





Welcome

Welcome to Issue 156 and your monthly roundup from across the UK.

Oh, what a wonderful time of year! No, not that one. However, not to scare you but that one is getting closer. Like many of you avid readers will know, my favorite time of the year is the RHTT season and a number of sets have already been collected from York Thrall.

I suspect the interest is the prospect of Class 20s passing the office window daily, than the service itself and it's just the lucky Yorkshire location that we reside in which fills me with RHTT joy. I could, however be very disappointed this year, as with modernisation work continuing with Network Rail, is there a requirement for these vintage locos this season? The Harrogate loop Class 66 ban was lifted a couple of years ago, and I'm not sure about the limitation on the Barnsley line at present. Rumors currently circulating suggest at least one set will be Class 20s, however, rumors are, just rumors and time will tell.

Moving onto the 'New Kids On The Block', the Class 68s for TPE finally dropped into service at the latter end of August when Class 68 027 worked the 06:56 Liverpool to Scarborough on the 24th. Without getting political, the reasoning behind their entry into service was somewhat sudden from the initial Pretendalino working back at Christmas some two or three years ago. However, I'm sure they are a welcome sight

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

On July 29th, Class 90 018 crosses Stockport viaduct hauling three Class 325 mail units on the diverted 16:05 Willesden PRDC to Shieldmuir Mail Terminal.

Barry Longson

This Page

West Coast's Class 37 518 and 37 706 rumble past Kettlebeck with a 0M51 movement from Carnforth to Hellfield on August 7th. *Gerald Nicholl*

Next Page

The Fifty Funds Class 50's 50 007 'Hercules' and 50 049 'Defiance' head through Red Bank with 1Z52 Appleby - Didcot Pathfinder Tours 'The Cotswold Eden' on August 26th. *Dave Harris*



on the Scarborough service for those holiday makers usually crammed onto a 3 car unit. Ignoring the obvious fact that they have just missed out on the busy summer season.

Finally contrasting the in with the new, we see more out with the old as further Mk4 sets and even a couple of Class 91s have started to be withdrawn from the ECML over the past few weeks. At present their future is unclear, however so far hopeful Open Access Operator Grand Union Trains have applied for a licence to run these sets between London and Cardiff and London and Stirling. If so, we'll see the utilisation of these workhorses for another few years at least. Further to the Class 91s and I know none have been scrapped as yet, but the Class 142s are touted to be leaving us soon and as a country trying to push the green ethics, I've heard everything from parcels wagons to school classrooms been touted, along with a very interesting drawing doing the circulation on twitter of one converted into a Chinook. I feel the latter being a little adventurous, but we as group do like to push our green ethics within our IT and Print sectors, it's would be great to see what could come of them in the future.

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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Charter Scene

Railway Touring Co.
The Cumbrian Mountain Express

Yet more rain starts to fall as 'British India Line' approaches Aisgill summit with the return leg of 'The Cumbrian Mountain Express' on August 3rd. *Shep Woolley*





Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ LMS Princess Royal Class No. 6201 'Princess Elizabeth' passes Balshaw Lane Jct. on July 20th with a Carlisle - Liverpool Lime St. - Crewe return working. Class 37 685 was on the rear.
John Sloane

▶ On August 10th, in absolutely horrendous conditions, the 'Raining Monarch' No. 6201 'Princess Elizabeth' works through Greenholme with the northbound 'Cumbrian Mountain Express'.
Shep Woolley

▶ On July 13th, 'Leander' heads through Bamber Bridge with a return working of the 'CME'.
John Sloane











Charter Scene

UK Railtours The Palatine

On August 24th, Class 47 614 is seen on the rear of 1Z48 London Euston - Crewe passing through Stafford. 'Britannia' was waiting at Crewe to take the train forward to Blackburn.
Richard Hargreaves

Standard Pacific No. 70000 'Britannia' blasts through Walsden station with the UK Railtours 'Palatine' excursion which was steam-hauled Crewe - Todmorden - Crewe on August 24th.
Gerald Nicholl

BR Standard Class 7 No. 70000 'Britannia' with the returning charter from Blackburn to Crewe, heads across Dutton Viaduct on August 24th.
Mark Enderby



Charter Scene

UK Raitours The Palatine



▶ 'Britannia' rolls gently westwards through Newton-le-Willows on its way back to Crewe with 'The Palatine' on August 24th.

Jeff Nicholls

▶ 'Britannia' leads the Crewe to Blackburn charter past Walton Old Jct. on August 24th.

Mark Enderby

▶ BR Standard Pacific No. 70000 'Britannia' heads through Moore on August 14th with the return Carlisle to Crewe charter. *Mark Enderby*







Charter Scene

UK Railtours/A 1 SLT The Aberdonian

◀ On August 1st, LNER A1 No. 60163 'Tornado' approaches Perth on the Edinburgh to Aberdeen tour of 'The Aberdonian'. Running some twenty minutes late due to an earlier incident at Edinburgh Waverley with the Lowland sleeper.
Richard Jones



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Charter Scene

Steam Dreams
The Cathedrals Express

LNER B1 No. 61306 'Mayflower' passes through Winchmore Hill working Steam Dreams' 'Cathedral Express' 1Z60 08:38 London Kings Cross to Norwich on August 31st. Class 47 245 was on the rear. *Derek Elston*









Railtalk Magazine Charter Scene

UK Raitours
The Beamish Experience

Class 90 029 leads UK Raitours' 'The Beamish Experience', 1N50
08:16 London Kings Cross to Durham through Harringay on August
31st. *Derek Elston*



Charter Scene

Branch Line Society The Tri County Triple Tractor

▶ On August 11th, Class 37 518, 37 706 and 37 669 pass Winwick with a Crewe to Lancaster BLS tour. *Mark Enderby*

▶ Class 37 518, 37 706 and 37 669 pass Coppull on August 11th with a Crewe - Lancaster working. *John Sloane*

▶ West Coast's Class 37 518, 37 706 and 37 669 pass through Leyland working the Branch Line Society's 'The Tri County Triple Tractor', 1Z78 from Crewe - Lancaster. *Michael Lynam*





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Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

LMS Jubilee No. 45699 'Galatea' departs York and passes Bootham heading for the coast with 1Z25, the steam-hauled section of West Coast Railway's 'The Scarborough Spa Express' on August 1st.
davempics

Charter Scene

West Coast Railway Co. The Scarborough Spa Express

On July 25th, Class 37 706 and 37 685 back onto the stock at York, for the return working to Carnforth. 'Galatea' having worked the train from Scarborough. *Kevin McCormick*

LMS Jubilee Class No. 45699 'Galatea' stands at Scarborough having arrived with 'The Scarborough Spa Express' from York. *Kevin McCormick*

'Galatea' is seen upon arrival at York from Scarborough, July 25th. *Kevin McCormick*







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Charter Scene

Pathfinder Tours
The Cotswold - Eden

On August 26th, Class 50 007 and 50 049 head past Moore working the 1Z52 Appleby - Worcester - Didcot charter. *Mark Enderby*

Charter Scene

UK Raitours THE METROLAND AND QUINTON RAILTOUR



▶ Class 33 No. D6515 (33 012) 'Lt. Jenny Lewis' worked into Quainton Road on August 25th with 'The Metroland and Quainton' tour from London Marylebone consisting of the London transport 4TC set with Class 20 007 and 20 142 'Sir John Betjamin' on the rear. *David Lindsell*

▶ Class 33 No. D6515 is seen ready to depart Quainton Road on the rear of the tour for a trip to Rickmansworth. *David Lindsell*

▶ Class 20 007 and 20 189 are seen on the rear of the tour after arriving at Quainton Road on August 25th. *David Lindsell*





August 14th turned out to be a bit of a wild goose chase. The 1Z38 Doncaster - Cleethorpes GBRf staff charter with two locos to be named. A 12 minute stop at Althorpe, it had to be a naming ceremony, hadn't it? Well, no, it wasn't. The charter ran early, in front of the stopper, and kept going. An early arrival at Cleethorpes left plenty of time to name both locos, Class 66 771 and 66 772, and still get some fish and chips. *Steve Thompson*







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Charter Scene

Torbay Express Ltd.
The Torbay Express

On July 28th, Class 47 802 leads LNER A4 No. 60009 'Union of South Africa' along the sea wall at Dawlish, with a Bristol Temple Meads - Kingswear charter. The Class 47 leading due to fire risk. Inset: The return tour heads through Dawlish Warren.

Richard Hargreaves



Railtalk Magazine

Charter Scene

Saphos Trains
Welsh Marshes Express

BR Standard Class 7 No. 70000 'Britannia' is seen at Bayston Hill on August 7th with 1Z76 06:40 Preston - Cardiff Central 'Welsh Marshes Express'. Inset: The return working is seen on Battlefield Bank. *Keith Davies*







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Charter Scene

Railway Touring Co.
The Waverley

Jubilee Class 4-6-0 No. 45596 'Bahamas' is in charge of the returning 'Waverley' from Carlisle to York near Salt Lake Cottages on August 18th. *Gerald Nicholl*



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Charter Scene

Railway Touring Co.
The Waverley

Making a colourful contrast with the grey skies, Jubilee Class 4-6-0 No. 45699 'Galatea' battles the weather and the gradient away from Helwith Bridge with the northbound 'Waverley' tour from York to Carlisle on August 11th. *Gerald Nicholl*





Charter Scene

Railway Touring Co. The Cotswold Venturer

▶ LMS Princess Coronation Class No. 6233 'Duchess of Sutherland' hauling 'The Cotswold Venturer' railtour is seen near Eckington, Worcestershire on August 24th. *Neil Pugh*

▶ Coronation Pacific No. 6233 'Duchess of Sutherland' working The Railway Touring Company's 'The Cotswold Venturer' 1Z24 07:40 London Paddington to Worcester Shrub Hill passes Ashchurch. *Derek Elston*





Railtalk Magazine

Charter Scene

UK Raitours

By Routemaster To The Lost Village
Of Imber

On August 17th, Class 33 012 with the 4TC set and 73 107 on the rear pass Andover running 8 minutes early with the 1Z82 London Waterloo to Warminster charter. *Michael Bennett*







Railtalk Magazine Charter Scene

Vintage Trains
Gloucester Goes Retro

GWR 4073 Class No. 7029 'Clun Castle' hauling the 'Gloucester Goes Retro' railtour, heads over Eckington Bridge, Worcestershire on August 24th. *Neil Pugh*





Railtalk Magazine

Charter Scene

Saphos Trains
The Fellsman

BR Standard Class 7 No. 70000 'Britannia' speeds through Balshaw Lane Jct. on July 17th with a Carlisle - Crewe 'Fellsman' working.
John Sloane



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

On August 27th, 'Galatea' is seen working 'The Dalesman' over the River Ribble north of Helwith Bridge. *Shep Woolley*



Charter Scene

West Coast Railway Co. The Dalesman

▶ On August 6th, LMS 8F Class No. 48151 crosses Ribbleshead Viaduct working the 1Z56 'The Dalesman' from Carlisle - Chester.
Michael Lynam

▶ Class 37 669 and 37 685 pass Balshaw Lane Jct. on July 16th with a Chester - Carlisle 'Dalesman' working. *John Sloane*

▶ Class 47 854 and 47 851 top and tail the York to Carlisle 'Dalesman' on August 20th seen here at Sherburn-in-Elmet. *Steve Chapman*





Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

On August 13th, in much improved weather than for the outward run, and with Pen-y-Ghent prominent in the background, 'British India Line' approaches Helwith Bridge with the return 'Dalesman'
Shep Woolley



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

Taking the northbound S&C gradient in its stride, 'Merchant Navy' Class Pacific No. 35018 'British India Line' hauls the WCRC 'Dalesman' past Langcliffe on August 20th. *Gerald Nicholl*



Settle - Carlisle RDC
Settle - Carlisle Railway 30th
Anniversary Express

On July 13th, Class 47 854 and 47 746 top'n'tail the 1Z82 Chester - Carlisle return charter through Bamber Bridge. *John Sloane*





Charter Scene

ECS and Light Engine Moves

▶ Stanier 4-6-0 No. 46115 'Scots Guardsman' heads towards Eldroth with a Carnforth - Hellifield - Preston - Carnforth loaded test run on August 15th. *Gerald Nicholl*

▶ On August 2nd, LMS Stanier Class 5 No. 44871 is seen crossing the famous Stockport viaduct with its support coach en route from Southall to Carnforth. *Lee Stanford*

▶ LMS Jubilee Class No. 45699 'Galatea' arrives at Hellifield on August 21st with an ECS working. *Eddie Emmott*





Charter Scene

ECS and Light Engine Moves



BR Class 8F 2-8-0 No. 48151 is seen at Stockport on August 24th, working the 5Z49 10:00 Carnforth Steamtown to Burton Wetmore sidings ECS. *Barry Longson*

On August 2nd, LMS Stanier 8F No. 48151 is seen piloting LMS Jubilee Class No. 45690 'Leander' with an ECS working of the stock to work the following days reopening celebration special from Chester to Blaneau Ffestiniog. *Lee Stanford*

West Coast Railway's Class 47 854 'Diamond Jubilee' waits in the loop at Hellifield for a path to York on August 21st. *Eddie Emmott*





Charter Scene

ECS and Light Engine Moves



Attracting a lot of attention from passengers and rail staff on August 2nd, LMS 8F 2-8-0 No. 48151 and Jubilee 4-6-0 No. 45690 'Leander' stand in Preston station working 5Z46 12:46 Carnforth Steamtown to Chester ECS move.

Barry Longson

Class 57 601 and 57 314 pass Bayston Hill on August 8th with 5Z75 03:15 Carnforth - Barry Tourist Railway. *Keith Davies*

Class 47 245 leads LNER A4 No. 60009 'Union of South Africa' with support coach past Andover on August 19th heading from Bristol to Southall, London. The A4 having run into trouble near Salisbury and the Class 47, which was returning stock to Eastleigh, being scrambled to assist.

