

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 136 and your monthly roundup from across the UK.

Well, Christmas and New Year seem a distant memory at best and as we all sit and consider if we indulged in too much of the festive spirit (take that whichever way you feel) lets look forward to what 2018 has to bring for the Rail Enthusiast.

Firstly, if they can be bothered, the highly anticipated launch of the TPE Class 68 loco hauled services, only time will tell when we see these locomotive across the Pennines.
Then there is the mooted replacement of the Class 37s on the Cumbrian coast by Class 68s to improve reliability. Something less enthusiastic is the imminent replacement of HSTs across the country, a strong favorite of the enthusiast since their introduction in the mid 1970s. Grand Central have already dispersed their fleet, with Great Western (GWR) currently undergoing transition to Class 800 units and Virgin Trains East Coast (VTEC) to follow later in the year. It will see a new and modern fleet across the country, lets hope that they deliver all that has been promised.

The end of 2017 sadly hasn't seen the end of Industrial Action across the Rail Network with 5 of the major TOCs suffering with action which unfortunately doesn't seem like it will end anytime soon. I'm however going to keep myself very much on the fence here, as I'm sure

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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.

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover
Class 47 501 and 47 805 pass Saltney Ferry on December 9th with a Crewe to Llandudno working. *Brian Battersby*

This Page
A Northern Class 333 EMU crosses the Leeds - Liverpool Canal in Shipley, West Yorkshire, with the 2D44 10:16 from Bradford Forster Square to Ilkley on December 15th. *Ben Bucki*

Next Page
GWR 'Castle' Class No. 5043 'Earl of Mount Edgcombe' races through Bolton Percy towards York with 1Z43 Tyseley to York 'Christmas White Rose', on December 9th. *David Mather*



there are many already who have opinions from both sides of the fence on this matter, just to say that once again the passengers are made to suffer and some will inevitably turn to other transport for commuting. (S*till that solves the overcrowding!)*

Let's see what 2018 has to bring in the railway world. Yet again potential for more Heritage Traction back on the mainline and in active service, not something we expected a few years ago, but that is what makes the hobby interesting.

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

Andy Patten
Editor

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info@had-print.co.uk | 01757 600211

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Railway Touring Co.
The York Yuletide Express

LMS Royal Scot Class No. 46100 'Royal Scot' produces a volcanic display as it works the 1Z44 Ealing Broadway - York through Swinton on December 16th. *Steve Thompson*

Railway Touring Co.
The York Yuletide Express

LMS Royal Scot Class No. 46100 'Royal Scot' passes the site of the former Bolton Percy station approaching York with 1Z44, Ealing Broadway to York 'The York Yuletide Express' on a sunny Saturday, December 16th. *Dave Mather*

Railway Touring Co.
The York Yuletide Express

On December 16th, LMS Royal Scot Class No. 46100 'Royal Scot' races towards Langley Mill with an Ealing Broadway to York charter.
Mark Pichowicz

Railway Touring Co.
The York Yuletide Express

LMS Royal Scot Class No. 46100 'Royal Scot' storms past Harrowden Junction working 1Z44 'The York Yuletide Express' 06:55 Ealing Broadway to York on December 16th. *Derek Elston*

Railway Touring Co.
The York Yuletide Express

Gresley A4 No. 60009 'Union of South Africa', running very late due to no fault of its own, approaches York with 1Z40, the Norwich - York 'The York Yuletide Express' on December 7th. *Dave Mather*

West Coast Railway Co.

The Festive Jacobite

LMS Class 5MT 4-6-0 No. 45407 is seen at Glenfinann in the snow on December 15th hauling 'The Festive Jacobite' from Fort William to Mallaig and return. *Richard Jones*

Vintage Trains
The Christmas White Rose

On December 16th, GWR Castle Class No. 5043 ‘Earl of Mount Edgecumbe’ storms through Swinton 10 mins early on 1Z43 Tyseley - York charter. *Steve Thompson*

Vintage Trains
The Christmas White Rose

GWR No. 5043 ‘Earl of Mount Edgecumbe’ passes Mexborough with the return ‘Christmas White Rose’ from York to Tyseley on December 16th. *Chris Morrison*

Vintage Trains
The Christmas White Rose

GWR No. 5043 ‘Earl of Mount Edgecumbe’ accelerates towards Langley Mill with a Tyseley to York charter on December 16th.
Mark Pichowicz

Charter Scene

Pathfinder Tours
The Jolly Grid



Class 60017 heads the Trafford Park Euroterminal - Longsight Goods Leg of Pathfinder Tours 'The Jolly Grid' across the viaducts at Castlefield Junction on a grim and grey December 16th. 56094, the Jolly Grid in question, is out of sight at the rear of the train. *Jeff Nicholls*



Class 60 017 heads light engine towards Deansgate station, and then on to Trafford Park Euroterminal, in order to head the Trafford Park - Longsight Goods Loop leg of 'The Jolly Grid' tour. *Jeff Nicholls*



As night falls, 6400 ISO comes in useful as Class 56 094 heads 'The Jolly Grid' past Manchester Piccadilly. *Jeff Nicholls*

Railway Touring Co.
The Christmas White Rose

LNER A4 No. 60009 'Union of South Africa' approaches Doncaster with the on 1Z40 Cambridge - York on December 20th.
Steve Thompson

Railway Touring Co.
The Christmas White Rose

LNER A4 No. 60009 ‘Union of South Africa’ stands at York having arrived from Cambridge with ‘The Christmas White Rose’ on December 20th, and having recovered from being 13mins late at Peterborough to pull in 9mins early. *Dave Mather*

Railway Touring Co.
The Sherborne Christmas Carol

BR Standard Class 7 No. 70013 ‘Oliver Cromwell’ looked in good form in bright sunshine passing Worting Junction with the charter from London Victoria to Salisbury & Yeovil, December 14th.
Ken Livermore

Pathfinder Tours
The Trans-Pennine Deltic Lament

Deltic D9009 Alycidon passes the Grade 2 listed Lancashire & Yorkshire Railway signal box at Hebden Bridge with the Trans Pennine Deltic Lament from Willington and York to Liverpool Lime Street on December 30th. *Chris Morrison*

Charter Scene

Pathfinder Tours
The Trans-Pennine Deltic Lament



Class 55 No. D9009 works 1Z29 York to Liverpool Lime Street through Bamber Bridge with 68 031 on the rear, December 30th. *Alan Naylor*



The tour is seen passing St. Helens Central. *Alan Rigby*



Earlier in the day, Deltic Class 55 No. D9009 'Alycidon' passes through Colton Junction, leaving York on Saturday December 30th with the York to Liverpool leg of the Deltic Preservation Society's tour 'The Trans Pennine Deltic Lament', with Class 68 031 on the rear. *Dave Mather*

Charter Scene

Pathfinder Tours
The Trans-Pennine Deltic Lament

On December 30th, Class 68 031 passes through Swinton working the 1Z28 Willington - York leg of the tour. *Steve Thompson*

'Alycidon' passes Rishton with the 1Z29 10:36 York - Liverpool Lime Street charter on December 30th. *John Balaam*





Pathfinder Tours
The Trans-Pennine Deltic Lament

Class 68 031 approaches Garswood with the Liverpool - Liverpool circular positioning mini tour on December 30th with D9009 at the rear. *John Sloane*

Pathfinder Tours
The Trans-Pennine Deltic Lament

Deltic Class 55 No. D9009 'Alycydon heads past Euxton on the York - Liverpool 'Trans - Pennine Deltic Lament' railtour on December 30th. *John Sloane*

Locomotive Services Ltd.
Private Charter

Class 47 No. D1944 (47 501) 'Craftsman' blasts out of Crewe on December 9th with No. D1935 (47 805) on the rear, heading this private charter to Llandudno. *Richard Hargreaves*

Charter Scene

Locomotive Services Ltd.
Private Charter



Class 47 501 'Craftsman' arrives into Crewe on December 9tth working a private charter to Llandudno. Class 47 805 was on the rear. *Paul Godding*



Class 47 805 is seen on the rear of the charter at Crewe. *Paul Godding*



Snow falls on Class 47 805 at Crewe on the rear of the charter to Llandudno. *Richard Hargreaves*

Pathfinder Tours
The Lincoln Shire Explorer

On a bit of a grey December 9th, Class 67 020 and 67 003 stand at Lincoln, having arrived with the 1Z86 Taunton - Barnetby.
Steve Thompson

West Coast Railway Co.
Santa Special

LMS Stanier 8F No. 48151 passes Lostock Hall on December 10th with 1Z60 11:34 Lancaster - Carnforth. *John Balaam*

West Coast Railway Co.

Santa Special

West Coast's Class 47 804 is dragged through Bamber Bridge on the rear of the Santa Special on December 17th. *John Sloane*

Belmond British Pullman
The Northern Belle

Class 57 305 and 57 312 stand at Crewe on December 9th heading to Glasgow for one of the final Northern Belle outings of 2017, and one of the last Belmond trips. *Paul Godding*

Charter Scene

Belmond British Pullman

The Northern Belle

On December 2nd, Class 68 016 and 68 017 top'n'tail the Northern Belle through Doncaster working from London Kings Cross to Durham.
Richard Hargreaves

Charter Scene

Belmond British Pullman

The Northern Belle

On December 13th, Class 57 305 and 57 312 stand at Scunthorpe having arrived with the return working, 1Z22 from Newark, via Peterborough, Lincoln and Doncaster, heading back to Cleethorpes. *Steve Thompson*

Class 57 305 and 57 312 blast through Acton Bridge on December 19th, heading from Kidderminster to Preston. *Michael Lynam*

Belmond British Pullman
V.S.O.E.

