although I suspect it will get cancelled at Leicester North due to a bridge defect!. *John Alsop*





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Preserved Railways

Great Central Railway

On May 12th, Class 25 No. D5185 passes Kinchley Lane with a P-Way working during the GCR 'Goods Galore' event. *Mark Pichowicz*



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Preserved Railways

Great Central Railway

On May 12th, Stanier Class 8Fs Nos. 48624 and 48305 pass Woodthorpe with the 09:15 Loughborough - Leicester North.
Mark Pichowicz



Preserved Railways

Keighley and Worth Valley Railway

Class 31 163 (97 205) arrives at Oakworth station on May 3rd. *Alan Naylor*

Class 50 007 'Hercules' carrying 50014 'Warspite' name and number calls at Oakworth on May 3rd. *Alan Naylor*

Class 25 059, 47 727, 50 031 and 37 075 make their way down Oakworth bank, heading to Keighley on May 3rd. *Alan Naylor*





Preserved Railways

Keighley and Worth Valley Railway

Day two of the May diesel gala, May 4th, and the visiting prototype HST power car No. 41001 climbs along the valley towards Damems with the first southbound train of the morning.

Ben Bucki

Class 25 059 arrives at Ingrow working a DMU drag with the Class 101 from Keighley.

Michael Lynam

On May 4th, cut down Class 08 993 is seen stabled on Haworth shed. *Michael Lynam*





Preserved Railways

Keighley and Worth Valley Railway

On May 4th, Class 20 031 arrives at Haworth from Oxenhope, hauling HST Prototype No. 41001 and stock. *Michael Lynam*

On May 4th, visiting Class 50 031 runs-round at Keighley after arriving with a mid-day train from Oxenhope. *Ben Bucki*

On the third day of the diesel gala, May 5th, a very interesting train ran late in the afternoon. S160 No. 5820 'Big Jim' (with British Rail double-arrows, no less) pilots the visiting prototype HST No. 41001 on a rake of Mk.3 stock, with GBRF's Class 50 007 bringing up the rear. The consist is seen heading south alongside the River Worth at Damems, en-route to Oxenhope. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway

▶ DRS Class 88 009, 41001, plus 20 031 on the rear, are seen north of Ingrow West with the 13:15 Keighley to Oxenhope on May 4th.

Michael Lynam

▶ On May 4th, GBRF's visiting Class 50 007 runs round at Oxenhope after arriving with an evening train from Keighley. *Ben Bucki*

▶ On the final day of the gala, May 6th, visiting Class 31 No. 97 205 (in its replica BR Research colour scheme) from the Chinnor and Princes Risborough Railway, heads alongside the River Worth towards Ingrow, with the first train of the day to Keighley. *Ben Bucki*



Preserved Railways

Keighley and Worth Valley Railway

▶ Prototype HST No. 41001 is seen leaving Haworth bound for Oxenhope with the 16:50 from Keighley. *Lee Stanford*

◀ Masquerading as long lost sister Class 50 014 'Warspite', 50 007 heads towards Haworth with the 15:50 service from Oxenhope on May 5th. *Lee Stanford*

◀ Class 47 727 and 25 059 approach Ingrow West with the 12:20 Keighley to Oxenhope service on May 4th. *Steve Chapman*







Preserved Railways

East Lancs Railway

On May 11th, 3 volunteers from the ELR diesel group take a break from working on Class 52 No. D1041 'Western Prince', seen in grey undercoat inside Castlecroft shed, Bury. *Barry Longson*

BR Class 4MT No. 80097 works a Heywood to Rawtenstall service through Irwell Vale on May 11th. *Alan Naylor*

In a scene that could be mistaken for 1960s Devon, 'Warship' Class 42 No. D832 arrives at Heywood on May 11th with the 11:05 from Rawtenstall. *Barry Longson*







Preserved Railways

Ribble Steam Railway

▶ Hudswell Clarke 0-6-0ST 'Mitchell' and Hunslet 0-6-0ST 'Cumbria' are seen heading to the Preston Riverside station with a service from Strand Road. *John Balaam*

▶ Visiting loco Hudswell Clark 0-6-0 'Illingworth', carrying the name 'Mitchell' (from Embsay Steam Railway) and Hunslet 0-6-0 No. 3794 'Cumbria', travel along Maritime Way on their way to Preston Riverside Station. *Michael Lynam*

▶ Hawthorn Leslie works No. 3931/1938 No. 21 is seen crossing the swing bridge on April 28th. *John Balaam*





Preserved Railways

Corris Railway

▶ Corris No. 7 (built by Winson Engineering in 2005) is seen at Maespoeth on May 20th.
Mark Enderby

▶ Clayton battery loco No. 9 passes through Maespoeth on May 20th. *Mark Enderby*

▶ Ornstein and Koppel diesel No. 11 stands at Maespoeth on the Corris, May 20th.
Mark Enderby





Preserved Railways

Mid Norfolk Railway

▶ Class 33 202 'Dennis. G. Robinson' approaches the rear of the 10:30 departure at Dereham ready to top & tail the service to the Network Rail limit at Wyndham on May 12th.

Derek Elston

▶ Metropolitan Cammell Class 101 DMU Nos. 51434 and 51503 arrive at Yaxham with a service to North Elham on May 12th. *Derek Elston*

▶ Class 08 847 is seen in the yard at Dereham station. *Derek Elston*





Preserved Railways

Mid Suffolk Light Railway

On May 6th, North Eastern Railway 1923 built Y7 0-4-0T No. 985 is seen in steam operating services at Brockford. *David Lindsell*

Seen in the sidings at Brockford is a Cockerill Tram engine from 1906 which is a 0-4-0WT works No. 2525. It has a vertical boiler and was built in Belgium. *David Lindsell*

Aveling and Porter 1906 built 0-4-0WT, works No. 6158, 'Sirapite' is seen running through the station at Brockford. *David Lindsell*





Preserved Railways

Colne Valley Railway

On May 5th, WD190 is seen in steam operating services. Built by Hunslet in 1952 for the MOD it served at Long Marston, Bicester and Shoburyness before being plinthed at the Colne Valley Railway in 1973. *David Lindsell*

Royal Ordnance Factory (ROF) Puriton No. 2 seen at the CVR on May 5th. *David Lindsell*







From the Archives

Class 47 204 passes along the Wylie Valley with a Eastleigh - Westbury Speedlink freight.

Michael Bennett

Class 56 038 hauling an empty stone train passing Great Cheverell on its way back to Whatley Quarry.

Michael Bennett

Class 37 425 pauses at Whitehaven on a wet night towards the end of loco hauled services on the Cumbrian Coast.

Mark Torkington







From the Archives



Class 50017 'ROYAL OAK' on a London Waterloo - Salisbury service is seen passing Monxton.

Michael Bennett



Class 56 037 heads south through Tamworth on August 27th 1994 with a rake of fuel tanks.

Paul Godding



Class 47 359 is seen at Barton hauling the 6Z10 from Severn Beach to Heysham on June 22nd 1981.

Dave Felton