David Lindsell



Charter Scene

ECS and Light Engine Moves



▶ On August 15th, LMS Royal Scot Class No. 46115 'Scots Guardsman' passes through Bamber Bridge on a test run, 5M50, from Carnforth - Carnforth via Hellifield, Blackburn and Preston.
Michael Lynam

▶ LMS 8F No. 48151 passes Standish on July 29th with a Burton - Carnforth ECS working.
John Sloane

▶ Southern 'Merchant Navy' Class Pacific No. 35018 'British India Line' passes Standish on August 15th with a Southall - Carnforth move.
John Sloane





On August 15th, running nearly two hours early 'Scots Guardsman' works across Carlisle Bridge, Lancaster, nearly at the end of the loaded test run. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

▶ LMS Stanier 8F No. 48151 is seen scurrying past Hasland with an ECS working from Carnforth to Burton on August 24th. *Lee Stanford*

▶ On August 15th, 'Scots Guardsman' speeds past Starricks Farm on its loaded test run. *Shep Woolley*

▶ Class 37 706 with 47 804 DIT powers through Wilmslow with an ECS working from Carnforth to Crewe on August 2nd. *Lee Stanford*





Caledonian Sleeper



▶ Class 92 023 on a Wembley to Polmadie Mk3 stock move passes Acton Bridge on August 12th. *Mark Enderby*

▶ On August 11th, Class 90 033 leads 92 042 on a Polmadie to Wembley sleeper ECS through Moore. *Mark Enderby*



Caledonian Sleeper



▶ Class 73 966 and 73 968 top'n'tail the 5Z16 Dundee - Polmadie Sleeper Sidings as it swings into Langloan Jct., Coatbridge Central on August 28th. *Michael J Alderdice*

▶ Class 92 023 heads through Winwick Jct. on August 12th with 5Z26 ECS from Wembley to Polmadie. *Dave Harris*

Colas Rail



▶ Class 56 049 and 56 302 are pictured under the roof at York station on August 2nd whilst working 6S31 Doncaster to Millerhill departmental.
Steve Chapman



▶ Class 70 814 heads through Bamber Bridge with the Carlisle - Chirk logs. *John Sloane*

▶ Class 70 813 seen on Battlefield Bank with the 6M51 14:41 Baglan Bay - Chirk Kronospan on August 15th. *Keith Davies*



Colas Rail



Not usually seen in daylight hours, Class 70 817 powers past the cornfields of Golborne with the 05:21 empties from Chirk to Carlisle on August 13th. *Jeff Nicholls*



Class 70 806 is pictured just south of Ryther on August 20th working 6S31 Doncaster to Millerhill departmental. *Steve Chapman*

Class 70 805 heads through Barry Docks on August 8th with a rake of tanks. *Paul Godding*

Colas Rail



▶ Class 70801 powers the 6L44 21:20 Oxwell mains Lafarge Colas to West Thurrock Sidings Fhh cement past Isham on August 20th. *Derek Elston*



▶ On August 22nd, Class 70 812 climbs the bank at Preston station with a rake of empty oil tanks from Preston Docks, destined for Lindsey Oil Refinery. *Michael Lynam*

▶ On August 24th, Class 56 049 and 56 302 pass Hasland with a light engine move from Doncaster Belmont to Toton. *Lee Stanford*

Colas Rail

On August 1st, Class 70 813 trundles along the sea wall at Dawlish with a rake of tanks, heading to Exeter Riverside Yard. *Richard Hargreaves*



Spot the difference, two water bottles that do the same thing but in a very different way!

In June 2018 Colas Rail introduced The Camelbak (a back worn refillable pouch) which was piloted on Colas Rail UK track sites and then deployed on our track projects due to its success in eliminating the use of single use plastic bottles.

Fast forward to August 2019 where a new sustainability initiative has been introduced by Team Anglia who have gone another step further to helping the environment by sourcing a new type of water bottle that has less of an impact on our environment. So, what is the difference between the two bottles pictured?

Both hold 500ml of water but one is made 100% from plants including the screw top lid and the best bit is that the supplier is local to our site, so minimal CO2 transport emissions as well.

Eco for Life bottled water is a great alternative to the camelbak, which is not always the best option depending on location and activity.

The new bottles overcome the logistical issues of supplying water on site in the most remote locations quickly and they are environmentally friendly.



CrossCountry



On July 28th, power car No. 43304 leads a Plymouth bound service through Dawlish Warren. *Richard Hargreaves*



On August 1st, power car No. 43384 stands at Plymouth whilst Class 66 015 hides in the background. *Richard Hargreaves*

On August 24th, on hire LNER HST set with power car No. 43257 leading arrives into Tamworth working a York - Plymouth service. *Richard Hargreaves*

CrossCountry



▶ On August 7th, a Class 221 unit heads along the sea wall at Dawlish with a Paignton - Manchester service. *Richard Hargreaves*



▶ Class 220 016 approaches Exeter St. Davids on August 17th with the 1M41 10:07 Paignton to Manchester Piccadilly service. *Derek Elston*



▶ The DMF of Class 220 033 is framed by the station canopy at Stockport on August 24th, working the 16:27 Manchester Piccadilly to Bournemouth service. *Barry Longson*



CrossCountry



▶ LNER had spare capacity on August 24th owing to no services running to London Kings Cross so two HST sets were hired by CrossCountry to provide extra capacity, Power car No. 43290 is seen at Clay Cross with the 06:06 Edinburgh to Plymouth service. *Lee Stanford*

▶ A CrossCountry HST with power car No. 43357 at the sharp end hammers past Ashchurch with the 1V48 07:45 York to Plymouth service on August 24th. *Derek Elston*

▶ Class 221 137 working 1V42, the 06:10 Derby to Plymouth departs Exeter St. Davids on August 17th showing the shattered screen after hitting a swan. *Derek Elston*



CrossCountry



▶ Class 170 522 working the 1M01 08:45 Cardiff Central to Nottingham and 170 107 working a Nottingham to Cardiff Central service pass at Ashchurch on August 24th. *Derek Elston*



▶ One of the LNER HST hire-in's with power cars Nos. 43257 and 43251 working the 1V46 06:45 York to Plymouth is seen hurrying past Ashchurch a few minutes early on August 24th. *Derek Elston*



▶ On August 24th, the 1V47 08:05 Manchester Piccadilly to Paignton speeds past Ashchurch. *Derek Elston*



DB Cargo



▶ On August 3rd, Class 66 164 has charge of the diverted 09:57 Daventry to Grangemouth, seen at Cheadle Hulme. *Barry Longson*



▶ Class 66 065 climbs Hencote Bank with the 6M86 10:29 Margam TC - Dee Marsh Reception Sidings on August 1st. *Keith Davies*



▶ Class 66 109 passes Colton on August 20th with 6D11 Lackenby to Scunthorpe steel empties. *Steve Chapman*

DB Cargo



▶ On August 21st, Class 60 024 on the Banbury Road to Whatley, passes Hungerford.
Michael Bennett



▶ Class 66 078 arrives at Cardiff Central on August 8th with a steel working from Margam.
Paul Godding

▶ On August 24th, the 06:56 Lindsey to Kingsbury oil train was diverted to run via Derby and is seen behind Class 60 059 soon after passing Clay Cross South Jct. *Lee Stanford*



DB Cargo



▶ On August 26th, Class 60 063 passes Stanton Gate with a Lindsey - Kingsbury fuel working diverted from its usual route due to work to replace the flat crossing at Newark.

Mark Pichowicz

▶ Class 90 019 approaches Parkside East with a diverted Willesden - Shieldmuir mail train.

John Sloane

▶ Class 60 039 passes through Orrell on July 22nd working a Tees to Knowsley rescue move, to assist 60 100. *John Sloane*



DB Cargo



▶ On August 9th, Class 66 149 heads through Red Bank with 6E16 Knowsley - Wilton waste containers. *Dave Harris*



▶ August 13th was a day of changeable lighting conditions at Doncaster, as Class 66 051, sporting its new blue livery, passes with the 10:04 Wakefield Europort to Felixstowe South. *Barry Longson*



▶ Class 66 131 heads through Cardiff on August 8th with a rake of hoppers. *Paul Godding*

DB Cargo



On August 2nd, the last Friday of the Acton Grange diverts, a service normally in the hands of double headed traction, Class 90 029 has sole charge of the 0606 Mossend to Daventry as it passes Manchester Oxford Road.

Barry Longson

Class 90 028 leads classmate 90 029 through the busy but little photographed station at Deansgate with the 05:46 Mossend to Daventry intermodal working which was diverted via Manchester owing to the blockade at Acton Grange Jct. near Warrington.

Lee Stanford

On August 24th, Class 66 057 passes Ashton Moss Jct. with the Ashbury's to Dowlow empty hoppers.

Paul Hewertson





DB Cargo



On August 12th, Class 66 194 heads through a sunny Rugeley Trent Valley with a rake of box wagons. *Paul Godding*



On August 8th, Class 66 206 on a Newport ADJ to Arpley wagon move, passes Moore. *Mark Enderby*



Class 60 092 is pictured at Goosehill Junction on August 2nd with 6E26 Knowsley to Wilton binliner. *Steve Chapman*



DB Cargo



▶ Class 66 053 passes Hungerford on August 13th with a Whatley to Churchyard working.
Michael Bennett



▶ Class 66 134 is seen at Burgs Lane with 6V75 09:30 Dee Marsh Reception Sidings - Margam on August 3rd. *Keith Davies*



▶ Class 66 051 heads through Normanton on August 2nd with 4L08 Wakefield Europort to London Gateway intermodal. *Steve Chapman*



DB Cargo



▶ Class 66 206 on the Acton to Merehead empties passes Hungerford Common on August 13th.
Michael Bennett



▶ Class 66 017 approaches York station on August 6th with 6M16 Wilton to Knowsley binliner empties. *Steve Chapman*



DB Cargo



▶ One of the two Class 60s working out of Whatley on August 13th, this is 60 039 on the Banbury Road to Whatley empties passing Hungerford. The other was 60 024 on the Fareham stone.
Michael Bennett

▶ Class 66 167 approaches Cardiff on August 8th with a Dee Marsh - Margam working.
Paul Godding

▶ Class 90 028 leads 90 029 through Deansgate Manchester, on the diverted 06:06 Mossend to Daventry on July 30th.
Barry Longson



DB Cargo



Class 59 205 eases through Reading on August 12th. *Richard Hargreaves*



Class 60 044 approaches Sherburn-in-Elmet on August 20th with 6N31 Scunthorpe to Lackenby steel. *Steve Chapman*



During the blockade of Warrington, mail trains were diverted via Manchester and the Chat Moss route. Class 90 019 leaves the Moss at Culcheth with a Willesden - Sheildmuir working of three 325 Royal Mail units on the evening of August 1st. The West Coast Main Line will be regained via Parkside, Lowton and Golborne Junctions. *Jeff Nicholls*

DB Cargo



▶ Running some two hours late and with only one Class 90 in place of the usual pair, 90 029 is diverted along the Chat Moss route, seen here at Tunnel Top on the edge of the Moss itself with the 06:05 Mossend - Daventry service on August 1st. To the left of the picture is a Drax - Liverpool working behind 66 735. *Jeff Nicholls*

▶ On August 13th, Class 66 106 passes Walcot with the 6G51 07:46 Arpley Sidings - Donnington RFT. *Keith Davies*

▶ Class 66 019 hauls a rake of tanks through Reading on August 12th. *Richard Hargreaves*



DB Cargo



▶ Class 59 002 with the Merehead to Acton jumbo train heads past Hungerford running 54 minutes late on August 21st. *Michael Bennett*

▶ Class 59 101 hauling an Acton - Merehead empty stone train passes Hungerford Common on August 21st. *Michael Bennett*

▶ Class 60 059 passes Attenborough Junction with 6E46 04:37 Kingsbury - Lindsey tanks. *Mark Pichowicz*





DB Cargo



▶ Class 60 066 crosses the River Trent at Sawley with 6M57 07:17 Lindsey - Kingsbury.
Mark Pichowicz



▶ On August 1st, Class 66 088 heads through Exeter St. Davids with a rake of tanks.
Richard Hargreaves



▶ On August 27th, another 'Tug' has been drafted in to Westbury with Class 60 044 seen working the Banbury Road to Whatley near Bedwyn.
Michael Bennett

DB Cargo



On August 1st, Class 66 142, in Maritime livery, passes through Stafford with a lightly loaded liner from Trafford Park - Felixstowe.
Michael Lynam

Massive track investment by DB Cargo UK

DB Cargo UK has started work on a multi-million programme of investment to improve track and rail infrastructure at three key sites. Over the next 12 months, the UK's largest rail freight operator will replace more than 20km of track at its depots at Immingham in North Lincolnshire, Rotherham in South Yorkshire and Toton in Nottinghamshire. Work has already started at Immingham, and Rotherham..

DB Cargo UK's Head of Safety and Operations Dave Ethell said the work was a major investment and would deliver significant operational improvements.

"This investment will further improve the safety and reliability of those services we operate out of Rotherham, Immingham and Toton. These are the first of a number of strategically-important sites that we are investing in over the next five years, with others earmarked to follow," he said.

"It will reduce the risk of derailments and improve the safety of our colleagues, ensuring minimal disruption to the services we operate for our customers. It's excellent news," he added.

In order to reduce costs and minimise the environmental impact of the improvement work, track reclaimed from DB Cargo UK's site at Washwood Heath near Birmingham will be used to upgrade parts of Immingham and Rotherham.

The work at Immingham will involve the replacement of track in the sorting sidings where wagon maintenance and refuelling activities are undertaken.

DB Cargo



Two down, twenty four to go! Class 60 040's train is unloaded at Warrington Dallam stone terminal, the train having originated at Peak Forest, August 21st. *Jeff Nicholls*



On August 19th, Class 60 024 passes Dunbridge on a Fareham to Merehead working, one of two Class 60s recently drafted in for stone work. *Michael Bennett*

Class 60 092 heads towards Tunnel Top on the Chat Moss route with a diverted Knowsley - Wilton binliner on July 31st. During the blockade of the West Coast Main Line at Warrington these trains were all sent via this busy route and all worked by 60s, a welcome sight and sound. *Jeff Nicholls*

Direct Rail Services



InterCity liveried Class 37 419 'Carl Haviland' departs Brundall with the 12:36 Norwich - Great Yarmouth service on August 17th. The gates and signals here, along with others on the Wherry Lines are due for replacement in February 2020.

Chris Morrison

Class 88 007 on the 4S43 Daventry - Mossend crosses Dutton Viaduct on August 27th.

Mark Enderby





Direct Rail Services

Class 37 259 and 37 218 are seen at Colton Junction with 7Z01 Derby to York Holgate snowplough move on August 20th.

Steve Chapman

On August 1st, Class 66 429 heads a rake of box wagons through Stafford from Crewe Basford Hall - Cliffe Hill Stud Farm.

Michael Lynam

Class 66 425 passes through Leyland with a Grangemouth - Daventry intermodal.

John Sloane





Direct Rail Services

Class 37424 'Avro Vulcan XH558' and 37 716 arrive at Cantley with the 14:58 Norwich - Lowestoft on July 20th. The beautiful gardens here are maintained by the local station adopters. *Chris Morrison*



Direct Rail Services



Class 88 008 passes Parkside East Jct. with a diverted Mossend - Daventry working.

John Sloane



Class 68 004 heads through Stafford on August 1st with a mixed rake of engineers wagon from Crewe Basford Hall - Bescot.