On December 12th, Class 67 005 ‘Queens Messenger’ headed the Belmond British Pullman ‘Salisbury Carols’ to Salisbury (with Pullman liveried 67 024 on the rear), passing Wyke east of Andover at 12:06 (running 35 mins late). *David Lindsell*

Steam Dreams
THE CATHEDRALS EXPRESS

On December 15th, LMS Class 5MT 4-6-0 No. 45212 worked 'The Cathedrals Express' to Salisbury with Class 47 580 on the rear, seen here passing Andover at 14:21, running 43 mins late after further delay, which was caused by the late running 14.00 to Yeovil Pen Mill via Frome. *David Lindsell*

Statesman Rail
The Edinburgh Christmas Statesman

West Coast's Class 47 772 (with Class 57 316 on the rear) passes Dunham on December 3rd working the ECS from the previous days tour from Holyhead to Edinburgh. *Brian Battersby*

Charter Scene







ECS and Light Engine Moves

With the impressive mill built by Sir Titus Salt in the background, looming over the station serving the village built for is workers, West Coast Railway Company's Class 57 313 drifts through Saltaire station with the 5Z19 Doncaster to Carnforth Steamtown empty stock working on a snowy December 10th. Class 57 316 was on the rear (pictured here on the rear of the train as it passes through Saltaire). *Ben Bucki*

Seen from behind the wall at the abandoned footpath crossing at Utley, near Keighley, LNER A4 No. 60009 'Union of South Africa' thunders past with 5Z58, the engine and support coach working from York National Railway Museum to Carnforth Steamtown on December 21st. *Ben Bucki*

Charter Scene

ECS and Light Engine Moves

West Coast's Class 57 601 and 33 207 pass Charnock Richard on December 6th with a Carnforth - Crewe ECS working. *John Sloane*

Class 47 772 and 57 316 head through Skew Bridge with a Carnforth bound ECS working on December 3rd. *John Sloane*

ECS and Light Engine Moves

Class 47 805 and 47 501 have a test run along the North Wales Coast on December 4th seen here at Waverton. Both locomotives have been returned to traffic by the Crewe based Locomotive Services Ltd. *Brian Battersby*

Chiltern Railways



Class 68 015 stands at Leamington Spa on December 19th working a London Marylebone to Birmingham Moor Street service. *Richard Hargreaves*



Class 68 010 stands at Birmingham Moor St. on December 19th. *Richard Hargreaves*



On December 5th, Class 68 009 departs Leamington Spa with a London Marylebone bound service. *Richard Hargreaves*

Chiltern Railways

Class 68 015 heads the 14:40 London Marylebone - Birmingham Snow Hill at Bicester South Junction on December 27th.
Chris Morrison

Chiltern Railways

DVT No. 82302 in its Christmas livery stands at Birmingham Moor St. on December 23rd. *Richard Hargreaves*

Colas Rail



Class 56 105 and 70 811 work 0Z56 Carlisle to Cardiff Canton light engine movement, caught here at Leyland station on January 2nd.
Alan Naylor





With the retimed 6M32 it was possible to get a daylight (at this time of year), shot of the loaded Preston tanks as it passes Pleasington on December 12th with Class 70 810 in charge.
David Hollowood

Class 70 817, 70 802 and 70 807 catch the last rays of sun at Eastleigh on December 27th.
John Sloane

Colas Rail

On December 28th, Class 60 096 comes to a stand at Purfleet almost journeys end with the Oxwellmains - Thurrock Cement, whilst an Electrostar departs for London. *Charlie Robbins*

Colas Rail

Class 60 002 with the 6J37 Chirk bound logs, passes through Appleby on December 5th. *David Hollowood*

Colas Rail



Class 70 809 leads a Bescot bound engineers train through Leamington Spa on December 5th. *Richard Hargreaves*



Class 60 026 working Aberthaw - Lindsey with a rake of oil tanks, heads through Burton on December 29th. A new freight flow or a one-off?. *Stuart Hillis*

DB Cargo

Class 66 121 passes Duncote Mill on December 14th with 6G51 07:45 Arpley - Donnington RFT. *Keith Davies*



Class 66 199 passes Coppull Moor on November 20th with a Clitheroe to Avonmouth cement working. *John Sloane*



On December 19th, Class 66 122 approaches Leamington Spa with a southbound intermodal working. *Richard Hargreaves*

DB Cargo



Class 60 091 ‘Barry Needham’ hauls the 6E54 Kingsbury - Humber loaded tanks through Burton on December 20th. *Stuart Hillis*



Class 67 008 and 67 002 head 1M44 Shieldmuir to Warrington mail through Blackburn on the night of December 27th The train is seen here at Blackburn running 100 minutes late due to the failure of 67 002 at the onset. *David Hollowood*



Class 90 040 and 90 034 pass through Coppull Moor on November 20th with 4M25 Mossend - Daventry. *John Sloane*

DB Cargo

On December 13th, it was still struggling to get daylight by the time Class 60 059 passes Scunthorpe with 6D79 LOR - NH fuel tanks. *Steve Thompson*



Class 67 010 arrives at Nemesis Rail depot on December 30th from Toton to collect a rake of coaches and take to Wembley Ops Centre, for 'New Years Eve Dinner' a circular tour out of London Victoria on January 1st. *Stuart Hillis*



On December 6th, Class 90 037 and 90 019 pass Euxton hauling the 4M25 Mossend - Daventry. *John Sloane*

DB Cargo







Class 66 061 passes Coppull Moor hauling an Avonmouth - Clitheroe cement on December 19th. *John Sloane*

Class 66 101 emerges from the murk at Charnock Richard with a Daventry - Grangemouth intermodal on December 16th. *John Sloane*

A ray of sunlight illuminates the number on 66113 as it passes through Crosfields Works, Warrington, on a light engine move from Ditton to Arpley on January 4th. *Jeff Nicholls*

DB Cargo



Newly painted in DB livery and then sent to Eastleigh to await their new owner, GBRf, to paint them once more, Class 66 016 and 66 058 stand outside Eastleigh Works on December 27th. *John Sloane*



On January 4th, consecutively numbered Class 90 039 and 90 040 slow for their booked stop at Warrington Bank Quay station where they will change driver. *Jeff Nicholls*



Class 67 006 works 1S96 Willesden to Shieldmuir mail through Blackburn on the night of December 27th. This diversion because of viaduct work between Preston and Lancaster. *David Hollowood*

DB Cargo



Class 90 028 and 90 037 pass through Stafford on December 14th with the 4M25 Mossend - Daventry intermodal. *Michael Lynam*



Class 66 056 is seen looming out of the fog with 6Z28 Long Marston - Immingham and a rake of blue tankers, through Burton on December 22nd. *Stuart Hillis*



Class 90 039 and 90 040 are seen at Euxton on December 30th hauling the 4M25 Mossend - Daventry. *John Sloane*

DB Cargo



On December 19th, Class 90 018 and 90 028 pass south through Acton Bridge working the 4M25 Mossend - Daventry (Malcolm) intermodal. *Michael Lynam*



Class 66 007 comes off the slow line at Acton Bridge on December 19th working the Dollands Moor - Widnes car components train. *Michael Lynam*



On December 31st, the 6M57 LOR - Kingsbury, the Sunday version of which is booked via Scunthorpe sees Class 60 059 grinding it's way along the Outward Line with it's heavy load, but it will get no further than Scunthorpe West Jct. where it will stand for the best part of an hour waiting time. *Steve Thompson*

Direct Rail Services



Chiltern liveried Class 68 011 working the 6U77 Mountsorrel - Crewe loaded stone, passes Burton on December 15th. *Stuart Hillis*



On December 5th, Class 68 003 is seen stabled in Doncaster West Yard. *Michael Lynam*



Class 88 005 passes Standish on December 18th working a Christmas extra ‘Tesco’ to Daventry. *John Sloane*

Direct Rail Services



Class 88 003 hauling the 4S43 Daventry - Mossend passes Kitchen Hill on December 4th. *David Hollowood*





A grubby Class 66 427 heads north through Stafford on December 14th with a Mountsorrel Sidings - Crewe engineers train. *Michael Lynam*

Class 37 059, 57 303 and 88 008 are pictured stabled on DRS Gresty Bridge depot on December 23rd. *Derek Elston*

Direct Rail Services

Class 68 001 on a lightly loaded 6K05 Crewe - Carlisle engineers, heads through Appleby on December 5th. *David Hollowood*

Direct Rail Services







Class 88 009 works the 4S43 through Kitchen Hill, Penrith, on December 7th running 263 mins late because of high winds. Driving rain made this an arduous photograph to capture in failing light. *David Hollowood*

'Thunderbird' Class 57 308 stands at a snowy Crewe on December 9th. *Richard Hargreaves*

On December 20th, consecutively numbered Class 68 033 and 68 034 head north through Winwick on an early morning Crewe - Sellafield nuclear flasks working. Normally, this train runs a couple of hours earlier and is therefore in the dark, but was very considerately retimed for a photo opportunity! *Jeff Nicholls*

Direct Rail Services

On December 8th, making it's last run of the season, Class 20 305 and 20 312 do the honours on 3S14 Grimsby Town - Bridlington, making a farewell appearance as they pass through Scunthorpe. *Steve Thompson*



East Midlands Trains

Power car No. 43046 stands at Nottingham on December 16th on the rear of a service to London St. Pancras International.
Paul Godding

Freightliner



Class 66 525 heads through Hereford on December 9th with a Fiddlers Ferry - East Usk working. *Richard Hargreaves*



Class 66 953 working 6G65 Hope - Walsall loaded cement tanks, passes Burton on December 20th. *Stuart Hillis*



Class 90 043 and 90 048 at Coppull with the 4M25 Mossend - Daventry on December 5th. *John Sloane*

Freightliner



Class 66 418 passes Bayston Hill with the 4V20 06:30 Fiddlers Ferry power station - East Usk Jct. New Yard on December 15th. *Keith Davies*





Class 86 607 and 86 608 haul the 22:01 Coatbridge F.L.T. to Felixstowe North F.L.T. intermodal through Stratford on December 2nd. *Derek Elston*

On December 24th, Class 66 587 worked the late running Eastleigh East Yard to Millbrook Engineers via a run-round at Woking, passing here at Andover running 109 mins late. This train and several others were running in connection with the engineers possession at Northam, Southampton for track relaying between the December 24th and January 1st. *David Lindsell*

Freightliner



Class 66 594 ‘NYK Spirit of Kyoto’ hauls a Southampton Maritime to Garston liner across Hurstbourne Viaduct on December 28th. The working was diverted via Andover due to engineering work. *David Lindsell*



On December 16th, Class 66 591 heads a Felixtowe bound liner through Peterborough. *Paul Godding*



Class 86 614 and 86 610 pass Stafford with a Crewe - Felixstowe liner on December 14th. *Michael Lynam*

Freightliner

On December 28th, Class 66 524 leads a Leeds to Southampton Maritime liner, seen crossing the Hurstbourne Viaduct, diverted via Andover due to engineering work. *David Lindsell*

Freightliner







Class 90 048 and 90 047 approach Charnock Richard on December 16th working the 4S44 Daventry - Coatbridge. *John Sloane*

Class 66 512 and 66 526 head a northbound liner through Leamington Spa on December 19th. *Richard Hargreaves*

Class 66 507 passes through Acton Bridge on December 19th with a Felixstowe - Garston liner. *Michael Lynam*

Freightliner







Class 66 511 passes Wistanstow with the 4V20 06:35 Fiddlers Ferry power station - East Usk Jct. New Yard on December 28th. *Keith Davies*

Class 66 525 draws to a halt at Southampton Maritime on December 27th. *John Sloane*

On December 28th, Class 70 010, running light engine from Crewe Basford Hall to Southampton Maritime, is seen crossing Hurstbourne Viaduct. *David Lindsell*



Class 66 524 passes 66 522 and 66 525 as it draws a rake into Maritime yard on December 27th. *John Sloane*

Freightliner and Unipart Rail's joint supply chain solution wins at the FTA Logistics Awards!

Leading UK intermodal and bulk freight provider Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), and Unipart Rail, supply partner to the rail industry, were triumphant at the recent inaugural Freight Transport Association (FTA) Logistics Awards, picking up the award for 'Most Innovative Company of the Year'. Exceeding strong competition from category finalists such as Packaging Services Europe, Berendsen PLC, and Hermes UK, Freightliner and Unipart Rail were recognised for their integrated supply chain solution – SmartServe. In 2016, Freightliner built a new locomotive vehicle maintenance facility at their existing site in Crewe to bring the maintenance of their fleet of Class 86 and 90 vehicles in-house.

Having previously worked with Unipart Rail, Freightliner sought Unipart's support in developing a proposition that would completely outsource the supply chain operations for the new depot and enable it to be fully operational within a challenging nine-month deadline. Starting the project with a joint vision of creating a new approach to optimising maintenance operations, Freightliner's management team was able to focus on the logistics and operational issues of creating the vehicle maintenance facility. Unipart Rail was able to concentrate on sourcing, planning, controlling and supplying over 700 parts to the line-side locations of the Freightliner maintenance technicians.

Dave Curtis, Freightliner's Engineering Production Director UK said, "SmartServe ensures that the right parts or tools for the job are always to hand. Turning inventory management into an operation resembling a lean production line is helping to drive waste out of the organisation and increase recycling and re-engineering of critical parts whilst encouraging positive attitudes to work."

Apart from having a thoroughly successful operation from the ground up in less than a year, the SmartServe solution has delivered demonstrable cost savings, more productive staff who are able to focus on repair work rather than tracking down parts, ready availability of tools and parts providing a more efficient maintenance service, and availability of locos maintained to the highest levels.

Karen Beardsley, Managing Director, Supply Chain Solutions, Unipart Rail said, "The way in which the teams from Unipart Rail and Freightliner work together in the true spirit of collaboration meant that many new, innovative ideas were discussed and implemented quickly and effectively. This spirit is reflected now in the day-to-day operation of the facility and it is good to see how all of our staff have embraced these new ways of working rather than the traditional arms-length relationship between supplier and customer."

Freightliner

Class 66 538 kicks up the snow as it passes Bayston Hill on December 11th working the 4V20 09:38 Crewe Basford Hall - East Usk Jct. New Yard. *Keith Davies*

Freightliner



A busy moment at Acton Bridge on December 19th as Class 70 014 heads a Crewe - Garston liner , whilst 66 522 waits for a path operating a Bredbury - Runcorn bin train. *Michael Lynam*



Class 66 510 is in charge of the 03:35 Garston F.L.T. to London Gateway as it rumbles through Stratford on December 2nd. *Derek Elston*



On December 17th, Class 90 043 and 90 045 speed through Coppull Moor with the 4M27 Coatbridge - Daventry. *John Sloane*

GBRf



Class 59 003 ‘Yeoman Highlander’ passes through Derby on December 5th with a stone train from Tinsley. *Michael Lynam*



On December 16th, Class 66 711 passes through Swinton hauling the 4Z81 Masborough - Parkeston container train. *Steve Thompson*



Class 66 704, filthy after RHTT duties, is approaching Charnock Richard with 6S94 Wembley - Irvine china clay tanks on December 13th. *John Sloane*

GBRf



Class 66 736 passes Charnock Richard on December 21st working a Stoke Marcroft - Carlisle wagons off repair move. *John Sloane*

GB Railfreight continues to invest in new rolling stock

On Tuesday 28th November GB Railfreight (GBRf) took delivery of the first of its brand new, purpose-built IIA hoppers, which will be used to transport sand on behalf of Sibelco from Middleton Towers in East Anglia to Barnby Dun, Monk Bretton and Goole in Yorkshire. Arriving at Whitemoor Yard in Cambridgeshire, pulled by loco 66746, the hoppers had an arduous journey across Europe, having been constructed by Greenbriar in Poland. They will be entering service in the coming weeks.

Commenting on their arrival, GBRf Managing Director John Smith said: “These new hoppers represent GBRf’s continued commitment to excellent customer service, to increased investment in our business and to our continued support for UK plc. We will be able to run shorter, faster trains ensuring timely delivery and demonstrating again the vital role that rail freight plays in keeping the UK economy going.

“The sand we are delivering will all be used in the manufacturing of glass products. Keeping this off our roads and on the railways decreases congestion, helps tackle air quality issues and improves economic productivity. That is why GBRf is continuing to invest and grow as a business, and pushing to have rail freight’s role in delivering the UK economy recognised and expanded.”

Andrew Smith, Sibelco’s Network Logistics Manager, SW Europe, said: “We are delighted to see our new wagons arrive in UK. The rail service provided by GB Railfreight is an integral element in our supply of high purity Silica sand to the glass industry. The new wagons will enable us to continue providing our customers with a reliable, sustainable, environmentally-friendly service and avoid the need for many hundreds of lorry movements.”

The new fleet of 41 hoppers, which replaces the old 71 single-axle PAA wagons inherited at the start of the contract, can hold up to 70 tonnes each, meaning services can run shorter 14-wagon services and still deliver the same tonnage. Additionally, the wagons can travel at up to 75 mph when empty, meaning the Southbound 6L31 and 6L98 paths can be re-timed as class 4s.

The hoppers’ doors are also powered by air from the locomotive rather than from an external air supply via a lance, while the bogies are the track-friendlier T-25 varieties and will reduce track access costs.

GBRf







Class 66 706 ‘Nene Valley’ leads the 4L29 08:12 Birch Coppice GBRf to Felixstowe North GBRf liner past Frisby on the Wreake on December 16th. *Derek Elston*

On a dull December 13th, Class 66 708 heads the 6H09 HIT - Drax loaded coal through Scunthorpe. *Steve Thompson*

Class 66 743, 66 722 and 66 761 are seen stabled at Eastleigh on December 27th. *John Sloane*

GBRf







Class 66 739 ‘Bluebell Railway’ working the 6M83 Tinsley - Bardon Hill with empty stone hoppers, passes Moira on December 19th. *Stuart Hillis*

On December 30th, Class 66 740 passes through Swinton with the 4E79 Ratcliffe - Doncaster Down Decoy coal empties. *Steve Thompson*

On December 8th, Class 66 748 approaches Scunthorpe station in the sun on 6D61 Roxby - Doncaster Down Decoy waste empties. Waiting in the wings was the RHTT, making it’s last run of the season. *Steve Thompson*

GBRf



Royal Scotsman liveried Class 66 746 heads the 6E09 07:40 Liverpool Biomass Teminal - Drax power station through Hebden Bridge on December 30th. *Chris Morrison*

GB Railfreight objects to additional network charges

GB Railfreight (GBRf) has responded to the Office of Rail and Road's (ORR) consultation on charges to recover fixed network costs. In this response, GBRf has reiterated its commitment to defend its interests and the interests of its customers for the benefit of the sustainability of freight on rail.

Objecting strongly to the increase and introduction of charging on commodities such as ESI coal and biomass, GBRf's response argues that any increase in rail costs will add to the overall increase in energy generation costs. This comes at a time when the government is giving serious focus to the cost of energy to the consumer, and would seemingly contradict their efforts to reduce this burden.

Speaking on the consultation's key proposals, Duncan Clark, Strategic Development Director at GBRf said: "This consultation is an exercise in buck-passing, with the ORR determining that it is reasonable to pass network inefficiencies on to the rail freight sector in the form of increased or new charges. If fixed network costs were continuing to increase while industry authorities, particularly Network Rail, were becoming more efficient, we might consider an increase in charges as fair, however we do not see any evidence of this.

"The proposals in this consultation risk further undermining the profitability of the rail freight sector at a time when government says it is committed to improving air quality and economic productivity. Introducing measures that would see more freight move onto the road network, or demand reduce for commodities such as biomass as it becomes increasingly expensive to transport, conflicts with these aims and we hope that our response, as well as the responses of the wider rail freight sector, convinces the authorities to not introduce new charges."

The response identifies four factors that the ORR and Network Rail should be considering if they are to be taken seriously in their desire to see a thriving rail freight sector:
1. Long-term charging certainty;
2. Sustainability of existing rail contracts based on the ability to guarantee access for freight to the network;
3. Potential for further rail freight growth by identifying latent network capacity;
4. Investment linked to incentives.

In their current forms, GBRf felt the ORR's proposals showed a lack of understanding of freight and end user contracts and the ability of Freight Operating Companies to absorb any mark-up or pass-through. They also demonstrate that there is little evidence of a clear understanding of the actual costs of energy generation from biomass, and thus an inability to develop a fair and reasonable charging model. GBRf therefore feels there is diminishing confidence in the ability of ORR to accurately understand the profitability of rail freight haulage in the UK.