Michael Lynam



Class 66 421 and 66 423 pass Bradley with the 6K05 Carlisle - Crewe engineers.

John Sloane



Direct Rail Services



▶ Class 88 005 working the 4M27 Coatbridge - Daventry crosses Dutton Viaduct on August 27th. *Mark Enderby*

▶ Class 66 427 passes Hoghton on August 15th working the daily engineers train, 6K05 from Carlisle - Crewe via the S&C. *Michael Lynam*

▶ On August 21st, DRS used large logo Class 37 401 to haul 68 020 and 68 022 on the 07:59 Crewe Coal Sidings to Longsight TMD light engine movement. *Barry Longson*



East Midlands Railway



On August 10th, power car No. 43081 leads a farewell special working through West Hampstead Thameslink. EMT changing to EMR from August 18th. *Class47*

On August 18th, power car No. 43081 stands at Nottingham on the rear of a service to London St. Pancras International. *Richard Hargreaves*

On August 17th, power car No. 43055 waits departure time at Grantham with a summer Saturday service to Skegness. Power car No. 43049 was on the rear. *Richard Hargreaves*





East Midlands Railway



▶ EMR branded Class 158 777 leads a classmate into Stockport on August 24th working the 13:51 Liverpool to Norwich service. On the left a Cross Country Voyager heads towards Manchester. *Barry Longson*

▶ Power cars Nos. 43047 and 43049 with EMR branded power past Isham working the 1B23 06:33 Leeds to London St. Pancras International on August 20th. *Derek Elston*

▶ On August 13th, Class 222 009 still showing original EMT branding, stands in platform 5 at Sheffield with the 09:00 departure for London St. Pancras. *Barry Longson*





Freightliner



Class 66 533 approaches Langley Mill working the 14:53 Daventry - Coatbridge. *Mark Pichowicz*



Class 86 614 and 86 612 pass Euxton on August 10th with a Coatbridge - Crewe liner. *John Sloane*

Class 66 587 and 66 525 pass the former Goosehill Junction near Normanton on August 2nd working the 4E23 Felixstowe to Leeds liner. *Steve Chapman*

Freightliner



▶ A lucky burst of sun illuminates Class 66 526 at Ashley on an overcast August 6th, while working the 09:16 Bredbury RTS to Runcorn Folly Lane loaded binliner. *Barry Longson*



▶ Class 66 614 on a Hardendale - Tunstead passes Moore on August 20th. *Mark Enderby*



▶ On August 2nd, Class 66 623 and 66 618 approach Normanton with a Hope to Leeds Midland Road light engine move. *Steve Chapman*

Freightliner



On August 26th, Class 66 539 crosses onto the slow lines at Trowell Jct. with a Scunthorpe - Toton working. *Mark Pichowicz*



On August 1st, Class 66 419 and 70 007 pass through Stafford hauling a Crewe Basford Hall - Southampton liner. *Michael Lynam*

Class 66 538 passes Colton Junction with 4Z41 Southampton to York coal hoppers move. *Steve Chapman*

Freightliner



On August 2nd, the 17:59 London Gateway to Mossend powered by Class 86 638 and 86 609 failed at Preston in the early hours. 66 531 was called upon to assist and took the whole train back to Crewe, leaving Preston at 10:15 in the morning and is seen passing Patricroft with the 2 failed Class 86s still on the train. *Lee Stanford*

On August 25th, Class 66 528 and 66 551 pass through Ravensthorpe with 6M25 Leeds Hunslet to Crewe wagon move. *Steve Chapman*

Three for the price of one at Stockport on August 24th, as Class 66 526 leads 66 617 and 66 606 into Edgeley cutting, on the 14:03 Hope Earles Sidings to Crewe Basford Hall SSM light engine movement. *Barry Longson*

Freightliner



On August 3rd, Class 66 614 and 66 571 top'n'tail a ballast working through Dawlish.

Richard Hargreaves



Class 66 565 passes through Stafford on August 1st with a Trafford Park - Felixstowe liner.

Michael Lynam



The sight of Class 86 locos on the Crewe to Manchester line is quite rare these days so the appearance of Class 86 614 and 86 612 on the 16:15 Trafford Park to Felixstowe service made a pleasant surprise, the pair are seen slowly passing through Wilmslow on August 9th.

Lee Stanford



Freightliner



▶ Class 66 540 working the 12:12 Lawley Street F.L.T. to London Gateway Freightliner service approaches Northampton on August 8th. *Derek Elston*



▶ Class 66 419 working 4095 Leeds-Southampton with a well loaded liner, heads through Burton on August 29th. *Stuart Hillis*



▶ Class 66 538 storms through Tamworth on August 24th with a Leeds - Southampton liner. *Richard Hargreaves*



Freightliner



▶ Class 66 572 leads the 12:12 Lawley Street F.L.T. to London Gateway liner past Wilson's Crossing on August 21st. *Derek Elston*



▶ Class 66 529 approaches Wilson's Crossing on August 21st working the 09:12 Felixstowe North F.L.T. to Crewe Basford Hall S.S.N. *Derek Elston*



GBRf

▶ On August 8th, Class 66 777 works a Liverpool to Drax Biomass through Moore. *Mark Enderby*

▶ On August 12th, Class 66 780 hauls a rake of Ferrywagons westbound through Reading. *Richard Hargreaves*

▶ On August 6th, Class 66 747 crosses Ribbleshead Viaduct working the 6M88 stone train from Arcow Quarry - Bredbury. *Michael Lynam*



GBRf



On August 18th, Class 66 787 working the 6G57 engineers working to Bescot passes Preston Boats. *Phil Martin*



Class 66 777 'Annette' rolls slowly through the rush hour at Manchester Victoria with the 05:45 Drax - Tuebrook Biomass empties on August 27th. *Jeff Nicholls*



Class 66 762 passes Colton Junction on August 20th working 4Z08 Tees Dock to Doncaster iPort intermodal. *Steve Chapman*

GBRf



▶ Class 66 711 is seen working the 6041 Westbury Down T.C. to Eastleigh Yard on August 22nd. *Michael Bennett*



▶ Class 60 056 heads away from Colton Junction working 6H70 Tyne Dock to Drax Biomass on August 20th. *Steve Chapman*



▶ Biffa liveried Class 66 783 passes Doncaster with the 08:20 Middleton Towers to Monk Bretton sand train on August 15th. *Lee Stanford*



GBRf



▶ Class 66 747 looks very smart hauling the 6G56 Frodsham - Bescot engineers, passing Preston Boats on August 18th. *Phil Martin*



▶ Class 66 760 is pictured at the head of 6D28 Rylstone to Dewsbury stone on arrival at the Dewsbury stone terminal on August 29th. *Steve Chapman*



▶ Class 66 722 and 66 725 are seen working the 6V64 Carlisle to Warminster MOD passing Heywood on August 15th. *Michael Bennett*

GBRf



▶ Class 66 750 and 66 728 top'n'tail a ballast working through Helsby on August 4th.
Brian Battersby



▶ Class 66 742 is pictured at Colton Junction on August 20th with 4E27 Hotchley Hill to Middlesbrough gypsum empties.
Steve Chapman



▶ Class 66 735 passes Hungerford on August 13th with a Wellingborough to Whatley working typically just as the sun went in. *Michael Bennett*



GBRf



▶ Class 66 750 passes Duncote Mill on August 4th hauling the 6G59 07:30 Frodsham Jct. - Bescot Up Engineers Sidings. *Keith Davies*

▶ On August 4th, Class 66 769 is seen at Walcot with the 6G52 06:59 Frodsham Junction - Bescot Up Engineers Sidings. *Keith Davies*

▶ Class 66 774 heads an engineers train through Guilden Sutton on August 4th. *Brian Battersby*



GBRf

◀ Class 66 716 working the 6E09 Liverpool - Drax Biomass crosses Dutton Viaduct on August 27th. *Mark Enderby*



GBRf



▶ On August 6th, Class 66 736 'Wolverhampton Wanderers' formed a route learner from Eastleigh to MOD Ludgershall, seen here arriving at Andover. *David Lindsell*

▶ Class 66 773 sits in the bay at Doncaster on August 17th. *Class47*

▶ Class 66 774 passes Gobowen on August 4th with a Frodsham - Bescot engineers. *Phil Martin*



Great Western Railway



▶ Power car No. 43071 stands at the head of a 'short set' at Cardiff on August 8th.

Paul Godding



▶ Class 166 207 works the 2C18 Gloucester to Frome on August 15th, a very clean unit still in the old livery, as it passes near Westbury.

Michael Bennett



▶ Power car No. 43097 is seen on the rear of an Exeter bound service passing through Dawlish Warren on August 1st. *Richard Hargreaves*

Great Western Railway



▶ Class 802 114 departs Exeter St. Davids working the 1C76 09:03 London Paddington to Penzance service on August 17th. *Derek Elston*



▶ Class 143 618 and 143 617 approach Exeter St. Davids on August 17th with the 2F21 10:16 Paignton to Exmouth service. *Derek Elston*



▶ Class 165 134 working the 1F16 Portsmouth to Cardiff service passes Dunbridge on August 19th. *Michael Bennett*



Great Western Railway



▶ A 'Castle' HST led by power car No. 43153 approaches Dawlish Warren on August 6th with an Exeter bound service. *Richard Hargreaves*



▶ A five car Class 802 working the 1K12 London Paddington to Bedwyn passes Hungerford on August 13th. *Michael Bennett*



▶ On August 7th, Class 150 002 departs Dawlish and heads for Paignton. *Richard Hargreaves*



Great Western Railway



On August 3rd, Class 802 011 and 802 002 head towards Teignmouth with a London Paddington - Penzance service. *Richard Hargreaves*

On August 3rd, Class 143 617 and 143 620 depart Dawlish Warren with a service to Paignton. *Richard Hargreaves*

Class 166 205 stands at Cardiff on August 8th. *Paul Godding*





Great Western Railway

▶ Class 158 961 scurries through the Gloucestershire countryside at Ashchurch with the 2E17 07:23 Warminster to Great Malvern service on August 24th. *Derek Elston*

▶ Class 800 316 working the 1A83 Paignton to London Paddington, passes Hungerford on August 13th. *Michael Bennett*

▶ On August 7th, Class 802 017 and 802 004 pass Boat Cove, Dawlish working a London Paddington service. *Richard Hargreaves*









L.N.E.R.



On August 5th, Class 800 106 passes through Alexander Palace with a Leeds - London Kings Cross service. *John Sloane*



Class 91 114 is seen shortly after passing Retford with an Edinburgh bound service on August 17th. *Lee Stanford*



On August 13th at Doncaster, Class 91 117 restarts the long push to London with the 14:00 Edinburgh Waverley to King's Cross service. *Barry Longson*



L.N.E.R.



▶ Class 91 126 speeds through Doncaster, working the 09:00 London King's Cross to Edinburgh service on August 13th. To the right is GWR power car No. 43155 (with 43192 on the rear) leaving Wabtec having been modified with plug doors and converted into a 2 + 4 'Castle' set, heading to Laira. *Barry Longson*

▶ Rainbow liveried Class 91 121 is pictured on platform 5 at York station on August 6th working the 10:00 London Kings Cross to Edinburgh service. *Steve Chapman*

▶ On August 17th, a LNER HST led by power car No. 43299 heads for Leeds and gets back into its stride at Retford after making a station call. *Lee Stanford*





L.N.E.R.

▶ Class 800 107 passes Colton Junction on August 20th working 5Q22 York to Newark test run.
Steve Chapman



▶ Azuma Class 800 203 speeds through Hornsey on August 5th with a test run to Leeds.
John Sloane



▶ On August 31st, Class 91 118 passes Grove Road near Retford with the 1D21 16:03 London Kings Cross - Leeds service.
Mark Pichowicz



L.N.E.R.



▶ Class 91 101 leads a London Kings Cross - Edinburgh service, seen just south of Tweedmouth on August 17th. *Colin Kennington*



▶ Celebrity InterCity liveried Class 91 119 speeds through Alexander Palace on August 5th with a service to London Kings Cross. *John Sloane*



▶ Tight framing cuts out the passengers on Doncaster, as Class 91 109 arrives into platform 3 with the 16:03 York to London King's Cross whilst 91 102 enters platform 4 with the late running 14:30 London King's Cross to Newcastle on August 13th. *Barry Longson*



L.N.E.R.



▶ Class 800 106 is pictured at Colton Junction with the 11:06 London Kings Cross to York service on August 20th. *Steve Chapman*



▶ Azuma Class 800 203 passes the footbridge south of Ryther on a test run from Doncaster to Darlington on August 20th. *Steve Chapman*



▶ Power cars Nos. 43302 and 43238 pass Colton Junction on August 20th with the 12:02 York to London Kings Cross service. *Steve Chapman*

L.N.E.R.



▶ On September 1st, Class 91 109 passes Frinkley Lane just north of Grantham in the last of the evening sun with 1N29 18:27 London Kings Cross - Newcastle. *Mark Pichowicz*



▶ Class 91 118 is seen stabled on Bounds Green depot, August 5th. *John Sloane*



▶ On August 5th, Class 91 126 approaches Alexander Palace with a London Kings Cross - Edinburgh service. *John Sloane*



LINCOLN LAUNCH DATE SET FOR LNER AZUMA SERVICES

LNER have announced new Azuma services will be introduced between Lincoln and London King's Cross from Monday 21 October 2019. The Azuma services will be the first wave of new LNER trains between the two cities. Azuma trains will begin operating weekday services in each direction alongside the existing daily LNER High Speed Train (HST) service from 21 October, with tickets on sale from Friday 30 August.

David Horne, Managing Director at LNER, said: "Azuma trains will not only revolutionise the customer experience for those who travel with us between Lincoln and London but open up huge economic benefits for the city and wider area thanks to the increase of services from one train each way to six return services.

"With these new regular services in both directions, offering journey times from December of just under two hours between London and Lincoln, it offers significantly more opportunities for business travel, tourists and the many international visitors wanting to experience the many historic and cultural attractions Lincoln proudly offers including the magnificent Cathedral, Castle and stunning views from the Medieval Wall."

What's happening

- The Azuma fleet will provide a two-hourly Monday to Friday service departing London at 10:06, 12:06, 14:06 and 16:06.
- Southbound services will depart Lincoln at 11:18, 13:23, 15:26 and 17:14.
- The current 07:30 Lincoln to London and return service from London at 19:06 will be replaced by an Azuma train later in the year as the transformation of LNER services on the route continues.

Full details of the additional train times are already included in the current LNER timetable as the introduction of the new Azuma fleet was anticipated ahead of the next timetable change in December.

More trains from December

- A sixth daily return weekday service will be introduced as part of the December timetable change, alongside five additional services on Saturdays.
- The Saturday Azuma service will be introduced from Saturday 7 December to provide extra seats for people wishing to visit the popular Lincoln Christmas Markets.
- From the December timetable change, there will be five services in each direction on Sundays.

About our new Azuma trains

From the best ever Wi-Fi, plug sockets at every seat and more legroom in Standard class to extra space for bags, ergonomically designed seats and an excellent range of refreshments served at seat or from the Cafe Bar, the new Azuma fleet will transform the journey experience. The Azuma fleet offers significant environmental benefits. Azuma trains will run using overhead electric wires between London and Newark North Gate. The bimode Azuma fleet will then operate under diesel power for the short stretch between Newark and Lincoln. The modern engines will cut harmful emissions by 90 per cent compared to existing diesel-only High Speed Trains. An innovative traffic light seat reservation system above seats in Standard and First Class will make it easier for customers to find reserved or available seats on-board. Communities and customers at stations across the route will benefit from cleaner air and substantially lower noise pollution levels thanks to the Azuma trains being quieter than the existing fleet which will be fully replaced by June 2020.

Running 10 minutes late, power car No. 43305 bursts out of Hadley Wood North tunnel with the 1A29 12:15 Leeds to London Kings Cross service on August 13th. *Derek Elston*

LNER TO TRIAL SIMPLER FARES

LNER will begin a trial to offer simpler ticketing options for customers booking travel on some LNER routes. The trial for journeys from 2 January 2020, with tickets on sale from 29 November 2019, has been designed to address issues whereby people are purchasing single tickets for long distance journeys, sometimes at nearly the cost of the return fare.

The trial will replace return fares with single tickets around half the price of a return ticket. This will allow customers to select the best ticket options for their journeys more easily; giving passengers the opportunity to 'mix and match' the best ticket for each leg of their journey.

The Department for Transport is supporting the plans, to learn lessons for further possible reforms of rail fares.

The trial will remove the following ticket types from sale on some LNER city to city journeys:

- Anytime Return
- Super Off-Peak Return
- Off-Peak Return

Customers will instead have the option to purchase the following single ticket types:

- Anytime Single
- Super Off-Peak Single
- Advance Single

For example, passengers currently travelling between London and Edinburgh buying a ticket at the station pay £146.40 for a Super Off-Peak Single ticket or £147.40 for a Super Off-Peak Return ticket. Under this trial, the cost of a Super Off-Peak Single would be £73.70.

LNER Commercial Director, Suzanne Donnelly, said: "At LNER we are always looking at ways to make travel simpler and smoother for our customers. This trial will be the first step towards giving customers more confidence they are buying the correct ticket for their needs and ultimately making fares simpler."

Secretary of State for Transport, Grant Shapps, said: "This important LNER trial will simplify fares, benefitting passengers up and down the country. It will give customers confidence that they are buying the right ticket for their journey and help to provide the modern transport service passengers expect."

The trial will be for journeys between London King's Cross and the following stations Leeds, Newcastle and Edinburgh, with only single ticket options on these journeys available to customers. The trial will not apply to journeys to or from other destinations on the route between these locations.

The trial will take place for specific journeys between:

- London King's Cross – Leeds
- London King's Cross – Newcastle
- London King's Cross – Edinburgh

In First Class the three ticket types available will be slightly different, Anytime Single, Off Peak Single and Advance Single.

Earlier this year, the Rail Delivery Group, on behalf of train operators, published proposals for once-in-a-generation reform of the fares system.

The proposals followed the biggest ever rail fares consultation last summer, run in partnership with independent passenger watchdog Transport Focus, in which 20,000 people took part and eight in 10 people want the current system changed.

The example fare provided in this release is based on current prices but may be subject to change with the January fares round.

There may also be cheaper advance fares available i.e. this is not the cheapest fare available but is a saving against the current on the day price of a Super Off-Peak single ticket.



Only a few minutes into its journey, as Class 800 112 passes Harringay with the 1D05 08:03 London Kings Cross to Leeds service on August 31st. *Derek Elston*

Power car No. 43302 leads the 1A04 06:05 Leeds to London Kings Cross service as it hammers through Harringay on August 31st. *Derek Elston*



Network Rail



▶ On August 24th, Class 37 057 heads through Tamworth on the rear of a test train working heading for Derby. *Richard Hargreaves*

▶ On August 3rd, Class 37 116 passes the former Cemex site at Attenborough on the rear of a Leeds - Derby test train working. *Mark Pichowicz*







Rail Operations Group

- ▶ On August 22nd, Class 37 884 arrives at Preston station with withdrawn ScotRail EMU Class 314 207 en route from Yoker C.S - Crewe South Yard. *Michael Lynam*
- ▶ Class 37 800 'Cassiopeia' dragging 317 505 passes Wilson's Crossing on August 21st with 5Q08 10:16 Ilford E.M.U.D. to Kilmarnock Bonnyton Depot. *Derek Elston*
- ▶ On August 2nd, Class 37 800 hauls Northern's Class 769 450 north through Acton Bridge. *Brian Battersby*



Rail Operations Group

▶ Class 37 800 hauls a Class 317 EMU through Moore on August 20th with a Kilmarnock - Ilford move. *Mark Enderby*

▶ Class 37 884 pass Sutton Bridge with the 11:37 Crewe South Yard - Newport Docks (Sims Group) on August 23rd. *Keith Davies*

▶ With a thunderous roar, Class 37 884 plays to the gallery at Winwick hauling 317 504 from Ilford to Kilmarnock on August 21st. *Jeff Nicholls*





TransPennine Express



▶ Class 802 209 passes Colton Junction on August 20th working 5Q83 Acton to Merchant Park Sidings. *Steve Chapman*

▶ On August 20th, Class 68 026 is seen at Colton Junction on the rear of 5E68 Scarborough to Longsight test run. *Steve Chapman*

▶ Class 68 027 approaches Ravensthorpe on August 25th with the 08:56 Liverpool to Scarborough service. *Steve Chapman*



TransPennine Express

- ▶ On August 15th, a TransPennine Express Class 350 is seen departing Bolton working a Glasgow - Manchester Airport service. *Michael Lynam*
- ▶ Class 185 110 passes Parkside East Jct. working a Liverpool - Scarborough service. *John Sloane*
- ▶ Class 350 406 passes Horwich Parkway at speed working a Glasgow - Manchester Airport, now routed via Bolton. *Michael Lynam*



TransPennine Express

On August 13th, Class 68 019 and 68 020 await their next duties at the south end of York along with 66 431. *Lee Stanford*

With the chimneys of Sheffield station providing an historic backdrop on August 13th, Class 185 121 is seen working the 07:53 Manchester Airport to Cleethorpes service. *Barry Longson*

On August 3rd, Class 802 201 is seen departing York, heading north on test. *Class47*



TransPennine Express

▶ Class 68 027 'Splendid' crosses Sankey Viaduct with 1E39 Liverpool Lime St. - Scarborough service on August 27th. *Dave Harris*

▶ In advance of the new Trans Pennine stock entering service the Class 350/4 units on the Manchester Airport to Edinburgh / Glasgow route have started to have their branding removed, 350 403 is seen back in base grey passing Deansgate with a service from Glasgow to Manchester Airport. *Lee Stanford*

▶ TPE have finally got a Class 68 and Mark 5 stock in service and 68 027 can be seen approaching Mossley on August 26th with the 10:41 Scarborough to Liverpool, the service was however terminated at Manchester Victoria. *Lee Stanford*



Transport for Wales



▶ Class 150 257 approaches Cardiff Queen Street on August 8th with a service to Cardiff Central. *Paul Godding*



▶ Class 158 830 and 158 818 head through Preston Boats on August 18th. *Phil Martin*



▶ Class 153 312 is seen at Shrewsbury on August 8th working a service to Crewe. *Paul Godding*



Transport for Wales

On August 13th, an early morning TFW service crosses the bridge at Barmouth. *Phil Martin*



Class 67 010 propels the 1H89 Holyhead to Manchester service through Moore on August 20th. *Mark Enderby*

On August 3rd, TFW provided Class 150 260 (max speed 75mph) in lieu of a 100mph capable 158 or 175, to work the 07:06 Milford Haven to Manchester Piccadilly, seen here running late on the approach to Cheadle Hulme. *Barry Longson*

Transport for Wales



Class 142 006 is seen departing Cardiff Queen Street on August 8th working a service to Merthyr Tydfil. *Paul Godding*



Class 143 602 calls at Caerphilly on August 8th with a service to Rhymney. *Paul Godding*



Class 37 421 stands at Cardiff on August 8th with a Rhymney working. *Paul Godding*



Transport for Wales



▶ Class 67 012 climbs Hencote Bank with the 1W96 17:16 Cardiff Central - Holyhead service on August 6th. *Keith Davies*

▶ Clad in the new colours of Transport for Wales, ERTMS-fitted Class 158 833 draws into Harlech on the Cambrian Coast line with service 2J07, a midday train from Birmingham International to Pwllheli on August 17th. With the ERTMS trial resulting in the barring of this seaside line to all but a handful of DMU's and few dedicated locomotives, the old days of lengthy loco-hauled summer Saturday excursions, or even multiple DMU sets to provide extra capacity, are long in the past on this line and the single Class 158 was very heavily loaded. *Ben Bucki*

Units: DMUs and EMUs



▶ South Western Railway's Class 450 014 leads the 2L32 Basingstoke to London Waterloo stopper, calling at Hook on August 18th. *Michael Bennett*



▶ Northern's Class 142 043 calls at Bamber Bridge with a service to Colne. *John Sloane*



▶ On July 25th, Northern's Class 195 119 calls at Lancaster working the 1U91 05:48 Barrow to Manchester Airport service. *Kevin McCormick*



Units: DMUs and EMUs



▶ Great Northern's Class 717 016 calls at Palmers Green working a Moorgate - Hertford service, July 30th. *John Sloane*

▶ Northern's Class 142 011 calls at Rainford with a service to Wigan Wallgate. *John Sloane*

▶ Having arrived with the 08:37 from Manchester Victoria, Northern's Class 150 130 sits in the terminus at Kirkby waiting to return with the 10:21 to Wigan Wallgate on August 1st. *Jeff Nicholls*

Units: DMUs and EMUs



▶ One of Northern's new units, Class 331 110 was out on test on the Airedale line recently. Out-based at Skipton, the unit was operating as 5Z80 on August 24th, working a diagram from Skipton to Shipley station and return in the afternoon, with other timetabled paths for the early evening. The unit is seen at Bingley, West Yorkshire, heading to Shipley. *Ben Bucki*

▶ Neatly framed by the awning of Skipton station, Northern's Class 158 817 trails 158 789 on the 10:49 Leeds - Carlisle service on August 20th. *Jeff Nicholls*

▶ Northern's Class 142 093, 142 015 and 170 460 are seen at Sheffield on August 31st. *Richard Hargreaves*





Units: DMUs and EMUs



▶ Northern's Class 142 061 leads 142 005 at Cheadle Hulme on August 3rd, working the 12:49 Alderley Edge to Manchester Piccadilly service. *Barry Longson*



▶ Great Northern's Class 313 037 calls at Hornsey on August 5th with a service to Welwyn Garden City. *John Sloane*



▶ Northern's Class 142 009 stands at Doncaster on August 31st working a service to Sheffield. *Richard Hargreaves*

Units: DMUs and EMUs



▶ Great Northern's Class 717 006 arrives into Alexander Palace on August 3rd with a service from Moorgate. *Class47*



▶ Northern's 12:29 from Kirkby to Wigan Wallgate arrives at the latter station, passing the Uncle Joe's Mint Balls factory with Class 156 421 on August 12th. *Jeff Nicholls*



▶ TFL Rail Class 345 028 stands at Reading on August 12th with a service to Hayes and Harlington. *Richard Hargreaves*



Units: DMUs and EMUs

▶ London Overground's Class 710 263 arrives into its destination of Barking on August 3rd. *Class47*



▶ With semaphore signals ahead of it, Northern's Class 150 130 departs Rainford station with the 10:21 from Kirkby to Wigan Wallgate on August 1st. *Jeff Nicholls*

▶ Northern's Class 150 220 heads through Guilden Sutton on August 4th. *Brian Battersby*

Units: DMUs and EMUs



On July 30th, Northern Class 319 EMUs pass at Deansgate Manchester, with Class 319 362 working the 11:39 Manchester Airport to Blackpool North and 319 376 the 10:57 Blackpool North to Manchester Airport.

Barry Longson

Great Northern's 1P11 06:54 Peterborough to London Kings Cross rushes through Harringay on August 31st formed of Class 365 534 and 365 506.

Derek Elston

Great Northern's Class 387 121 approaches Hornsey on August 5th working a service to London Kings Cross.

John Sloane



Units: DMUs and EMUs



London Overground's Class 378 150, in a revised livery, arrives at Clapham Junction on August 3rd. *Class47*



Northern's Class 144 008 pulls into Skipton with the late-running 10:33 from Morecambe to Leeds on August 19th. The reason for the lateness was announced as 'congestion'!!!
Jeff Nicholls



Thameslink's Class 700 154 approaches Alexandra Palace on August 5th with a service to Peterborough. *John Sloane*

Units: DMUs and EMUs



▶ A London NorthWestern Railway's Class 350 crosses Dutton Viaduct on August 27th with a Liverpool Lime St. - Birmingham New St. service. *Mark Enderby*

▶ Looking slightly out of place, Northern's recently acquired Class 150 105 waits for departure time at Manchester Victoria with the 07:56 from Wigan North Western to Leeds service on August 27th. *Jeff Nicholls*

▶ Great Northern's Class 313 051 approaches Alexander Palace on August 5th with an ECS working from Hornsey. *John Sloane*



Units: DMUs and EMUs



▶ London NorthWestern Railway's Class 350 104 calls at Rugeley Trent Valley on August 12th with a service to Crewe. *Paul Godding*



▶ South Western Railway's Class 450 564 arrives at Woking on June 27th working the 2P38 11:24 Portsmouth & Southsea - London Waterloo service. *Keith Hookham*



▶ Northern's Class 142 040 departs Deansgate on July 30th, working the 11:50 Wigan NW to Manchester Piccadilly service. *Barry Longson*



Units: DMUs and EMUs



▶ South Western Railway's 1W25 London Waterloo to Weymouth with Class 444 003 leading, speeds through Hook on August 18th. *Michael Bennett*



▶ Great Northern's Class 313 033 and 313 041 arrive at Hadley Wood with the 2K08 15:28 Welwyn Garden City to Moorgate service on August 13th. *Derek Elston*



▶ Thameslink's Class 700 121 working the 9J39 13:54 Peterborough to Horsham passes through Hadley Wood on August 13th. *Derek Elston*



Units: DMUs and EMUs

▶ South Western Railway's Class 158 884 on the 2R38 Salisbury to Romsey service, passes Dunbridge on August 22nd. *Michael Bennett*

▶ Northern's Class 323 236 awaits departure time at Stockport on August 24th working the 15:44 Manchester Piccadilly to Stoke on Trent service. *Barry Longson*

▶ Northern's Class 319 373 passes Euxton with a Liverpool bound service on August 10th. *John Sloane*



Units: DMUs and EMUs



▶ West Midlands Railway's Class 170 515 and 170 501 are seen at Walcot on August 13th working the 1G14 09:13 Shrewsbury - Birmingham New St. service. *Keith Davies*

▶ On August 15th, Northern's Class 156 452 arrives at Bolton working a Rochdale - Clitheroe service. *Michael Lynam*

▶ Still in its previous operators colours on August 13th, Northern's Class 170 456 departs Doncaster working the 09:35 Bridlington to Sheffield service. *Barry Longson*



Units: DMUs and EMUs



▶ On it's way out in more ways than one Great Northern's Class 313 059 on the rear of 2V81 14:20 Moorgate to Welwyn Garden City service as it departs Hadley Wood on August 13th.