GBRf

Brightening up a fairly dull December 6th, Class 66 727 heads through Scunthorpe on 6H09 HIT - Drax coal. *Steve Thompson*

Class 66 742 heads a Hams Hall bound liner through Peterborough on December 16th. *Paul Godding*

Grand Central

On December 16th and once more into the cold! At Doncaster power cars Nos. 43467 and 43465 working the 1N90 London Kings Cross - Sunderland, pull into platform 4. *Steve Thompson*

Greater Anglia

On December 14th, Greater Anglia's Class 90 002 speeds through Stafford working light engine from Norwich - Crewe EMD for maintenance. *Michael Lynam*

Great Western Railway



Power car No. 43034 ‘Travelwatch SouthWest’ passesBicesterVillagestationwiththe1Z2409:29 Swansea - London Marylebone on December 27th. Diverted from London Paddington due to engineering work. *Chris Morrison*





Power car No. 43026 approaches Ledbury on December 23rd working a Hereford to London Paddington service. *Richard Hargreaves*

Class 166 217 crosses a snowy Malvern Common on December 14th. *Neil Pugh*

Great Western Railway

A GWR service headed by power car No. 43177 passes Islip with the 1Z73 10:43 London Marylebone - Swansea during the closure of London Paddington on December 27th. *Chris Morrison*

Great Western Railway

Power car No. 43186 heads the 1Z55 11:43 London Marylebone - Plymouth at Gavray Junction, Bicester on December 27th. The train is joining the line from Claydon Jct. to Oxford, with the bridge in the background carrying the Chiltern main line the train has left at Bicester South Junction. *Chris Morrison*

Great Western Railway



Power car No. 43093 pulls into Worcester Foregate Street on December 9th at the head of a London Paddington to Hereford service. *Paul Godding*



Power car No. 43183 brings up the rear of the 16:22 London Paddington - Hereford, leaving the ornate station at Great Malvern on December 23rd. *Chris Morrison*

Mendip Rail

Running 121 minutes late, Class 59 103 ‘Village of Mells’ hauls the 07:08 Acton T.C. to Dagenham Dock A.R.C. aggregates train through Stratford on December 2nd. *Derek Elston*

Network Rail





Deputising for the normal HST, Colas liveried Class 67 023 leads ATW liveried 67 002 through Winwick on a Craigentinny - Derby working on December 6th. *Jeff Nicholls*

Class 37 254 worked top and tail with 37 175 on the 1Q86 March - Doncaster (and eventually Derby) through Lincoln on December 9th. *Steve Thompson*

Class 37 219 (with 37 421 at the rear) passes Charnock Richard on a Derby - Carlisle test train on November 21st. *John Sloane*

Network Rail



Class 37 219 and 37 421 top'n'tail a test train through a sunny Doncaster on December 2nd. *Richard Hargreaves*



Class 37 025 'Inverness TMD' is caught at Eastleigh Works with a test train on December 27th. *John Sloane*



Class 67 002 (with 67 023 at the front)heads along the West Coast main mile at Charnock Richard with a Craigentinny - Crewe test train on December 6th. *John Sloane*



Network Rail

Network Rail's Class 313 121 stands in the winter sunshine at Willesden Depot on December 8th. *John Sloane*

Rail Operations Group

Class 47 813 with a Leicester - Carlisle stock move passes Charnock Richard on December 14th. *John Sloane*



Class 47 813 heads north through Stafford on December 19th working as 5N03 from Leicester - Carlisle with two HST barrier wagons Nos. 6344 and 6340 plus two former GWR coaches Nos. 42145 and 42143, destined for further use in Scotland following refurbishment.
Michael Lynam



Class 37 601 ‘Perseus’ stands in Wembley Yard on December 8th with a new Class 345 EMU delivery. *John Sloane*







Railtalk Magazine

Units: DMUs and EMUs

Northern's Class 319 370 passes a wet Coppull Moor summit on November 20th with a Liverpool to Preston service. *John Sloane*

Northern's Class 142 022 departs Doncaster on December 2nd working a service to Lincoln. *Richard Hargreaves*

Northern's 2S22, the 11:41 from Bradford Forster Square to Skipton pulls into the platform at Shipley on December 15th with Class 321 903 one of the units transferred to the Airedale/ Wharfedale lines in recent years to supplement the regular Class 333 EMU's on the increasingly busy electrified commuter lines. *Ben Bucki*

Units: DMUs and EMUs







C2C's Class 357 014 arrives at Stratford with 9B08 10:43 London Liverpool Street to Shoeburyness service on December 2nd. *Derek Elston*

Northern's Class 150 206 forms the 14:23 departure to Preston as the snow begins to fall at Colne on December 9th. *Derek Elston*

West Midlands Trains' Class 350 232 (without any decals) arrives at Stafford on December 19th working a Liverpool - Birmingham service. *Michael Lynam*

Units: DMUs and EMUs







On December 16th, Northern's Class 158 842 arrives at Swinton with the 1W34 Sheffield - Bridlington service. *Steve Thompson*

Greater Anglia's Class 170 273 awaits departure time at Peterborough on December 16th working a service to Ipswich. *Richard Hargreaves*

Northern's Class 158 758 is seen at Hoghton on December 3rd with a York - Preston service. *John Sloane*

Units: DMUs and EMUs





On December 11th, the 2H24 08:55 from Leeds to Skipton, is seen heading away from Keighley in the hands of Class 333 010. *Ben Bucki*



On December 16th, East Midlands Trains' Class 153 374 stands at Grantham whilst working a service to Skegness. *Richard Hargreaves*

Train 1M53, the 09:47 from Leeds to Carlisle,sets off from Settle Station heading northbound on it's journey along the Settle - Carlisle line on November 27th. *Ben Bucki*







Units: DMUs and EMUs

The new order at Stratford as Class 345 012 arrives with 2C42 10:32 London Liverpool Street to Chadwell Heath on December 2nd. *Derek Elston*

Northern's Class 150 118 arrives at Rishton station on December 30th working 2N10 12:04 Preston - Colne. *John Balaam*

Arriva Trains Wales' Class 175 104 passes Kempseye, Shrewsbury, with the 1W13 07:50 Fishguard Harbour - Manchester Piccadilly service on December 9th. *Keith Davies*

Units: DMUs and EMUs



South West Railway's Class 444 034 working a service to Portsmouth Harbour stands at Eastleigh on December 27th. *John Sloane*



Ex works Northern's Class 156 487 stands at Crewe on December 23rd, heading towards Manchester. *Richard Hargreaves*



On December 10th, Manchester Oxford Road saw the first visit of a Northern Class 158 unit on the first working over the £85 million Odsall Chord as Class 158 909 came in with 2M34 and departed with 2E41 to Leeds. *Dave Harris*

Units: DMUs and EMUs

West Midlands Railway's Class 172 339 waits at Stourbridge Junction with the 16:57 to Whitlocks End on December 23rd.
Chris Morrison

Units: DMUs and EMUs



On December 9th, Arriva Trains Wales' Class 158 841 stands at a very chilly Telford Central whilst working a service to Shrewsbury. *Richard Hargreaves*



On December 9th, an East Midlands Trains Class 222 unit passes East Holmes, Lincoln with the 2L76 service to Leicester. *Steve Thompson*



On December 3rd, Northern's Class 158 755 heads round Farrington Curve Junction working a York - Preston service. *John Sloane*

Units: DMUs and EMUs







On December 9th, South Western Railway's Class 158 887 stands at Worcester with a service to Great Malvern. *Richard Hargreaves*

Grand Central's Class 180 114 stands at Doncaster on December 2nd working a service to Bradford Interchange. *Richard Hargreaves*

Great Western's Class 150 239 departs Worcester Foregate Street on December 9th with a service from Great Malvern. *Paul Godding*

West Midlands Trains' Class 172 218 crosses a snowy Malvern Common on December 14th. *Neil Pugh*

Stirring the snow on December 11th is Arriva Trains Wales Class 175 105 as it passes Bayston Hill with the 1Z52 09:54 Hereford - Manchester Piccadilly service. *Keith Davies*







Units: DMUs and EMUs

An unidentified Northern Class 333 EMU passes Utley, near Keighley, with 2S17, the 09:00 Skipton to Bradford Forster Square service on December 11th. *Ben Bucki*

East Midlands Trains' Class 153 326 and 153 383 await departure time at Peterborough on December 16th working a service to Lincoln. *Paul Godding*

West Midlands Railway's Class 172 339 departs Birmingham Moor St. in its striking new livery on December 19th. *Richard Hargreaves*

Units: DMUs and EMUs







East Midlands Trains' Class 158 770 arrives at Peterborough on December 16th with a service to Norwich. *Paul Godding*

Northern's Class 333 010, is seen slowing for Keighley Station as it passes the closed footpath crossing at Utley with service 2S19 from Skipton to Bradford Forster Square on December 11th. *Ben Bucki*

On December 9th, Northern's Class 323 232 departs Crewe with a service to Manchester Piccadilly. *Richard Hargreaves*

Units: DMUs and EMUs



On a grim, and very icy morning in Keighley, Northern's Class 144 012 waits for the right-away with the 2Y51 07:07 from Lancaster to Leeds, December 14th. *Ben Bucki*



West Midlands Trains' Class 172 337 is seen stabled at Worcester on December 23rd. *Richard Hargreaves*



Great Western's Class 158 958 departs Eastleigh on December 27th, working a service to Cardiff. *John Sloane*

Units: DMUs and EMUs



Service 2S10, the 08:41 from Bradford Forster Square to Skipton, is seen heading away from Keighley on November 11th in the hands of Northern's Class 333 008. *Ben Bucki*



South Western Railway's Class 450 126 arrives at Eastleigh with a Portsmouth - Waterloo semi fast service on December 27th. *John Sloane*



Storm 'Eleanor' wreaked a certain amount of havoc on January 2nd and one of the casualties on the following morning was 2F83 Cleethorpes - Barton, which ran into a tree between Ulceby and Bystaple Crossing. The unit, Class 153 324 was eventually rescued by 153 331, dragged back to Cleethorpes, then the pair worked 5G24 to Doncaster. The train is seen approaching Scunthorpe and close inspection of the front end reveals various entrails tied up with bits of string or rope. If nothing else, at least it provided the very unusual sight of a pair of 153s at Scunthorpe!. *Steve Thompson*



Great Northern's Class 365 523 stands at Peterborough on December 16th working a service to London Kings Cross.
Paul Godding

Units: DMUs and EMUs



Northern's Class 158 755 passes Lostock Hall with 1B22 12:27 York - Preston service on December 10th. *John Balaam*





Northern's Class 158 907 working the 2N24 Sheffield - Leeds service, calls at Swinton on December 16th. *Steve Thompson*

On December 30th, Northern's Class 319 377 approaches Garswood with a Liverpool - Preston service. *John Sloane*

Virgin Trains



Power car No. 43277 speeds through Peterborough on December 16th with a London Kings Cross to Leeds service. *Paul Godding*

Saturday services transformed on Virgin Trains' east coast route

Customers on Virgin Trains' east coast route saw the biggest boost to Saturday services in more than 25 years from December. The new timetable, part of a £140m investment in the route by Virgin Trains, changed weekend travel for thousands of customers. More frequent services to and from destinations including Leeds, York and Edinburgh will mean customers will benefit from a similar frequency of services to those enjoyed on weekdays. In total, 151 services will operate every Saturday, only six fewer than on weekdays, making it easier for leisure passengers to secure bargain fares. For example, customers can travel between London to Newark for under £20 and between London and York for under £30.

The new timetable has been launched a week after Virgin Trains also made it easier to buy low-cost tickets on the day of travel, a move that is predicted to save customers on the east coast route up to £11 million per year, with fares being around third lower than normal walk-up fares.

From December 16, there has been a further 24 Saturday services, an increase of 45% compared to when Virgin Trains took over the east coast route in March 2015. This will add 12,574 more seats to Virgin Trains' existing capacity. The timetable represents the biggest increase in Saturday services since the introduction of Intercity 225 trains in 1990, following electrification of the East Coast Mainline. York customers wanting to reach the capital for a 7am start on weekdays have already benefitted from a 4.40am service, giving them an extra 1hr12m in London than was possible under the previous timetable. This follows calls from the business community for a service that enables them to get to the capital for early-morning meetings. The new timetable accelerated journeys from Leeds and Wakefield to London by seven minutes on Saturdays making the trip from Wakefield an average of two hours long. A Sunday evening service from London to Doncaster which leaves at 10.05pm will be extended to York, allowing those wishing to make the most of a weekend in London to catch a later service home.

Edinburgh, which has already gained 46 additional services per week connecting it to London since the start of the Virgin Trains franchise, sees an additional train in each direction between the UK and Scottish capitals on a Saturday.

David Horne, Virgin Trains Managing Director on the east coast route, said he was confident the timetable changes would attract more people to rail: "Our new timetable brings new services that we know our customers want. For six days of the week, customers will be able to enjoy the most frequent service we've ever seen on the east coast mainline and we're not stopping there. Our £140m investment is about reducing journey times, increasing the frequency of services, and giving customers a great experience on-board with refurbished trains and refreshed on-board catering – as well as thousands of additional low-cost fares. We're confident that these investments will make those looking for weekends or days away realise that there's never been a better time to leave the car at home," David said.



Virgin Trains

An unidentified 'Pendolino' powers north through Winwick shortly after dawn on December 20th with the 07:15 Birmingham New Street to Glasgow service. *Jeff Nicholls*

Virgin Trains



On December 16th, Class 90 029 stands at Peterborough with a service to Leeds. *Richard Hargreaves*



Also on December 16th, Class 90 034 is caught at Grantham with a London Kings Cross bound service. *Richard Hargreaves*

Virgin Trains



On December 16th, power car No. 43319 stands at Peterborough on the rear of a London Kings Cross bound service. *Paul Godding*



Class 91 126 arrives at Peterborough on December 16th working a service to Leeds. *Paul Godding*



DVT No. 82200 waits departure time at Peterborough on December 16th on the rear of a London Kings Cross to Edinburgh service. *Paul Godding*





Virgin Azuma train debuts in Highlands

Virgin's state-of-the-art Azuma train made its inaugural visit to the Highlands in mid December as preparations to transform cross-border rail services gather pace. The iconic train, which takes its name from the Japanese word for "east", will be rolled out on Virgin Trains' east coast later this year, ushering in a new era of comfort and style for rail passengers. It passed through some of the most iconic scenery on the UK rail network as it journeyed north of Edinburgh to Inverness on Friday December 15th for the first time, before travelling back to a depot in Doncaster in the early hours of Saturday morning. The test run by manufacturer Hitachi is part of a programme to prepare Scotland for the 65-strong Azuma fleet. The first of these will enter service in December 2018 as part of a two-year rollout programme, with Azuma services due to operate from five of Scotland's seven cities from 2019.

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



Hitachi is building the new trains at their factory in the North East of England (Newton Aycliffe, County Durham), home to 1000 train builders including 50 apprentices.

The firm has invested £18 million to modernise depots at Aberdeen, Inverness and Edinburgh to ensure they are able to service the new fleet, securing long-term engineering jobs at all three locations.

Virgin Trains operates half-hourly services between Edinburgh and London for most of the day, with four additional services running to Aberdeen and one train a day, the Highland Chieftain, serving Stirling, Perth and Inverness.

UK Government Rail Minister Paul Maynard said: "We want to put passengers at the heart of everything we do and the £5.7bn government-led investment in a new fleet of state-of-the-art intercity trains is important step in achieving that. This test run is a key milestone in the introduction of the fleet on the East Coast Main Line and it will mean more space, more comfort and more reliability for passengers up and down the country."

Humza Yousaf, Minister for Transport and the Islands in Scotland, said: "It is very encouraging to see the new Virgin Azuma train visit Inverness, moving it another step closer to service introduction. The new fleet will offer cross-border passengers more capacity and the modern facilities we all now demand. The Scottish Government's £5bn investment in the rail network is making a real difference across the country and I know developments like this make train travel a more attractive choice across the North and East of Scotland. This, in turn, can help drive the modal shift to rail as a regular option we are all keen to see delivered."

David Horne, Virgin Trains Managing Director on the east coast route, added: "Azuma will bring a new era of style in long distance rail travel and we're excited to see preparations gather pace that will help transform services for passengers across Scotland."

Andy Rogers, Programme Director for Hitachi Rail Europe, said: "Our rigorous test programme is moving apace ahead of the trains entering service next year. Over the next twelve months, passengers and enthusiasts will be seeing plenty more of our British-built Azuma trains testing in Scotland."

Photo: Virgin Azuma on the approach to Gleneagles Station as it travels to the Highlands. ©Virgin

Virgin Trains

On December 14th a pair of Virgin Voyagers pass a snowy Stafford working a London Euston - Chester service. *Michael Lynam*

On December 9th, Class 390 118 departs Crewe with a service to Glasgow Central. *Richard Hargreaves*

VIRGIN TRAINS SHAKES UP BIRMINGHAM WITH A GIANT SNOW GLOBE

Virgin Trains surprised passengers with a life-size giant snow globe at Birmingham New Street Station on Sunday 10th and Monday 11th December, as part of its festive mission to spread Christmas cheer.

To celebrate Virgin Trains super fast service between Birmingham and London, the public could win festive prizes by hunting down special red snowflakes as the snow globe turns into a blizzard. Festive gifts ranged from 51-minute luxury massages and champagne afternoon tea, to 51-minute family fun at the Birmingham Botanical Gardens and Escape Rooms, giving people more time for themselves this Christmas. People travelling through the station could also step inside the magical glitter Christmas scene for a festive photo with friends and family.

'51 minutes of festive fun' was created to celebrate Virgin Trains' gift of fast train travel, which is the fastest train service from Birmingham New Street to London – 51 minutes quicker than the competition. The snow globe was also part of Virgin Trains festive mission to spread Christmas cheer.



Natasha Grice, General Manager for the Birmingham – London route, said,"Our super-fast trains get you from Birmingham to London 51 minutes faster; giving you 51 more minutes to spend more time on the things that matter to you this Christmas. To help make the most of those precious minutes, we offered the people of Birmingham the chance to enter our giant snow globe and win a 51-minute festive prize. We had some brilliant prizes up for grabs, and we hope it spread a little Christmas cheer in Birmingham."

Virgin Trains



On December 2nd, power car No. 43206 is seen on the rear of a Leeds service at Doncaster.
Richard Hargreaves



On December 9th, Class 221 112 and 221 113 stand at Wolverhampton.
Richard Hargreaves

Scotrail

On November 30th, VTEC power cars Nos. 43309 (with 43209 on the rear) pass through Laurencekirk, Aberdeenshire, with the delayed 1S03 07:10 Leeds to Aberdeen service. *Jonathan McGurk*

Scotrail

Scotrail's Class 170 403, passes south after Laurencekirk railway station working the 1T32 14:39 Aberdeen to Glasgow Queen Street High Level service. *Jonathan McGurk*

Manchester Metrolink



On December 21st, trams Nos. 3003 and 3008 arrive at Altrincham from Bury while Nos. 3044 and 3048 are stabled on the adjacent platform. *Michael Lynam*



Metrolink tram No. 3032 in its Christmas Noel Elf livery is seen at Shudehill on a service to Bury. *Michael Lynam*



Tram No. 3042 departs Altrincham with a service to the Etihad Campus. *Michael Lynam*

Going Underground

A Bakerloo line service heading to Harrow and Wealdstone is seen near Willesden Jct. *John Sloane*

1,000 more seats for rail passengers travelling to London

There is now over 1,000 more train seats available for rail passengers heading to London for days out and shopping trips thanks to changes to Greater Anglia's timetable, which started on Sunday 10 December. On the Norwich to London mainline, three additional services will start from Colchester and call at three key shopping destinations - Chelmsford, Stratford and London Liverpool Street. The additional trains, which create a total of 1232 extra seats, will start empty at Colchester, rather than passengers having to join the already busy Intercity services from Norwich which have already called at Diss, Stowmarket, Ipswich and Manningtree before they reach Colchester passengers.

The additional trains will replace three Saturday morning intercity services which will no longer stop at Colchester or Chelmsford, creating more space on mainline services for passengers travelling from Norwich, Diss, Stowmarket, Ipswich and Manningtree.

Greater Anglia's Managing Director, Jamies Burles, commented, "At our last timetable change in May we added over 100,000 seats a week to our timetable by hiring extra trains and I'm pleased that with these three additional services we are building on this and creating extra capacity for passengers travelling on the mainline on Saturdays, making a shopping trip or day out even more convenient and comfortable."

Most other services remain unchanged, or have been slightly retimed when the new timetables begins.

However, passengers on the Marks Tey – Sudbury route should note that during the winter Bures becomes a 'request-stop' only. This means that the train will only call at Bures if there are passengers to be picked up or dropped off – passengers should inform the conductor if they wish to alight at the station.

There are some minor alterations to other services and passengers can check travel details via the website at: www.greateranglia.co.uk or pick-up a timetable from staffed stations.



Arriva Traincare's Class 09 204 shunts stock at Crewe LNWR on December 8th. *John Sloane*

Fares Advice with RailUK

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

Whither the Settle Carlisle Day Ranger ?