Derek Elston

▶ On August 6th, Northern's Class 158 872 approaches Ribbleshead Viaduct working a Leeds - Carlisle service. *Michael Lynam*

▶ London NorthWestern Railway's Class 350 376 and 350 373 depart Stafford with a London Euston to Crewe service. *Michael Lynam*



Units: DMUs and EMUs



▶ Great Northern's Class 313 035 and 313 122 approach Hadley Wood working the 2K88 14:28 Welwyn Garden City to Moorgate service on August 13th. *Derek Elston*



▶ South Western Railway's Class 159 007 and 159 002 arrive at Exeter St Davids on August 17th working the 1L13 07:10 from London Waterloo. *Derek Elston*



▶ On August 13th, the 1T33 12:44 Kings Lynn to London Kings Cross approaches Hadley Wood formed of Great Northern's Class 387 101 and 387 129. *Derek Elston*

Virgin Trains gives the thumbs up to Stephen's Story

Almost four years after naming a Virgin Trains Pendolino in her son Stephen's honour, Jane Sutton returned to Birmingham International to be presented with one of the original nameplates.

Stephen's train - which is now sporting new vinyl nameplates, as part of a recent repaint programme - has been seen the length and breadth of the UK, clocking up over one million miles since its naming in September 2015. Jane was presented with the original nameplate by Amanda Hines, General Manager for Virgin Trains in the West Midlands.

The second nameplate, along with ten others from the Virgin Trains fleet, will be auctioned off, with proceeds going to Stephen's chosen charity, Teenage Cancer Trust. The eagerly sought after items of railway memorabilia are expected to raise around £15,000 contributing towards Jane's £6m fundraising target.

"We're incredibly honoured to have had one of our Pendolinos carry Stephen's name," Amanda commented. "We needed to find a good home for the original nameplate so who better to present it to than his Mum Jane, who continues to work so tirelessly raising funds for teenage cancer"

"The sale is a rare chance for someone to get their hands on a piece of railway history, so we are hopeful of raising a lot of money for Teenage Cancer Trust."

"It's been a huge honour for one of Virgin Trains Pendolinos to carry Stephen's name," added Jane. "I really enjoy seeing people's photos that they post on Stephen's Facebook page when they have spotted the train on their travels on the west coast route."

"It is incredibly generous of Virgin Trains to gift me one of the original cast-iron nameplates and to auction off a further eleven, with the proceeds being donated to Teenage Cancer Trust. This will significantly boost Stephen's fundraising total towards the £6million target that I would like to reach this year."

NAMEPLATES UP FOR GRABS

The following nameplates are up for auction: -
City of Birmingham; City of Stoke-on-Trent; City of Preston; City of Liverpool; Stephen Sutton; Virgin Hero; Virgin Invader; Virgin King; Virgin Glory; The Cumbrian Spirit; Virgin Venturer.



Railtalk Magazine

Virgin Trains



On August 27th, a Class 390 is seen crossing Dutton Viaduct. *Mark Enderby*

Virgin Trains gets behind The Big LEGO® Brick Hospital

Runcorn Station played host to The Big LEGO® Brick Hospital in early August. Customers were given the chance to buy a brick for £1 and help build the model, which when finished is will be one of the biggest ever LEGO® brick structures in the UK, measuring 1.6m x 2.8m x 1.6m.

In addition, Virgin Trains donated £4,000, with the station team showing their skills to build two specialist rooms for the model, which will contain more than 100 rooms and 200 mini figures, such as doctors and nurses.

The Clatterbridge Cancer Charity's campaign is aiming to raise £500,000 towards construction of the specialist hospital in the centre of Liverpool and improvements to their Wirral site. The real new cancer hospital is set to open its doors in 2020.

“Clatterbridge has provided some incredible support for cancer patients and their families in the Wirral and wider North West region,” explained Gary Campbell, Virgin Trains Station Manager for Runcorn Station.

“I know first-hand about their amazing work as they treated my mum for breast cancer three years ago and we were only too pleased to help promote The Big LEGO® Brick Hospital. It's a fun and interactive way to raise some much-needed funds.”

Customers who missed this week out can purchase their own bricks by visiting www.biglegobrickhospital.org.uk

Katrina Bury, Head of The Clatterbridge Cancer Charity, said: “I would like to thank Virgin Trains for their generous sponsorship towards the construction cost of the new state of the art cancer hospital in Liverpool.

“They also gave us the fabulous opportunity to showcase the Big LEGO® Brick Hospital at Runcorn Station, so train passengers could buy bricks and help build the model. We very much welcome this wonderful support and the opportunity to spread the word about the valuable services provided by The Clatterbridge Cancer Centre to the people of the region.”



▶ Class 390 046 passes through Stafford on August 1st working a Glasgow - London Euston via Birmingham service. *Michael Lynam*

▶ Class 390 125 speeds through Balshaw Lane Jct. on August 12th. *John Sloane*









Scotrail



▶ Class 385 031 departs Stirling working the 2N50 11:44 Alloa to Glasgow Queen Street service, running a few minutes late after being held for a connecting service from Aberdeen.

Derek Elston

▶ Power car No. 43031 is seen on the tail of 1T12 08:49 Aberdeen to Glasgow Queen Street awaiting its booked departure time from Aberdeen.

Derek Elston

▶ See it, Say it, Sorted! Class 170 407 rolls into platform 1 at Haymarket working the 2K30 14:23 Glenrothes with Thornton to Edinburgh service.

Derek Elston



Scotrail



▶ Power cars Nos. 43139 and 43143 stand at Stirling working 1A61 11:39 Glasgow Queen Street to Aberdeen service. *Derek Elston*



▶ Contrasting EMU designs as Class 385 006 and 314 216 approach Glasgow Central, crossing the Clyde. *Derek Elston*

▶ Class 334 022 and 334 021 exit The Mound on the approach to Edinburgh Waverley with 2H54 11:26 from Helensburgh Central. *Derek Elston*





Scotrail



▶ Class 170 425 runs into Aberdeen working the 2B15 07:42 from Montrose. *Derek Elston*



▶ Class 334 020 working the 2M29 14:36 Edinburgh to Milngavie service is seen departing Haymarket. *Derek Elston*

▶ Class 314 202 working the 2I31 11:15 Glasgow Central to Glasgow Central arrives back where it started on a Cathcart Circle service. *Derek Elston*

Edinburgh Trams



▶ On August 19th, Tram No. 268 is seen near Edinburgh Airport. The airport's control tower can be seen in the background. *Allison Twycross*

▶ Several trams can be seen stabled at the depot. Many now carry advertising liveries across the top and centre vehicles. *Allison Twycross*

▶ Tram No. 268 departs Ingliston Park and Ride tram stop on August 19th working the 12:55 from York Street to Edinburgh Airport service. *Allison Twycross*





Blackpool Trams



▶ Brush railcar No. 632, with illuminated trams Nos. 735 Hovertram, 733 Western Loco, 732 TramnikOne and 737 Trawler are seen displayed at Rigby Road Depot on August 25th.

Derek Elston

▶ Blackpool's open boat car No. 602 stands at the Pleasure Beach terminus during a heritage tram running day on August 25th.

Derek Elston

▶ Blackpool Tramways Railcoach No. 680 and Balloon Car No. 726 are seen stored out of use at the back of Rigby Road Depot.

Derek Elston



Blackpool Trams



▶ Bolton Standard No. 66 stands outside Rigby Road depot on August 25th. *Derek Elston*



▶ Engineering Division's overhead line car No. 754 passes North Pier on August 25th. *Derek Elston*

▶ Standard Tram No. 143 is captured under restoration in the Rigby Road depot's workshops. *Derek Elston*



First new Greater Anglia trains for Norwich to Cambridge line

Greater Anglia's brand-new trains are now in passenger service on the Norwich to Cambridge line.

The first new train in passenger service on the route was on August 13th's 06:33 Norwich-Cambridge service, served by a Stadler bi-mode train, which can switch between diesel and electric power.

Jamie Burles, Greater Anglia's managing director, said: "We're really pleased to be running our new trains between Norwich and Cambridge. This is a very busy route for commuters, business travellers and leisure travellers and feedback has been very positive.

"We were committed to beginning our transformation in Summer 2019 and we've done just that.

"This is an incredibly exciting time for everyone involved with East Anglia's railways – customers, communities and all the team here at Greater Anglia.

"Our new trains will transform rail travel across the region, bring wider economic, social, business, tourism and environmental benefits. It is the largest wholesale

replacement of trains by any train company in the UK."

Greater Anglia is getting 38 regional bi-mode trains (24 x 4-carriage trains and 14 x 3-carriage trains) which switch between electricity and diesel power, from international rail vehicle construction company Stadler, headquartered in Switzerland.

They will offer a positive step change on regional routes across Norfolk, Suffolk, Cambridgeshire and parts of Essex - mainly the Marks Tey to Sudbury line. Every train is longer, with many more seats, and other features including air conditioning, plug and USB points and improved accessibility.

They will also improve reliability and resilience with three and four carriage trains replacing a fleet of one, two and three carriage trains, many of which are nearly 40 years old.

Over the coming months new trains will be rolled out across the region. The majority of bi-mode trains should be in service by the end of 2019.



Fares Advice with RailUK

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

Passenger rights when following staff instructions

Here is just one example of this concerning phenomenon of staff refusing to allow passengers to travel, when passengers are complying with instructions given by railway staff.

A pensioner couple were kicked out of a train and left 160 miles away from their home despite having valid first-class tickets.

The couple were told they'd be able to board the next London and North Eastern Railway (LNER) service from Glasgow to Durham and their existing £60-per-person tickets would be valid.

However, the ordeal for the couple began when the inspector ordered them off at the next station...

Another key extract from the article is that they were advised by staff to travel on an LNER service, however the Guard still would not accept that they should be on an LNER train:

Sheila, 74, said: "I felt humiliated and angry that we had been treated so badly.

"I assured him we had been guided on to the train by LNER staff working with Cross Country. However, nothing would convince him that we were entitled to be on the train and, above all, in first class.

During disruption, if a member of railway staff advises a customer to board (or assists a customer in boarding) an alternative train, then that customer's ticket is valid on that train.

This applies even if, under normal circumstances, without any disruption the ticket would not be valid on that train.

If a Guard believes that a member of railway staff has acted incorrectly in directing any passenger(s) to their train, then that is an internal rail industry matter; it is not a concern for customers and customers must not be charged.

I am aware of a recent incident in which a TPE

Guard refused to allow passengers to travel on their train on the basis that another member of staff - in their opinion - should not have directed them onto their train.

An LNER spokesperson said: "In this instance, ticket acceptance wasn't in place with Cross Country so our advice would be for customers to double-check with station staff before boarding if they are in any doubt.

I can only reiterate to companies such as TPE, LNER and others who are guilty of wrongdoing, that the tickets legally valid if a member of staff directs a customer onto a train.

If staff believe ticket acceptance is not in place and that other staff have acted incorrectly then this must be dealt with internally. It must NOT be dealt with by mistreating customers, by either charging them, chucking them off or any other method of mistreatment.

I would like all TOCs to issue memos to their staff reminding them of this, and I'd like to see Transport Focus and other organisations following this through to ensure this is done.

Sadly I do NOT have faith in LNER that the appropriate disciplinary procedures will be carried out, given their track record of NOT dealing with instances of incorrect actions by their Guards in other areas (which are well documented here, so I won't go into them again); I find this totally unacceptable.

The vast majority of staff who check tickets do a great job and would never behave like this. So why do employers allow the small minority to bring the entire industry into disrepute like this? It's madness.

LNER need to get a grip on the behaviour of a minority of their staff, as do other operators whose staff are found to be guilty of this, such as TPE.

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!

◀ SB Rail's No. DR73914 passes through Helsby on August 4th, heading to Chester. *Brian Battersby*

Polos, starting from £14.88 each, minimal order of 2.

Had-It
£14.88

Heavyweight Hoodies starting from £17.50 each, minimal order of 2.

Had-It
£17.50

Budget Hoodies £10.50 each (no logo)

Softee's, from £27.00 each, minimal order of 2.

Had-It
£27.00

Shorts (in closure), starting from £9.80 each, minimal order of 2.

Had-It
£9.80

Gymnacs, starting from £3.00 each, minimal order of 2.

Had-It
£3.00

We have a broad range of bags, from shoppers, courier bags to messenger bags.

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£10.50

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Had-It
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Branded merchandise, Draw bags, mouse mats, coasters.

Had-It
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Had-It
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Croydon Tramlink tram No. 2555 arrives at Arena on June 30th with service No. 26 to Wimbledon. Keith Hookham

Piccadilly line train No. 109 arrives at Hounslow Central with a service to Heathrow Airport on July 31st. Keith Hookham

Greater Anglia and Network Rail make pledge to customers

Greater Anglia and Network Rail have made a public commitment to passengers in the region to work together to ensure that every effort is made to run a punctual and reliable railway in East Anglia. For the last six months over 90 per cent of Greater Anglia trains have arrived on time, with record-breaking performance on some lines in the last few months.

The top five most punctual routes on the Greater Anglia network in the four weeks to 20 July were Ipswich-Felixstowe, 95.5 per cent, Marks Tey-Sudbury, 95.4 per cent, Norwich-Great Yarmouth, 94.6 per cent, Norwich-Lowestoft, 94.5 per cent and London-Harwich, 94.1 per cent. Other routes with punctuality over 90 per cent included London-Southend/Southminster 92.3 per cent, and London-Colchester/Clacton/Walton-on-the-Naze 92.1 per cent.

Highlights of the last six months included a record-breaking four-month period of performance of over 94.7% from March to June on the Great Eastern Main Line between Norwich, Ipswich, Colchester, Chelmsford and London and six successive months over 92%, including 4 months over 94.3%, on the Southend Victoria to London line.