Q: After the reopening of the Settle Carlisle line, there was talk of a day ranger being permanently available on the route (albeit rather expensive). Did anything come of this ? I can't see any reference to it on Northern's rather difficult to find Rovers and Rangers page: https://www.northernrailway.co.uk/tickets/47-rangers-rovers

A: There are tickets of that type, such as the Cumbria Day Ranger, as well as Round Robin tickets which cover the S&C. You can buy a rover ticket for £9 with a Dales railcard in the winter (until march the 23rd). If you have a dales railcard which costs £10 if your local or £21 if not per year. Also allows you to get a similar £7 rover ticket for the bentham line. Some peak dates are excluded but most were in the run upto Christmas. February half term is also excluded. Link: https://www.settle-carlisle.co.uk/winter-travel-offers-announced/

There's also this rover on the route for £30 (20 with national railcard). http://www.railrover.org/pages/settle-and-carlisle-day-ranger.html probably easier as well if your not a regular in the area then applying for membership and then getting a railcard. Available all year as well. As far as I know the Settle-Carlisle rover still exists, but the price was increased after the line reopened last year (BRFares shows it as £31). The Northern website seems to be missing several other available rangers and rovers so I wouldn't rely on their website as a definitive source of information. The previous franchise was very active in marketing ranger and rover products - the current franchise seems less so...
I had to search quite hard to find the Rovers and Rangers webpage. New Northern don't seem to be very willing to promote such products. A poor effort really. I wonder if this has anything to do with the seeming disappearance of the winter offer for non-concessionary metro-card holders.

Plusbus ticket not accepted

Q: I bought a plusbus ticket with my railway ticket and tried to use it to board a bus however the particular operator said they didnt accept this. I stupidly had assumed that every bus operator accepted it but on reading the plus bus website today its only certain bus companies that accept it. I complained to the company who replied to say that they are under no obligation to accept plus bus tickets as they get no funding from national rail for this. Is this true ? i'd assumed that network rail was giving bus companies some money so that they would accept the plusbus tickets. Also it should have been made clearer when i booked the ticket that not all operators in the region would accept plus bus tickets.

A: Each PlusBus area is negotiated individually, and whether or not to join an area scheme is down to each operator although the major groups and larger operators would normally be expected to participate. My understanding is that each participating operator would receive a pre-determined share of the revenue from each PlusBus ticket sold for that area. One unusual (and glaring) omission is that, for PlusBus area schemes in towns just outside Greater London, Transport for London buses are not usually included. There is the odd notable exception; for instance route 405 accepts Redhill PlusBus tickets within the scheme area. The PlusBus website will give you full details of every single PlusBus scheme area, and will show quite clearly the area of acceptance and which operators do and don't accept that particular PlusBus.

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!





Freight trains in Britain to be upgraded with delay-busting digital technology in multi-million pound deal

A less congested, better performing railway comes a step closer to reality, with the signing of a major, multi-million pound contract that will ultimately see freight trains in Great Britain upgraded with technology to make them safer, make better use of the network, and provide greater flexibility in the timetable. Freight trains – which can be up to 775 metres long – carry goods and materials all across the country. They support the economy by connecting British businesses to the world through direct links to ports, and reduce road congestion by taking 7.6 million lorry journeys off the road each year. New digital technology will support this essential industry – which directly contributes £870m to the nation's economy every year – by enabling more efficient and reliable running of freight trains alongside passenger services.

A landmark contract has been awarded to Chippenham based Siemens Rail Automation by Network Rail to start installing European Train Control System (ETCS) in-cab signalling on Britain's freight fleet with an ultimate ambition of equipping around 750 vehicles, creating skilled jobs within the UK. This technology forms part of the country's 'Digital Railway programme' – the industry's improved plan to tackle the growing demand and strain on the railway by accelerating its digital modernisation – and will mean eventually, freight trains will have improved operational performance on a mixed traffic network. The Government has announced £450m in funding for digital railway schemes, as part of its National Productivity Investment Fund.

The initial focus will be on the heaviest used types of locomotive and the learning from this first stage will be used to inform the wider potential fleet roll-out from 2022 onwards.

With more than a million more train services running every year on our network than a few years ago, tackling congestion and crowding on our railway is a daily challenge. Our railway carries twice as many passengers as it did just two decades ago and demand is still rising. Upgrading the network's railway signalling – the equipment used to manage and coordinate train traffic across the country – is the cornerstone of the Digital Railway programme, as switching from lineside signals to on-train will allow more trains to run on existing tracks, reduce crowding, provide better connections, and improve performance and safety for passengers.

The initial phase is expected to lead on to become one of the world's biggest ETCS retro-fit programmes; Siemens will install its Trainguard 200 ETCS on-board solution on freight locomotives which operate across Great Britain. Siemens' Trainguard Level 2, Baseline 3 system will be installed to align with Network Rail's proposals for deploying ETCS to the rail network. The contract will see Siemens working with Network Rail and the six Freight Operating Companies (FOCs).

ETCS ensures trains always operate within safe limits and speeds, providing safe movement authority directly and continuously to the driver through a driver's display. The system permits the driver to operate the train, but should the ETCS distance or speed limit be exceeded, or be in danger of being exceeded, then the on-board equipment intervenes to control the train, bringing it to stand if necessary. Siemens Trainguard 200 is a proven, lower power and reliable solution with highly robust fall-back odometry and radar configuration, and features 'Automatic Warning System' (AWS) and 'Train Protection and Warning System' (TPWS) functionality which is integrated into the ETCS driver display. With a small footprint and flexible hardware configuration, the system is ideally suited for design and installation across multiple freight classes.

Freight trains are at the forefront for ETCS fitment, as unlike other trains, they are able to travel across the entire country, passing many 'route' boundaries and interacting with various types of train traffic and signals. The design, testing and approvals stage for each class of vehicle starts now and work to retrofit the entire freight fleet will begin in 2022 and continue through to Control Period 7 (CP7, 2024-2029). Additionally, around 2400 drivers will require additional training on how to use the new solution. Siemens and Network Rail will provide support to the Freight Operating Companies during this time, and it's expected the programme will involve more than 150 skilled engineering jobs across the UK, with the installation teams being based at the Holgate and Eastleigh depots.

Chris Grayling, Secretary of State for Transport said: "We are making the biggest investment in the railways since Victorian times and this includes £450m for integrating digital technology on our railways. This technology has huge potential to improve journeys for passengers and to boost our freight industry by cutting delays and increasing the number of services. Today is an important step towards our future as a digital railway that is fit for the 21st century."

David Waboso, managing director at Digital Rail said: "This is another hugely important milestone for digital rail technology on the railway, following the Crossrail and Thameslink deployments. It is a key enabler for a modern network and we have to address these go-anywhere vehicles first. It will support our future deployment of infrastructure with no lineside signals, more capacity and increased safety"

On December 23rd, CrossCountry's Class 221 144 and 220 003 depart Leamington Spa with a service to Reading. *Richard Hargreaves*

Volker Rail's Matisa tamper No. 75302 'Gary Wright' rumbles through Hirst Wood, near Saltaire, West Yorkshire on December 20th. The machine was making a move from Doncaster to Skipton, from where it was due to head up the freight-only branch to the limestone quarry at Grassington later in the day. *Ben Bucki*

Passengers across the north urged to check before they travel as work increases on the Great North Rail Project

Work to complete the Manchester-Preston railway upgrade alongside work on other key parts of the Great North Rail Project is continuing in 2018.

From January 2018, Network Rail's Team Orange will be: Working to complete the upgrade of the 25 mile stretch of track between Manchester and Preston to support the introduction of better trains. The project was due to complete this December but old mine workings, running sand and varying layers of rock have significantly hampered the installation of hundreds of steel columns to carry the power cables for the introduction of electric trains. New engineering solutions have been required by using steel cylinders and filling them with concrete to support poor ground conditions.
Continuing work to upgrade the line between Blackpool and Preston to support better services
Carrying out resignalling on a 16 mile stretch of track between Edge Hill and Winsford to improve reliability
Commissioning new platform eight at Liverpool Lime Street and remodel platforms six and nine.

Delivering signalling and track replacement work in Huddersfield, Stalybridge and Calder Valley to improve reliability of train services
Continuing to upgrade track and signalling on the 'Halton Curve' that links the Chester/ Warrington line and the Liverpool/Crewe line at Frodsham Junction. This will enable a new hourly service, in both directions, between Liverpool and Chester from December 2018.

To allow for engineers to access the railway, sections will need to be closed during weekdays and weekends starting from 6 January 2018. This will affect journeys in and out of Manchester from destinations including Edinburgh, Glasgow, Oxenholme, Penrith, Lancaster, Preston, Liverpool, Wigan, Chorley and Bolton. There will also likely be further closures when the work is being tested and trains are put in to service.

The work will mean major changes for customers travelling across the north west and into Scotland. Network Rail are currently working hard with train and freight operating companies to finalise full details and will provide further updates as soon as possible

Customers travelling across the North West are urged to check their journey on www.nationalrail.co.uk for the most up-to-date information.

Route managing director for Network Rail, Martin Frobisher, said: "The Great North Rail Project is a hugely ambitious and challenging programme of work and as with any major upgrades to the railway, there will be disruption to passengers. We do understand their frustration but once sections are completed, passengers across the region will feel the benefits."

Liam Sumpter, regional director of Northern said: "This upgrade is a vital part of the modernisation of the railway in the north west and will pave the way for our timetable improvements in 2018 and beyond. We are working closely with our colleagues at Network Rail to minimise disruption to our customers during these works and to put plans in place to keep people in the area on the move."

Kathryn O'Brien, Customer Experience Director for TransPennine Express said: "This additional work will mean significant changes and disruption to our customers journeys on weekends in the New Year and into spring. The changes will affect our routes between Scotland and Manchester Airport and between Liverpool and Manchester. We are advising everyone to take the time to plan their journeys in advance which is important as the changes will differ across each weekend."



Class 117 DMU car No. W51346, currently being used as a spares donor for the Swanage Railways unit currently undergoing restoration is seen at Eastleigh on December 27th.
John Sloane

BOMBARDIER AVENTRA trains for UK's c2c rail franchise network

Fleet of 60 AVENTRA vehicles to add capacity and improve journeys for commuters into London

Additional contract will see Bombardier maintenance service teams ensure more reliable service



Rail technology leader Bombardier Transportation has signed a contract with Porterbrook and c2c, to supply 60 new BOMBARDIER AVENTRA vehicles for use on the United Kingdom's c2c rail franchise, together with an eight-year maintenance and support services contract.

The overall value of the rolling stock and maintenance contracts are valued at approximately 105 million GBP (120 million euro, $140 million US). The maintenance contract will run from the introduction of the trains until November 2029.

Rail Minister Paul Maynard said: "We are making the biggest investment in the railways since Victorian times to meet the growing demand for rail travel and improve both journey times and passenger comfort. These British-built Bombardier trains, which are coming into service earlier than planned, will provide much needed extra capacity for thousands of passengers across London and Essex, and also come with facilities such as Wi-Fi, air-conditioning and plug sockets."

Ernesto Sicilia, Managing Director, Trenitalia UK said: "We are delighted to announce this deal, which demonstrates our focus on long-term investments in the UK market and our desire to constantly improve the standing of our trains and to deliver visible and valuable improvements on our services. Since our entrance in the UK market the original new trains' investment plan, which included a phased delivery from 2019 to 2024, has been accelerated overall and we are extremely proud that the new fleet will start to be delivered from summer 2021, 3 years earlier than what was originally planned."

Richard Hunter, UK Managing Director, Bombardier Transportation, said, "Our modern AVENTRA trains are proving ever more popular and this order will help transform the travel experience for c2c passengers and deliver almost 20% more capacity to c2c's fleet. This important contract win demonstrates Bombardier is the first choice when it comes to delivering high quality, transportation products and services, and value-adding long-term solutions for our customers. It's yet another endorsement of our workforce and the quality of the products we design, engineer, manufacture and service in the UK."

Bombardier will deliver and maintain 60 electric carriages by September 2021, made up of 100mph 6 x 10-car trains. Built at Bombardier's facility in Derby, the AVENTRA product family platform has the flexibility to meet several market segment needs and complements the fleets that have already been ordered for Transport for London's Elizabeth line (Crossrail), London Overground's LOTRAIN, and the South Western, Greater Anglia and West Midlands franchises. The trains will join the existing Bombardier-built and maintained ELECTROSTAR fleet on the c2c network.

Start the New Year with a European getaway

Eurostar, the high-speed passenger rail service linking the UK with mainland Europe, is releasing thousands of seats at just £29 each way, providing the perfect cure to any January blues.

The great value fares are available to Paris, Brussels, Lille or Calais, offering a budget-friendly excuse to brighten up the New Year by taking in the culture, cuisine and character of European destinations. With an effortless Eurostar journey direct to the city-centre, travellers will have more time to indulge in a shopping spree, explore an exhibition, or dine on local dishes.

Tickets are available to purchase from 3rd to 17th January 2018, valid for travel between 15th January and 28th March 2018. For those looking to treat themselves for less, Standard Premier seats have also been released for just £70 each way giving travellers more space on board and food and drink served to their seat.

For those going further, Eurostar's 'Any Belgian station' tickets make it simple to travel to cities including Bruges, Antwerp or Ghent for just £35 each way, or £79 in Standard Premier.

Also available are great value fares on Eurostar's direct service to Lyon and the South of France. For just £45 to Lyon or £49 to Avignon and Marseille, travel at high-speed through the French countryside and swap London's grey skies for the bright blue of the Med. Fares are valid for travel between 11th May and 17th September 2018.

With quick and convenient check-in just 30 minutes before departure, a seamless city-centre to city-centre journey, and a generous baggage allowance with no weight restrictions, Eurostar is the ideal way to travel. Passengers on the new e320 trains can sit back and unwind in more spacious surroundings, with free wi-fi and over 300 hours of entertainment – all streamed straight to their phone, tablet or laptop.

Eurostar passengers can also take advantage of 2 for 1 entry to Europe's top museums across Paris, Lille, Brussels, Lyon and Marseille by simply showing their Eurostar ticket.

For more information or to book Eurostar tickets visit www.eurostar.com or call the Eurostar contact centre on 08432 186 186.

Bombardier Wins Rolling Stock and Maintenance Contracts for West Midlands Trains Franchise in the UK

Bombardier Transportation has signed a contract with Corelink Rail Infrastructure and West Midlands Trains, to supply 333 new BOMBARDIER AVENTRA vehicles for use on the United Kingdom's West Midlands Trains franchise, together with a maintenance and support services contract. Corelink Rail Infrastructure is a joint venture between Deutsche Asset Management and Infracapital, and West Midlands Trains is a joint venture consisting of Abellio UK, East Japan Railway Company (JR East) and Mitsui & Co., Ltd. (Mitsui).



The overall value of the rolling stock and maintenance contracts are valued at approximately £542 million GBP ($724million US, 614 million euro). The maintenance contract will run for the duration of the franchise with an option to extend in line with any franchise extensions. Both contract signatures follow the previous customer announcement made October 17, 2017 naming Bombardier Transportation as the preferred bidder.

Chris Grayling, Secretary of State for Transport said, "We are delivering the biggest rail modernisation programme for over a century. West Midlands passengers will see longer, more frequent trains, faster journeys and a more reliable service for passengers. This is part of a huge investment happening up and down the country and will make a real difference to passengers. This investment reflects our commitment, and that of train operators, to put passengers at the heart of everything we do."

Dominic Booth, MD of Abellio UK, said, "this is all part of the £1 billion investment we're bringing to the West Midlands franchise. Customers will enjoy new trains and upgraded stations, along with a whole host of other benefits. At Abellio we're committed to supporting the communities in which we operate as much as possible and getting these trains produced in the Midlands is a key part of this."

Richard Hunter, UK Managing Director, Bombardier Transportation, said, "Our modern AVENTRA trains will be built in the Midlands for the Midlands, and will transform the travel experience for passengers on the new West Midlands Trains franchise by delivering more reliability, shorter journey times, and an exceptional travel experience through enhanced interior design. This important contract win again demonstrates Bombardier is the first choice when it comes to delivering high quality, integrated transportation products and services, and value-adding long-term solutions for our customers. It's another huge endorsement of our workforce and the quality of the products we design, engineer and manufacture in the UK."

Bombardier will produce and maintain 333 electric carriages made up of 36 90mph three- car trains for metro services and 45 110mph five-car trains for outer suburban and long distance configurations. Built at Bombardier's facility in Derby, the AVENTRA product family platform has the flexibility to meet several market segment needs and complements the fleets that have already been ordered for Transport for London's Elizabeth line (Crossrail), London Overground's LOTrain, and the South Western Railway and Greater Anglia franchises.

Abellio, JR East and Mitsui were announced as the winners of the West Midlands franchise by the Department for Transport on August 10,2017 and will operate the franchise from 10 December. The new trains are expected to be delivered between 2020 and 2022.





Class 37 057 hauls 37 521 and 37 418 as 0E38 Barrow Hill - Washwood Heath, passing through Burton on December 4th. *Stuart Hillis*

National Rail



On December 19th, Rail Operations Group's Class 37 884 heads north with a refurbished Class 319 416 for Northern working as 5N36 from Wolverton Works - Allerton Depot.
Michael Lynam



DCR liveried Class 56 303 was stabled in the north bay at Derby on December 5th.
Michael Lynam



On December 30th, VTEC hired-in a XC HST with power cars Nos. 43378 and 43384 seen here in Platform 4 at Doncaster working the 1D11 London Kings Cross - Leeds service.
Steve Thompson



Multi-million pound upgrade to historic Shoreham Viaduct, Sussex, completed at Christmas

A major project to refurbish a historic railway viaduct over the River Adur in Shoreham is completed after more than a year's work by Network Rail engineers. The 16-span, 360m-long Shoreham Viaduct was built in 1892 to replace the original timber trestle structure and is one of the UK's earliest steel structures. It has now been strengthened, repaired and repainted as part of a £9.5m investment by Network Rail and a team of expert contractors, with special care paid to the unique estuary environment, which is a Site of Special Scientific Interest.

The work means that the viaduct will be able to carry all modern trains, including freight, while the new green and cream paint – designed to complement the local area – will protect the structure's metalwork from the salt spray of the Adur estuary for at least 25 years. Network Rail's head of structures in the South East, Mark Huband, said: "With record numbers of people choosing to travel by train in the South East, it's vital we continue to invest in the many hundreds of Victorian bridges, tunnels, viaducts and other structures which form key parts of our modern network. We hope our work at Shoreham Viaduct demonstrates that we take seriously our responsibility to maintain and preserve these historic structures, not just for the safe and efficient operation of the railway, but also how they look for the local community, those travelling on the railway or visitors to the area.

"It gives you great respect for those who built this structure more than a century ago and we hope that our work on their bridge does justice to their legacy."

The redundant gas main on the south side of the structure has also been removed as part of the project, paid for by Southern Gas Network, and soon the structure will be revealed without the gas main for the first time since the early 1930s.

The works at Shoreham Viaduct will ensure that this important structure has many more years of serviceable life ahead.

Its location in the Adur means it has required regular maintenance over the years, most recently in 2004. In addition, during World War II, Shoreham Viaduct was damaged by bombs on at least three occasions.

On December 5th, Network Rail's MPV Nos. DR98959 and DR98909 heads northwards through Leamington Spa. *Richard Hargreaves*

Loco Fleet List 2017

This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names





Loco Fleet List 2017 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web:www.locofleetshop.co.uk Email:lee@locofleetshop.co.uk





Innovative, new grinding trains will help passenger and freight trains run smoothly and safely for years to come

Network Rail has unveiled three new grinding trains costing £36m, which we be deployed across Great Britain to keep the track in good condition and provide passengers with a smooth, reliable journey.

The multi-million pound trains, which remove small layers of metal from the railhead, represent a significant investment for Network Rail route services who worked with industry partners Loram and Colas Rail to design, build and maintain the new, improved models.

The three trains will replace a number of older grinding machines that are coming to the end of their life. The new models cost £1,000 less per shift to run, deliver 35 per cent more output, have increased reliability, better welfare facilities for the teams working on them and are expected to last for the next 30 years.

Improved grinding machines

Leevan Finney, project manager at Network Rail, said: “This has been a fantastic example of different parts of the rail industry working together to deliver new and innovative solutions which ultimately improve the railway for passengers. By working together we have been able to deliver a safer, more cost-effective, productive machine which also provides a more comfortable working environment for our people to work in.

Susan Cooklin, managing director for Network Rail route services said: “Route services are here to provide the routes with the best equipment possible to help keep their railways running. The old machines were becoming unreliable and inefficient so the investment in the new grinding trains was absolutely essential to keep the tracks in good condition to minimise the chance of defects and to keep passengers safely moving across the network.

”I would like to thank both Loram and Colas Rail for the significant part they have played in helping us develop the new grinding trains. By working closely together we have been able to create an impressive new design using state of the art technology and innovation which will help maintain our railways for years to come.”