The two organisations have released a joint “performance commitment statement” as part of their successful ‘Every Second Counts’ campaign which has contributed to the increases in punctuality over recent months.

It states: “Network Rail and Greater Anglia are jointly committed to improving train performance and putting passengers first. Maintaining a consistently high standard is what our customers expect and deserve from us.

“We know that every second counts to them, as they rely on the railway to get to work, home, appointments and for leisure, and when something goes wrong, delays have a real impact on their lives.

“By working more closely together and investing in our route, we can improve both the reliability of our service and the lives of those who live, work and travel on the Anglia route. This statement represents our personal commitment that both Greater Anglia and Network Rail will work in

partnership to improve performance by both proactive measures and improving our response to incidents, reducing the length of delays affecting passengers, and improving our communications during these events.”

It goes on to state that this will be achieved through a performance and safety-driven culture, more ambitious targets, regular performance summits, preparing jointly for the challenges of each season, better resourcing to enable a swift response during incidents, investigation of incidents to identify root causes and prevent recurrences, a plan to reduce the number of train failures by at least 10%, using new systems and technology to prevent and identify and analyse performance issues, and rewarding colleagues for successful solutions.

The commitment is signed by Jamie Burles, Managing Director of Greater Anglia and Meliha Duymaz, Route Managing Director for Network Rail.

Greater Anglia’s Managing Director, Jamie Burles, said, “We have already been putting this commitment into practice, and customers are seeing better train performance as a result, but by publishing it, we are being open and honest with our customers and clear that we are doing everything we can to provide a train service that they expect and deserve.”

“In recent weeks there have been some incidents that have affected the service for our customers, including the heatwave, but we are determined to keep on improving the reliability and punctuality of our railway.

Meliha Duymaz, route managing director for Network Rail Anglia, said: “We know that every second counts for our passengers, which is why we’re spending an additional £10m on a range of measures to improve punctuality, including removing as many long-standing speed restrictions as we can, preventing incidents, but reacting swiftly when they do occur.

“While there has been some recent good performance, we know we need to consistently deliver more trains on time. That’s why we will continue to work tirelessly with Greater Anglia to improve reliability and make journeys better for everyone.”



National Rail



◀ The Rhyl Miniature Railway held a ‘Wild West’ themed gala on the weekend of August 17th and 18th, and the hot weather bought out the crowds for a very intensive service around the marine lake. On the Sunday afternoon, trains were in the charge of ‘Railway Queen’ and a double-headed combination of ‘Prince Edward of Wales’ (No. 99, built by Basset-Lowke in 1909) and No. 44 (Cagney Brothers USA, 1910). The latter pair are seen drawing away from the station to undertake a circuit in the afternoon.

Ben Bucki

Convenience of pay as you go extends to more Hertfordshire stations



Great Northern and Thameslink passengers using Radlett, Potters Bar and Brookmans Park stations have been given greater convenience and choice from August 29th with the arrival of contactless pay as you go. Pay as you go with Oyster has also been extended to Radlett and Potters Bar. Passengers now have the option of using pay as you go with contactless cards or smartphones with payment apps, in addition to the Key smartcard, KeyGo and paper tickets. Customers at Potters Bar and Radlett can also use Oyster. Govia Thameslink Railway (GTR), parent company of Great Northern and Thameslink, has worked with Transport for London (TfL) and the Department for Transport to extend the system to the Hertfordshire stations. It had already been extended to Cuffley, Bayford, Hertford North and Epsom earlier this year, and there are further extensions to come. At Potters Bar and Radlett around half of the ticket machines have been converted to allow passengers to top up their Oyster card. Passengers can also use the free TfL app for Oyster top-ups and to check their balance and journey history on the go. Secretary of State for Transport Grant Shapps MP and Oliver Dowden, Paymaster General and Minister for the Cabinet Office, whose Hertsmer constituency includes both Potters Bar and Radlett, visited Radlett to mark the arrival of the new benefits. Welcomed by station staff, they walked through the gates as the first official contactless customers.

Mr Shapps said: "I am delighted that passengers will now benefit from new contactless Pay As You Go journeys at Potters Bar, Radlett and Brookmans Park. This helps make travel cheaper, easier to purchase and means more flexible and convenient journeys for passengers on a modern transport service. Our smart ticketing roll-out is also set to benefit passengers at Luton Airport and Welwyn Garden City later this year."

Mr Dowden said: "I'm delighted that after years of campaigning, we finally have contactless pay as you go travel in Radlett and Potters Bar. I know this will make life easier for commuters and particularly people who travel irregular hours, which more and more people are doing with the increase of part-time working and working from home."

David Gornall, GTR's Commercial Director, said: "We are delighted to give passengers at Radlett, Potters Bar and Brookmans Park more choice and convenience through the introduction of pay as you go. We have worked closely with Transport for London and the Department for Transport to realise this ambition and look forward to further expansion of pay as you go later this year."

Shashi Verma, Chief Technology Officer at Transport for London said: "Pay as you go has helped revolutionise travel on Tube, rail and bus services across London, with around 60 per cent of all pay as you go journeys in London now made using the convenience of contactless, which means you never need to queue to top up or buy a ticket. We are delighted that more customers will be able to take advantage of pay as you go and we continue to work with the DfT and GTR on expanding it to more stations, making travel more convenient for all."

Passengers using pay as you go with contactless or Oyster at Potters Bar and Radlett can also benefit from daily capping, which will apply for travel to, from and within Zones 1-6. Monday to Sunday weekly capping will also be available to contactless customers who travel regularly on the network. From next year, daily and weekly price caps for contactless users will be introduced at Brookmans Park. In the meantime, any journeys to or from Brookmans Park will fall outside of price capping. Pay as you go generally offers the cheapest single fares. However, there are some occasions where a paper single or return ticket will be cheaper, and passengers are encouraged to check fare options before travelling. The full range of paper tickets remains available so that customers can still benefit from discounts and offers that are not available with pay as you go, such as Great Northern's GroupSave and 'Kids for £2' deals. At weekends, super off-peak paper tickets, where available, will mostly be cheaper than the pay as you go fare. There are no changes to season ticket fares from these stations.



◀ A busy scene at St. Peters Square Manchester on July 4th, with trams Nos. 3058 and 3005 on a service to Bury and tram No. 3026 heading to East Didsbury. *Keith Hookham*

◀ Whilst Class 56 069 is seen outside the shed at Longport, Nos. 66 790 and 66 791 can be seen inside on August 9th. *Brian Battersby*

Vital track upgrades for Calton Tunnel



These engineering works cannot be delivered without some short-term disruption to journeys through Edinburgh Waverley, including to some services to the west of the city.

Passengers are being urged to check National Rail Enquiries, or with their individual train operator, to see how their plans may be affected.

Liam Sumpter, Network Rail Scotland Route Director, said: "Our engineers will be working hard throughout the weekend to complete these vital upgrades – which will help to deliver a more reliable service for passengers on the East Coast Mainline.

"We understand the inconvenience this work will cause to some customers, but such a significant investment cannot be delivered without temporary disruption to services and every effort has been made to reduce the impact of our activities as much as possible."

Engineers will be renewing the track through a key Edinburgh rail tunnel in September in a £1m investment in Scotland's railway.

The Calton south tunnel, to the east of Edinburgh's Waverley station, will be closed on Saturday, September 14, and Sunday, September 15, before reopening for customers at the start of service on Monday, September 16.

Engineers will be working around-the-clock to replace life-expired rails, sleepers and ballast in the tunnel, which connects Waverley to the East Coast Mainline (ECML).

In addition to the Calton tunnel works, Network Rail will also be renewing track, signalling and drainage at several locations on the ECML between Drem and Dunbar over the same weekend.



▶ Class 20 107 and 20 096 pass Lenton Junction shortly after leaving Nottingham with the Jolly Fisherman railtour returning from Skegness to Bristol on May 27th. *Mark Pichowicz*

▶ Network Rail RailGrinder No. DB79237 climbs Hencote Bank with the 6Z08 10:00 Newton Abbot Hackney Yard - Chester on August 1st. *Keith Davies*

London Bridge passengers can escape the rush at a new garden oasis unveiled on Stainer Street

Passengers at London Bridge station can now escape the hustle and bustle of their daily commutes after the Stainer Street walkway was transformed into a temporary urban oasis.

Henry Johnstone, business and operations manager for Team London Bridge, added: "We're delighted that the New Forms gardens have been so well received by the public already and are very grateful for Network Rail's support in making it happen."



Those in need of a moment of tranquillity can now find it in four temporary public gardens, created using materials recycled from the recent RHS Hampton Court Garden Festival.

The gardens were commissioned by Team London Bridge, the local business improvement district (BID), with support from Network Rail and delivered by Cityscapes, following on from their highly acclaimed 2013 Remix Garden project.

Richard Emmins, station interface manager for Network Rail, said: "Stainer Street is already one of the most interesting parts of London Bridge, with Victorian-era brickwork alongside the amazing artwork installed last year."

Adding the New Forms gardens makes the area even more impressive and we hope passengers enjoy the peace and tranquillity they bring to the station."

The project shows how strong the desire is to have greener, more sustainable cities and this is proof that it can be done in unique and creative ways. We'd like to thank all of the designers for such remarkable creations, and Cityscapes for another successful collaboration to improve our public realm. New Forms is one of many projects in our strategy to make London Bridge a place to 'come to' rather than 'go through'."

By reusing materials from the RHS Hampton Court Garden Festival, New Forms highlights sustainable approaches to design, showing how hard landscaping materials can find innovative upcycled afterlives, and how plants can be used in unusual urban locations.

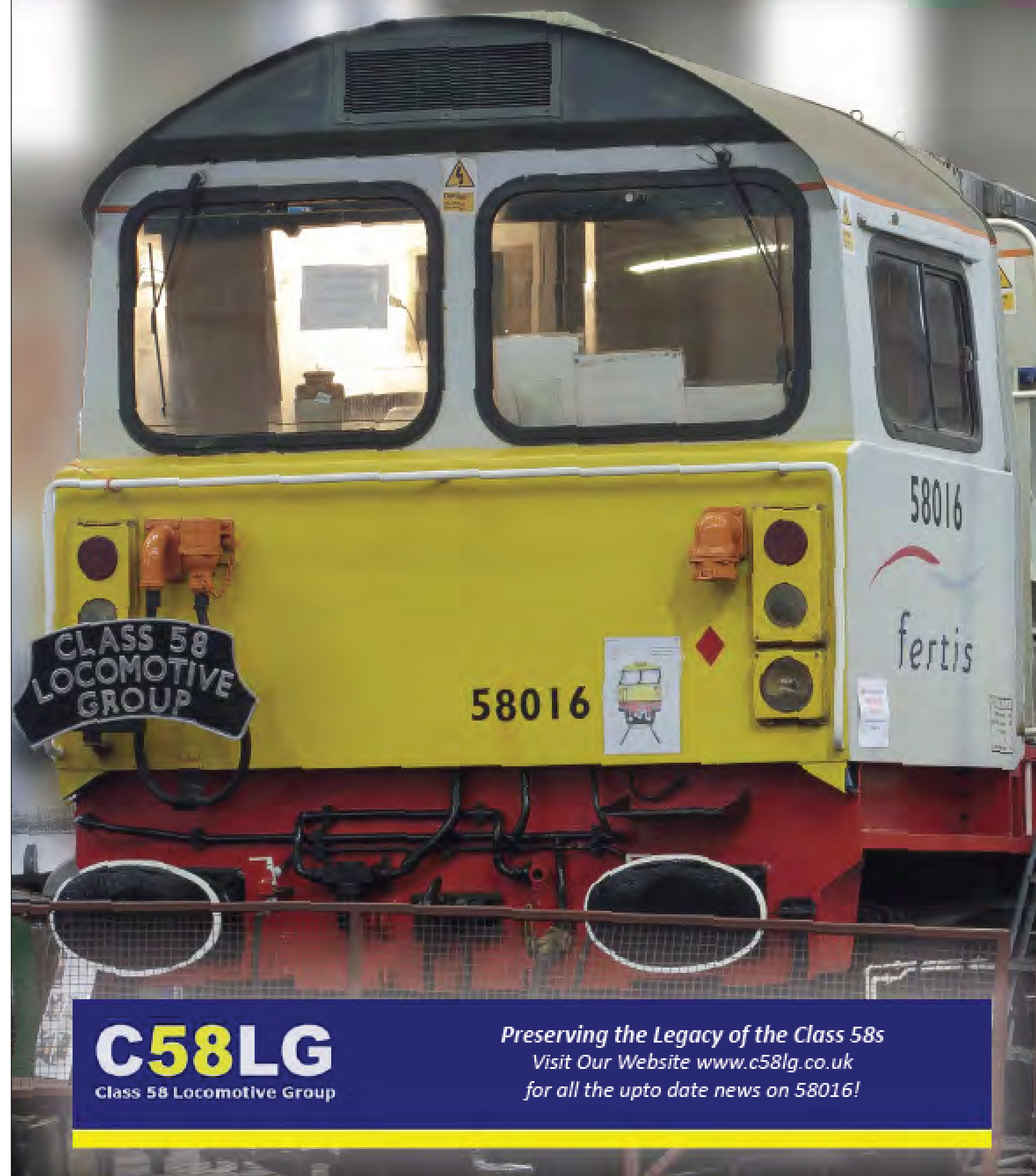
At the end of the project the materials and plants will find new afterlives in local community projects.



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

On August 2nd, LMS 8F No. 48151 leads LMS Jubilee Class No. 45690 'Leander' into Stockport with an empty stock movement from Carnforth to Chester. *Steven Beesley*



Network Rail chair visits Llanelli Goods Shed to discuss transformation plans

Sir Peter Hendy, chair of Network Rail, has met with the Llanelli Goods Shed Trust to discuss the potential transfer of the historic goods shed to the group for community use.

The Grade II listed facility, situated alongside the west Wales main line to the east of Llanelli station, has been out of operation since 1966. The construction of the goods shed dates back to the 1870s when it was built to meet the increase in demand of the tinplate industries in the area.

As the need for traditional goods sheds at stations diminished, many similar facilities were abandoned and demolished during 1960s and 70s. Therefore, Llanelli is believed to be unique in south Wales in retaining its goods shed - probably due to its size, location and facilities.

Chaired by Nia Griffith, MP for Llanelli, the Goods Shed Trust was set up in 2011 with the objective of restoring the shed for the benefit of the local community.

Network Rail has been working closely with the Goods Shed Trust for a number of years as they source funding to enable the transfer of the shed. The Goods Shed Trust's future plans for the shed include a community arts centre, flexible performance space and a training and skills hub.