Benefits of the new fleet

The 150-metre grinding train cost £12m and has a life of 30 years, which can be extended through timely maintenance. Increased metal removal due to more productive grinding at higher speeds, up to 15mph.
Increased transit speed of up to 70mph to get around the network quicker impacting fewer passenger and freight services.
The machines are modular, therefore can be attached together to make a larger machine, or stay small to be more targeted.
Modular design also means replacement of parts and components can happen much quicker, which in turn reduces down time of the machine.
Improved working within third rail areas.
Carry more water to dowse to prevent smouldering.
Obstacle avoidance system to limit impact of track side furniture and equipment.
Full welfare facilities on board meaning a more comfortable working environment for the teams.



On December 23rd, West Midlands Trains’ Class 323 208 stands at Birmingham International working a service to Birmingham New Street. *Richard Hargreaves*

Still carrying the Fastline livery, Class 56 301 stables in Wembley yard on December 8th. *John Sloane*

Did you Know - *Ken Mumford*

This month a look at : Some GWR Steam Shed Information from the 1950s/60s

Motive Power Depot	Depot Code	Depot Type	Code Changes	Loco Allocation (with date)	Special Locomotives	Closed
Old Oak Common	81A	4 turntables in an enclosed roundhouse	None	173 [1959]	6000, 6023/4 in 1959 all three now preserved	1965
Slough	81B	4-road shed with single road extension	None	48 [1950]. 36 [1959]	6106 now preserved based at Didcot (GWS)	1964
Southall	81C	8-road building rebuilt in 1954 from original 6-road of GWR origin	None	71 [1950] 58 [1959] 42 [1965]	Freight shed with BR 9F 2-10-0s supplementing ex-GWR types by mid '60s	1965
Reading	81D	9-road shed rebuilt from 1880 roundhouse	None	91 [1950] 75 [1959]	ex-MSWJR 2-4-0s Nos 1335 and 1336	1965
Didcot**	81E	4-road shed	None	47 [1950] 48 [1959]	*7816 - '*Frilsham Manor*'	1965**
Oxford	81F	4-road shed with timber roof	None	54 [1950] 48 [1959]	Last ex-GWR shed with steam on Western Region	1966

* = 7816 '*Frilsham Manor*' - the last engine to run on British Railways in pre-Nationalisation livery.
** = Shed still exists as the home (headquarters) of the Great Western Society - GWS.





On December 9th, LMS Royal Scot 4-6-0 No. 46100 'Royal Scot' propells the stock off the 1Z46 from London Kings Cross into Terrace Sidings at Lincoln for servicing. *Steve Thompson*



A Different View

Old style running in boards at Thornton Abbey on the Barton-on-Humber branch. *Derek Elston*

A Different View

Northern's Class 333 012, slows for the station call at Bingley, West Yorkshire on December 7th. The unit was operating train 2H27, the 09:17 departure from Skipton to Leeds. *Ben Bucki*

A Different View



A look northwards at a snowy Wolverhampton on December 9th. *Richard Hargreaves*



The cab of Class 37 411 is still resident in the Alexandria Hotel car park, Derby. *Michael Lynam*



A view of Nemesis Rail Depot on December 30th includes Class 08 168, 45 112, 47 488, 31 128, 37 227 and 47 701. *Stuart Hillis*



GWR Collett 5700 Class 0-6-0PT Pannier Tank No. 7714 awaits departure time at Kidderminster on December 30th.
Richard Hargreaves



GWR 7800 Class No. 7812 ‘Erlestoke Manor’ eases off Bridgnorth shed on its final day in traffic before withdrawal and overhaul.
Richard Hargreaves

SR West Country Class 4-6-2 Pacific Nos. 34027 ‘Taw Valley’ and 34053 ‘Sir Keith Park’ are seen at Bridgnorth on December 30th.
Richard Hargreaves







Preserved Railways

Severn Valley Railway

On it's very last day in service before being withdrawn for overhaul, December 31st, GWR No. 7812 'Erlestoke Manor' blasts away from Hampton Loade with a southbound service to Kidderminster. *Ben Bucki*

Standing-in for the rostered DMU (which had been suffering some mechanical troubles) GWR 5700 class pannier tank No. 7714 steams through the woods near Hampton Loade with a northbound service. *Ben Bucki*

New Years Eve saw a large number of services running. Towards lunchtime, the Ivatt 'Flying Pig' No. 43106 heads through the woods between Hampton Loade and Highley, near Country Park Halt, with a train for Kidderminster from Bridgnorth. *Ben Bucki*

At the Black Country Living Museum in Dudley, the sole standard gauge locomotive is the Manning-Wardle saddle tank 'Winston Churchill'. This veteran locomotive worked on various industrial systems in the area (including for Cadbury's), ending up on the internal network at the Pensett Trading Estate where for many years the loco was plinthed as a 'gate guard' after being replaced there by diesel locomotives (it had been donated to the BCLM in 1970, but returned to display at it's former place of work). Moved back to the museum a few years ago, the immaculately turned-out shunter now stands beside the main entrance.

Ben Bucki

Churnet Valley Railway

0-6-0 Yorkshire Engine Co. (works No. 2748) originally built for the NCB and allocated to Littleton Colliery, Staffordshire is seen at Cheddleton on December 31st. *Michael Lynam*

GWR 4200 Class No. 4277 arrives at Cheddleton from Leek Brook on a service to Kingsley & Froghall. *Michael Lynam*

Preserved Railways

National Railway Museum



On December 12th, Class 37 No. D6700 is seen receiving attention in the workshops. *Michael Lynam*





London Midland and Scottish Railway (LMS) Royal Scot Class No. 46100 'Royal Scot' and support coach, sits outside the museum having been serviced and is ready to work a charter back to London. *Michael Lynam*

Class 09 017 stands alongside the museum building. *Michael Lynam*



AN AUDIENCE WITH THE PRINCE OF WALES 2018 ANNOUNCEMENTS

Update on the project to build Britain's most powerful steam locomotive

The project to build Britain's most powerful steam locomotive will be holding a number of roadshows in 2018 with the first at the London Transport Museum on Saturday 13th January 2018. Following on from the roadshow in London, there will be a showing of 'Tornado – the 100mph steam engine' and 'Absolutely Chuffed: The Men Who Built A Steam Engine', along with guest presenter Tom Ingall, who was the Director, Producer and Narrator of these documentaries. Entrance into both the P2 Roadshow and the special viewing is free. The A1 Steam Locomotive Trust has announced that it will be holding a number of presentations on the project to build new Gresley class P2 No. 2007 Prince of Wales in 2018.

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

The first Roadshow is at The London Transport Museum, where all attendees will receive complimentary access to the Museum Galleries on the day, followed at 14:00hrs by a viewing of 'Tornado – the 100mph steam engine' and 'Absolutely Chuffed: The Men Who Built A Steam Engine'. Entrance to both the roadshow and the special viewing is free. Each presentation will feature key Trust personnel including Mark Allatt (P2 Project Director) and David Elliott (Director of Engineering) and will cover the background to the project, progress to-date, future plans and details of how to get involved. The presentation will start promptly at 11:00hrs until 13:00hrs on each of the days listed below and are open to existing supporters and interested members of the public:

- Saturday 13th January 2018 – The London Transport Museum, London
- Saturday 10th February 2018 – The Great Northern Hotel, Peterborough
- Saturday 3rd March 2018 – The Principle Hotel, York
- Saturday 7th April 2018 – Darlington Locomotive Works, Darlington
- Saturday 19th May 2018 – Sheffield Hallam University, Sheffield
- Saturday 9th June 2018 – Glasgow Royal Concert Hall, Glasgow
- Saturday 8th September 2018 – Derby Conference Centre, Derby
- Saturday 3rd November 2018 – Manchester – venue to be confirmed
- Saturday 8th December 2018 – Hilton Leeds City Hotel, Leeds.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 840 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (well over 130 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 180 people have pledged £1,000 each – extended target of 200 people/£250,000), The Cylinder Club (over 65 people have pledged £1,000 each – target 100 people), Dedicated Donations (over £220,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of £2.7m – 54% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings ordered
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets procured, rolled and being fitting to the jig
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered
- Over £1.3m spent, £1.7m raised and £2.7m pledged of the required £5m.

The projects objectives for 2018 are to:

- Complete No. 2007's wheelsets
- Continue the boiler procurement
- Order the cylinder block
- Design and order the first motion parts
- Progress work on the tender
- Commence the electrical design.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "The past four years have seen dramatic progress toward our aim of completing new Gresley class P2 No. 2007 Prince of Wales by 2021. No. 2007 is already at the stage Tornado was nine years into the project. We are holding a series of free roadshow presentations in 2018, starting in London at the London Transport Museum, to promote the £5m project and at each we will cover the background to the project, our progress to-date, future plans and details of how to get involved. These presentations are open to anyone interested in the project and we are encouraging our existing supporters to bring along interested family and friends."

"Now is the time to get on board this ground breaking project and help the Trust to raise the £5 million needed to ensure its completion in 2021."

Class 87 011 ‘The Black Prince’ pauses at Warrington Bank Quay with a Glasgow - London Euston service on September 28th 1983.
Jeff Nicholls

From the Archives

Class 40 No. 224 with it's 'Lucania' nameplate removed, passes Standish Junction on a southbound tank train on June 7th 1973. *John Sloane*



EW&S liveried Class 37 415 stands at Crewe on November 14th 1998 having arrived with a North Wales coast passenger service. *Paul Godding*



British Rail BRCW Type 2 Class 26 040 is seen stabled in the PCD sidings at Preston station on April 25th 1992. *Dave Felton*

From the Archives



Class 56 097 passes Aldwarke on January 19th 1994 with a loaded steel slab working. *Brian Hewertson*





LNER Class 01 No. 63650 making heavy going of the climb past Staveley (GC) with a load of empty 16 ton mineral wagons bound for Annesley on a miserable January 23rd 1965. *Dave Felton*

50 Years Ago and Crewe 1935 built Stanier Class 5MT No. 45017 stands with No. 45076 outside Newton Heath shed on February 3rd 1968. *John Sloane*

From the Archives

Freightliner's Class 47 206 speeds through Stafford on May 6th 2000 with a Crewe to Southampton working. *Paul Godding*

From the Archives

Class 66 170 working the 6J12 11:09 Longannet power station - Hunterston empty MGR's passes through Paisley G.S. on October 13th 2007. Longannet closed in 2016. *Jonathan McGurk*