Network Rail is also working with the trust to lease the decommissioned Llanelli west signal box, which is also Grade II listed, as a community space to showcase their plans for the shed.

Sir Peter Hendy CBE, chair of Network Rail, said: "I'm always keen to explore and support projects like this which see communities play an active role in preserving these iconic structures, for future generations to be able to enjoy and learn more about the history of their local railways.

"It was a positive visit which saw some productive discussions with the trust about the future of the goods shed."

Nia Griffith MP commented:

"It was a huge privilege to welcome Sir Peter Hendy to Llanelli, and he immediately grasped both the potential for the renovated Goods Shed to give a great boost to the community, and to provide opportunities including training, jobs and apprenticeships, as well the huge challenge and costs involved in bringing the Goods Shed back into use."

Richard Roper, secretary of the Goods Shed Trust added: "It was helpful to have some of our strategic partners there, Cllr Mair Stephens from Carmarthenshire County

Council, Anthony Rees from Cyfle shared apprenticeship scheme and Tracy Pike MBE from CYCA as we will need all the support we can get from these and our other partners to make the most of this project. We are looking forward to completing our negotiations with Network Rail in the near future, and making a start on site."



Grand Central's Class 180114 passes Micheldever on August 2nd with the 13:00 Heaton T&RSMD to Eastleigh. *Michael Bennett*

Endangered crayfish rescued during Victorian viaduct strengthening

Work to reinforce a 173-year-old railway viaduct is providing a more reliable railway for passengers and helping protect endangered crayfish in Cumbria.

Water erosion means the Grade II listed Docker Garths viaduct in Lambrigg needs to be repaired and strengthened.

The £750,000 investment as part of the Great North Rail Project required the Flodder Beck river to be diverted and wildlife safely moved so the viaduct's foundations could be reinforced.

Two hundred endangered white clawed crayfish, along with another 400 less rare fish, were caught and moved downstream.

Andrew Campuzano, ecologist at Network Rail, said: "We are refurbishing Docker Garths viaduct as part of a £750,000 Great North Rail Project investment. This will help ensure it continues to be safe and reliable for economically important Anglo-Scottish passenger and freight trains for years to come.

"We take our environmental responsibilities very seriously and ensured we removed the endangered white clawed crayfish and other fish before work started."

White clawed crayfish have nearly been wiped out after American signal crayfish were introduced into the UK in the 1970s as food for trout farms but escaped into the wild.

The larger invasive species not only competes for the same food, but also carries a disease which is deadly for the native crayfish.

The Docker Garths viaduct carries Europe's busiest mixed-use railway - the West Coast main line - over the Flodder Beck valley between England and Scotland.

Once complete it will provide reliable passenger and freight journeys on the economically important route through Cumbria for decades to come.



▶ On August 2nd, LMS Class 5MT No. 44871 pauses at Stockport en route from Southall to Carnforth. *Steven Beesley*

▶ Colas Rail track machines Nos. DR73909 and DR73910 are seen stabled at Hellifield on August 21st. *Eddie Emmott*



Network Rail teams up with local council to bring 'Happy Street' to Battersea

Network Rail has worked in partnership with Wandsworth Council to spread some joy in the Nine Elms area of Battersea with a stunning makeover of the Thessaly Road railway bridge.

Network Rail's asset protection team worked closely with the council to support the project and ensure its delivery in time for its grand unveiling at the 'Happy Streets' community festival last month.

Peter Barron, head of asset protection for Network Rail's Wessex route, said: "We're delighted to have been able to work with Wandsworth Council to breathe some life into the area and turn a tired and gloomy structure into a vibrant and welcoming space. There were a number of challenging elements to this scheme, most notably ensuring that the design of the refurbishment and cladding still allowed for future maintenance and inspection of critical structural elements of the bridge. The project has had fantastic feedback from local residents and this is certainly the kind of initiative we will continue to welcome and work with local authorities and communities across the region to make happen."

The 'Happy Street' project- designed by London-based artist Yinka Ilori- is the outcome of Wandsworth Council's design competition in partnership with London Festival of Architecture as part of a package of work to improve the public realm around Thessaly Road in Nine Elms. The walls of the underpass and the bridge to either side are clad with 56 richly patterned vitreous enamel panels using 16 different colours, forming a low-cost, durable and cheerful surface. At night the underpass is illuminated, enhancing the structure as a new local landmark, and giving users a greater sense of safety as well as pleasure as they pass through. The redesign is a central part of Wandsworth Council's work to transform the underpass beneath the railway bridge into a bright and welcoming environment for existing communities, pedestrians and cyclists, on a main route between Wandsworth Road and Battersea Park Road.

CLLr Ravi Govindia, Leader of Wandsworth Council said: "I am delighted that this Nine Elms rail bridge has been so successfully transformed into a colourful gateway – together with Yinka Ilori we listened to community concerns and worked closely with local residents and St George's school to ensure we delivered a design that they would be happy living next to. This was a unique project to bring art and transport infrastructure together and has been a huge achievement to get finished just one year after the design competition, thanks to close working with our local partners, Network Rail and London Festival of Architecture. I hope that what we see here gives fresh inspiration to re-imagine London's built environment and consider incorporating art into other structures around us."

Class 47 746 and 47 854 top and tail 1Z75, the first of some additional WCRC-operated extra workings between York and Chesterfield on August 25th. The specials were sourced by Network Rail due to XC having an industrial dispute and the East Coast main line being closed for engineering work. *Stuart Chapman*

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.

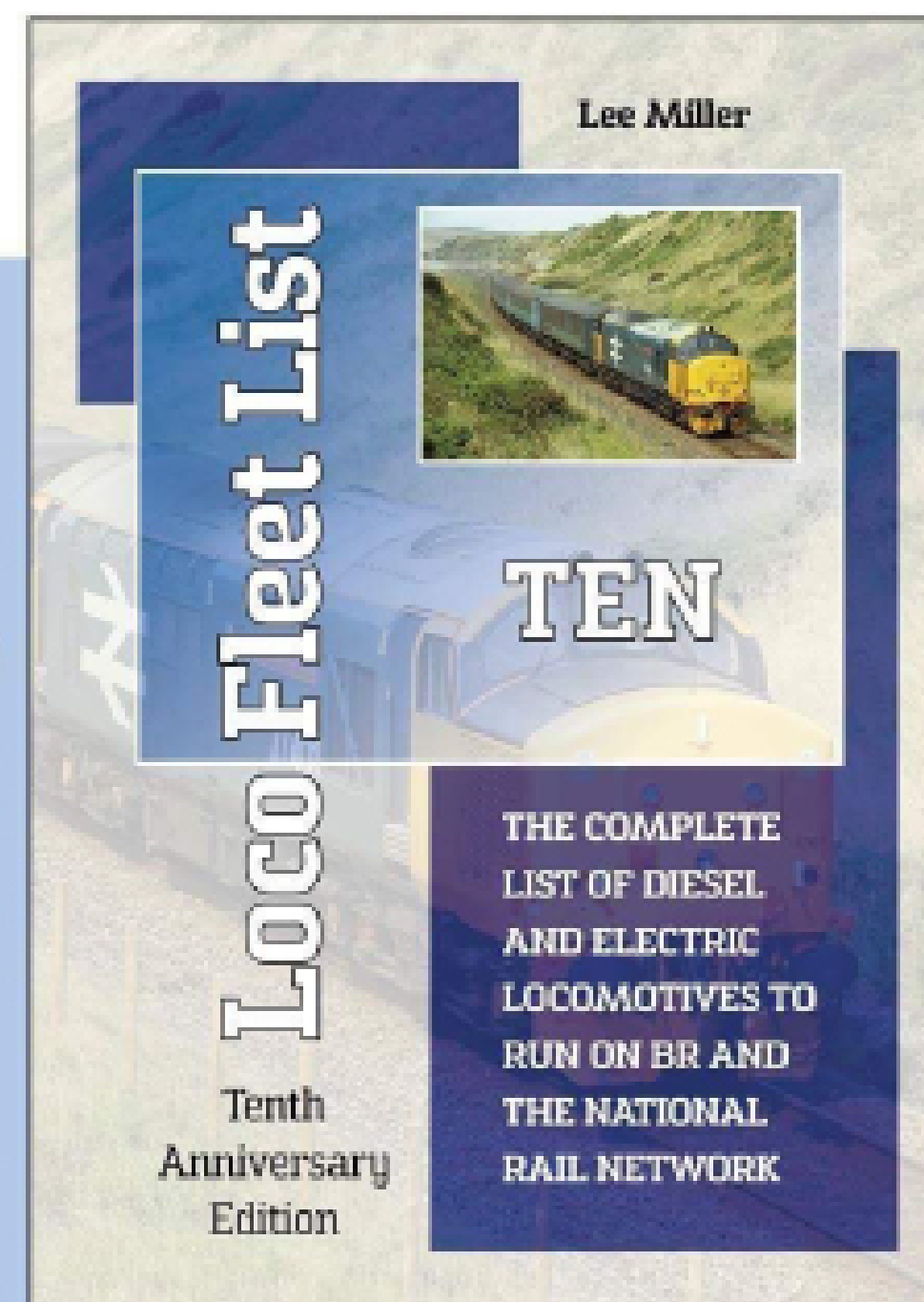
Features:

- 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





Did you Know - Ken Mumford

Some more of the nations oddities this month:

LEV1 Notes

Both E C W (Lowestoft) and Bristol (at BrislingtonWorks) built bodies for the Tilling Group and the easy way to tell the difference was E C W used flat headed countersunk screws to fix the external beading but Bristol used dome headed ones!

How much are you getting paid??

RAILWAYMEN'S RATES OF PAY at Stratford-upon-Avon 1934		
POSITION	GRADE	RATE OF PAY
<u>Porters</u>	1	46/- (£2.30)
	2	40/- (£2.00)
<u>Guards</u>	1st & 2nd years	50/- (£2.50)
	3rd & 4th years	55/- (£2.75)
	5th year	60/- (£3.00)
	6th year	65/- (£3.25)
<u>Signalmen</u>	Class 3	60/- (£3.00)
	Class 4	55/- (£2.75)
	Class 5	50/- (£2.50)
	Class 6	48/- (£2.40)
<u>Permanent Way</u>	Ganger	48/- (£2.40)
	Sub-ganger	43/- (£2.15)
	Lengthman or Relayer	40/- (£2.00)
<u>Drivers</u>	1st & 2nd years	72/- (£3.60)
	3rd & 4th years	78/- (£3.90)
	5th year	84/- (£4.20)
	6th year onwards	90/- (£4.50)
	<u>Firemen</u>	1st & 2nd years
	3rd & 4th years	63/- (£3.15)
	5th to 10th year	66/- (£3.30)
	11th year onwards	72/- (£3.60)
<u>Engine Cleaners</u> <i>prior to performing 313 firing turns</i>	Aged 16 and under	24/- (£1.20)
	Aged 17	30/- (£1.50)
	Aged 18 and 19	36/- (£1.80)
	Aged 20 and 21	42/- (£2.10)
	Aged 22 and over	48/- (£2.40)
<i>after performing 313 firing turns</i>		57/- (£2.85)
<u>Shed Labourer</u>		43/- (£2.15)

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Scotrail's Class 156 509 is seen at Sutton Parks with 5S09 07:14 Landore TMD to Corkerhill CSMD on August 27th. *Keith Davies*







A Different View

▶ A fine array of semaphore signals at Worcester Shrub Hill, seen on August 24th.
Richard Hargreaves



Preserved Railways

Severn Valley Railway

▶ GWR 5101 Class 'Large Prairie' No. 4144 arrives into Hampton Loade on August 26th with a service from Bridgnorth. *Phil Martin*

▶ Class 37 688 passes Eardington on August 26th working a Bridgnorth - Kidderminster service. *Phil Martin*







Preserved Railways

Midland Railway Centre

▶ Andrew Barclay 0-4-0 Shunter No. 441 is seen inside the shed undergoing clutch repairs.
Keith Hookham

▶ BR Class 11 shunter No. 12077 stands next to Hunslet WD 0-6-0 No. 3883 'Lord Phil' built in 1944 for the War Department. *Keith Hookham*

▶ Peckett 0-4-0ST steam loco No. 1163 'Whitehead' was built in 1908 and used in major Welsh industries. *Keith Hookham*





The A1 Steam Locomotive Trust
New Steam for the Main Line

FIRST NEW COMPONENTS DELIVERED FOR GRESLEY CLASS V4

The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, today announced that it had taken delivery of the first new components for its third new steam locomotive, Gresley class V4 No. 3403. The Trust has placed a £4,320 order with Unilathe of Stoke-on-Trent for 12 Tender Spring Hooks from a closed die forging to an original LNER drawing. This order is part of a much larger order placed by Network Rail for replacement components for its LNER 4,200 gallon tender-based snowploughs which has been piggybacked on by A1SLT for its new Gresley class V4 and the project building a new Gresley class B17, therefore considerably reducing the unit costs. The London & North Eastern Railway (LNER) class V4 was a 2-6-2 steam locomotive designed by Sir Nigel Gresley - who also designed famous No. 4472 Flying Scotsman and world speed record holder No. 4468 Mallard - for mixed-traffic use over the whole of the LNER network. The class V4s had similarities in their appearance and mechanical layout to the class V2s of which pioneer No. 4771 Green Arrow is preserved. Two class V4s were built at the LNER's Doncaster Works in 1941 - No. 3401 Bantam Cock and No. 3402 which was un-named but known unofficially as Bantam Hen. It was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941 no more were built of his last design. The two class V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal. In addition to the Tender Spring Hooks, progress has been made in other areas in advance of the V4 Project's formal launch in spring 2020. The A1 Steam Locomotive Trust continues to work with The Gresley Society Trust - which funded the smokebox for No. 2007 Prince of Wales as part of the fulfilment of legacy request - to manufacture the shared 5ft8in driving wheel pattern for the new Gresley class V4 No. 3403 and the Gresley Society's Great Northern Railway Gresley class N2 No. 1744. The class N2, which is 100 years old in 2021, is currently under overhaul and requires two replacement driving wheels. The production of the pattern will be project managed by A1SLT and funded by the Gresley Society, with its first use being for No. 1744. Alan Parkin, on behalf of A1SLT, is expected to visit No. 1744 in August to compare the wheel drawing for the class V4 with the wheels on the class N2.

Colin Vickridge, a long-standing supporter and volunteer with The A1 Steam Locomotive Trust, is organising to have a third set of cab side window frames made for use on Gresley class V4 No. 3403, as he did for both No. 60163 Tornado and No. 2007 Prince of Wales. The next steps will be to scan the 366 acquired class V4 drawings into the Trust's CAD system and this is expected to take place in Darlington Locomotive Works over the next couple of months.

Other progress to date now includes:

- Trustee agreement to fundraising strategy and proposed project timeline: it closely follows that used to fund the building of No. 60163 Tornado and No. 2007 Prince of Wales, which will hopefully leave the latter debt free on completion
- Sign-off of the high-level specification for the yet-to-be-named No. 3403 - although just two in number, the Gresley class V4s were very successful in traffic with no known design and development problems
- Acquisition of 366 original Gresley class V4 drawings from Malcolm Barlow, a Doncaster scrap dealer who launched the now defunct Gresley V4 Society in 1994 to build a new example of the class; since then Graham Nicholas has made significant progress reviewing and cataloguing these drawings in advance of their scanning into the Trust's CAD system.
- Purchase of a complete set of fully-certified tyres for the new Gresley class V4's pony, Cartazzi and 5ft 8in driving wheels from David Buck, owner of Thompson class B1 4-6-0 No. 61306 Mayflower, along with a chimney, two BR class 08 shunter speedometer drive generators and two two-stage single spindle air pumps of Finnish origin including lubricator pumps and check valves for use on No. 2007; the tyres were originally manufactured in South Africa in the late 1990s for Malcolm Barlow. David Buck acquired the parts in 2017 in a job lot of items that Malcolm Barlow had salvaged from Doncaster Works on its closure.

- The creation of a new subsidiary, The V4 Steam Locomotive Company Limited, of The A1 Steam Locomotive Trust to carry out the building of new Gresley class V4 No.

3403 as part of the preparations for the formal launch of the project. Although there is no specific fundraising appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project. It is currently anticipated that the formal launch of the V4 Project will be in Spring 2020 when The Founder's Club will be established to raise the first £350,000. This will be used to acquire all of the components needed to assemble the engine's frames so that when No. 2007 Prince of Wales leaves Darlington Locomotive Works in around three years' time, everything will be in place to rapidly assemble the frames. This will then be followed by the launch of the 'V4 for the price of a pint of beer a week' covenant scheme and other specific clubs familiar to those who have supported the building of No. 60163 Tornado and No. 2007 Prince of Wales. In this way, the V4 Project can capitalise on the momentum built up to complete the new class P2 with sufficient funding to keep staff and contractors busy. It is hoped that the new locomotive will take 5-7 years to build depending on the rate at which the funds are raised.

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

"We are in the pre-launch phase of the project to build our third new main line steam locomotive, the yet-to-be-named Gresley class V4 No. 3403. The opportunity to manufacture the Tender Spring Hooks at such an advantageous price was too good to refuse even if it at least a year sooner than planned. We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed. We anticipate the project costing around £3m and taking around five years subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. Unlike with our class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s.



"Although there is currently no specific appeal open for No. 3403, any donations made towards it will be ring-fenced for the project. Our next step will be to launch The Founder's Club to fund the early stages of the project. More announcements will be made during 2019 as the project builds up steam."

For more information on how to help the V4 project, visit www.v4steam.com, email enquiries@v4steam.com or call 01325 460163

Photo captions:
No. 3403 Class V4 © A1SLT
Spring hangers © A1SLT



Railtalk Magazine

Preserved
Railways



The Great Central Railway Present 'Winter Wonderlights', a magical journey by steam train

See the Great Central Railway, like you've never seen it before. During the Festive period from 23rd November to 30th December the Great Central Railway will launch for the first time their Winter Wonderlights Experience.

This will be a train ride like no other. Experience a steam train with a magical twist, fantastically dressed in a myriad of lights to transform these stunning vintage steam engines & carriages into a spectacle that's not to be missed!

Arriving at the beautifully restored Loughborough station passenger will be greeted by the Great Centrals friendly volunteers and guided onto the platform, to begin an evening of Festive joy. And then... the countdown will commence, the lights will come on and the train will come to life; ready for everyone to embark on a magical journey.

During the experience passengers will see the historic stations & countryside transformed with snow, lights and all things Festive. A magical display that can only be seen and experienced from within the train. A perfect evening for the whole family to get everyone in that festive spirit.

The Railway has launched a short video to show a small snippet of what's in store. Tickets for the Winter Wonderlights experience can be purchased online at www.gcrailway.co.uk.

By day, the Great Central Railways much loved Santa Trains will run throughout the Christmas Period, alongside our Winter Wonderlights experience in the evening.

Great Central's Chief Executive Michael Gough, commenting on the launch said "I am so looking forward to this new and exciting event for Railway and our region – it promises to be truly magical"



Railtalk Magazine

Preserved
Railways



Preserved Railways

Wensleydale Railway

North Eastern Railway J27 Class 0-6-0 No. 65894 arrives into Redmire on August 13th.
Allison Twycross

On August 13th, Class 03 144 is seen in the yard at Leeming Bar. *Allison Twycross*

British Railways 9F 2-10-0 No. 92219 is seen hiding behind the shed at Leeming Bar. *Allison Twycross*





Preserved Railways

East Lancs Railway

- ▶ Rebuilt 'West Country' Class Pacific No. 34046 'Braunton' has just arrived at the line from Crewe for the 'West Country Weekend' gala and is seen leaving Heywood with its support coach and Sc51485 and E56121 for company on August 22nd. *Gerald Nicholl*
- ▶ The driver of Southern Pacific No. 34092 'City of Wells' opens the cylinder drains to scare some sheep off the track as the 12:10 from Heywood to Rawtenstall departs Irwell Vale station on August 8th. *Jeff Nicholls*
- ▶ On August 24th, Southern Pacific No. 34046 'Braunton' arrives at Irwell Vale from Ramsbottom. *Michael Lynam*





Preserved Railways

East Lancs Railway

▶ With 34092 working the steam diagram, there was a definite Southern feel to the East Lancs Railway on a sunny August 8th as Class 33 035 leads the 12:30 from Rawtenstall to Heywood into Irwell Vale. *Jeff Nicholls*

▶ Southern 'West Country' No. 34092 'City of Wells' arrives at Rawtenstall with a service from Heywood. *Michael Lynam*

▶ Preserved Warship No. D832 'Onslaught' climbs Broadfield Bank on August 25th with a Rawtenstall to Heywood service. *Lee Stanford*





Preserved Railways

Millerbeck Light Railway

▶ The line in south Cumbria held an open day on the Sunday of the August Bank Holiday Weekend. This is a 7 1/4 inch gauge miniature railway of a very elaborate layout, in the large grounds of a house in the secluded village of Staveley-in-Cartmel, near Newby Bridge (not far from Windemere). In a busy scene typical of the intensive operation of the line on August 25th (with both home fleet and visiting locomotives), steam locomotive 'Poppy' crosses the impressive girder bridge having passed through the yard of the house, on it's way back to the main station. *Ben Bucki*

▶ Steam locomotives 'Ailsa' and 'Angkor Thom' pass, whilst in the background another set is drawn by 'Poppy' *Ben Bucki*

▶ An impressive twin-set of Canadian Pacific locomotives is worked back into a storage siding, having completed a circuit of the line. *Ben Bucki*







Cleethorpes Coast Light Railway

The line has an operational restriction caused by their inability to use the Meridian Road level crossing, cutting off the south part of the route from use, and resulting in some interesting train operations at the main station, and the use of a pilot loco to assist shunting. On August 23rd, the main service loco 'Rachel' (formerly of the Fairborne Railway) is seen heading alongside the cycle path beside the sand dunes, with an afternoon train from the northern terminus at Cleethorpes Kingsway (serving the beach and the promenade), to the main station at Lakeside. *Ben Bucki*



Preserved Railways

Ffestiniog Railway

On August 13th, the Red Timetable gave the opportunity for travel behind a wide variety of the locomotive fleet. Ex-Penrhyn Quarries Hunslet 'Linda' was in charge of a service from Porthmadog to Blaenau Ffestiniog, and the loco is seen pulling into Tanybwllch station in the late afternoon. *Ben Bucki*

On August 17th, Double Fairlie 'Merddin Emrys' slows as it crosses The Cob on it's way into Porthmadog with an afternoon train from Blaenau Ffestiniog. Evidence of the extremely heavy rainfall the previous day can be seen in the flooded estuary on the inland side of the embankment. *Ben Bucki*

The replica Lynton and Barnstaple loco 'Lyd' waits for the right-away at Porthmadog Harbour, on August 12th with an afternoon train for Blaenau Ffestiniog. *Ben Bucki*





Railtalk Magazine

Preserved Railways

Embsay and Bolton Abbey Railway

The line was running a two-train service for the August Bank Holiday weekend. The diesel diagram was being worked by the Class 14 diesel-hydraulic NCB No. 38. Built at Swindon in 1964 as D9513, the loco was retired from the Western Region in 1968, going to Ashington Colliery for the National Coal Board after BR service, before entering preservation at Embsay in 1987. The loco is seen running-round at Bolton Abbey after arriving with a mid-day train from Embsay on August 26th. *Ben Bucki*



The steam diagram was being operated by the industrial saddle-tank 'Illingworth' (Hudswell Clarke No. 1208 of 1916), which had previously worked for the Ministry of Munitions at Gretna Green, before transferring to work on the Nidd Valley Railway (serving the dams constructed near Pately Bridge for Bradford Corporation), before working in the construction sector for Sir Robert McAlpine Ltd. and then finally Mowlem prior to preservation. The veteran tank loco is seen running-round at Bolton Abbey. *Ben Bucki*





Preserved Railways

GWS Didcot

▶ The Brown Boveri gas turbine loco No. 18000 sits outside the north end of the GWR shed at Didcot on August 21st. *Barry Longson*

▶ GWR locos Nos. 7808 and 3822 sit inside the shed at Didcot on August 21st, evoking memories of times gone by when shed bashing was the norm. *Barry Longson*

▶ GWR 4300 Class 2-6-0 ROD No. 5322 (the former No. 8322) sits in the yard at Didcot on August 21st. *Barry Longson*





Preserved Railways

Buckinghamshire Railway Centre

▶ GWR Hall Class No. 6989 'Wightwick Hall' is seen in operation on August 25th. *David Lindsell*

▶ Bagnall 0-4-0ST No. 2469 'Scott' is seen giving Brake Van rides. *David Lindsell*

▶ Andrew Barclay 0-4-0ST No. 699 'Swanscombe' is one of the oldest surviving Barclay locomotives. *David Lindsell*







Preserved Railways

South Devon Railway

▶ On August 6th, Great Western Railway 94XX Class 0-6-0 Pannier Tank No. 9466 waits departure time at Buckfastleigh with a service to Totnes.
Richard Hargreaves

▶ Class 33 No. D6501 is seen stabled in the yard at Buckfastleigh.
Richard Hargreaves

▶ 0-6-0 204 bhp Class 04 Diesel Shunter No. D2246 is seen in the yard at Buckfastleigh on August 6th.
Richard Hargreaves





Preserved Railways

North Yorkshire Moors Railway

▶ Newly restored USA2-8-0 No. 2253 slogs steadily uphill through Beck Hole with the 12:30 from Grosmont to Pickering on August 28th. The loco bears a headboard 'Beryl and Chris Golden Wedding'. *Jeff Nicholls*

▶ LMS Class 5MT No. 45428 'Eric Treacy' blasts its way out of Levisham and through Dalby Forest with the 09:25 from Pickering to Whitby on August 28th. *Jeff Nicholls*

▶ Wearing a nicely faded coat of BR blue, Class 26 038 forges its way uphill through Dalby Forest with the 15:00 from Pickering to Grosmont on August 27th. *Jeff Nicholls*



Preserved Railways

Gloucestershire Warwickshire Railway

▶ On July 26th, Class 37 No. D6948 is seen waiting departure time at Winchcombe.
Kevin McCormick

▶ Class 24 081 is seen in the shed at Toddington awaiting repairs. *Kevin McCormick*

▶ Class 26 043 is seen upon arrival at Cheltenham Racecourse *Kevin McCormick*



Preserved Railways

Gloucestershire Warwickshire Railway

▶ Class 26 No. 5310 is seen on static display at Toddington with Class 37 215. (The Class 26 is visiting GWSR from Llangollen for repairs)
Kevin McCormick

▶ Peak Class 45 149 is seen at Winchcombe on July 26th working a service to Cheltenham Racecourse. *Kevin McCormick*

▶ On July 27th, Class 03 No. D2182 is seen at Winchcombe with a coach for repair.
Kevin McCormick





Preserved Railways

Gloucestershire Warwickshire Railway



▶ GWR King Class 4-6-0 No. 6023 'King Edward II' approaches Southam Road having just left Cheltenham Racecourse with the 13:05 to Broadway on August 24th. *Derek Elston*

▶ Running tender first, GWR King 4-6-0 No. 6023 'King Edward II' approaches Southam Road bridge with the 11:03 Broadway to Cheltenham Racecourse. *Derek Elston*

▶ Class 47 376 leads the 12:05 Cheltenham Racecourse to Broadway past Southam on August 24th. *Derek Elston*



Preserved Railways

Great Central Railway

▶ Class 50 017 'Royal Oak' stands at Quorn & Woodhouse with the 12:00 from Loughborough to Leicester North on August 4th. *Derek Elston*

▶ Stanier 8F No. 48624 stands outside the sheds at Loughborough. *Derek Elston*

▶ BR Blue Metro-Cammell twin set Nos. 50266 and 50203 stabled just south of Loughborough station. *Derek Elston*





During late 1967 the resignalling of Paddington station resulted in the diversion of services from Birmingham New Street into Marylebone. The location is Neasden South Junction, with London Transport Neasden depot in the right background. At this time these services were worked by 'Warship' diesel-hydraulics. On a foggy autumn day a 'Warship' hauled train comes off the Wembley Hill line whilst on the adjacent track another member of the class in green livery waits to follow the train into Marylebone to take over the return journey. By this stage Neasden MPD was closed, so I assume the locos were based at Old Oak Common. *Christopher Baldwin*

From the Archives



▶ A Railfreight Class 56 is seen passing Woodborough loops with an oil train for Theale.
Michael Bennett



▶ Class 73 126 is seen stabled at Dover on July 13th 1980. *John Sloane*



▶ Deltic Class 55 002 'KOYLI' is seen at York North Shed yard on March 11th 1981. *John Sloane*



From the Archives

In early 1969, BTH Type 1 No. D8214 is engaged on pilot duties at London Liverpool Street. Just what it was doing with two freight wagons is a mystery! *Christopher Baldwin*



From the Archives



Class 25 150 heads east past Collins Green with a parcels service on May 23rd 1980.

John Sloane



Class 59003 'Yeoman Highlander' (subsequently exported to Germany for many years) passes Stratford with an eastbound freight on October 26th 1987. *John Sloane*



Class 47 716 'Duke of Edinburgh's Award' at Crewe Works on December 7th 1986.

John Sloane

