



Railtalk Magazine

Issue 145 | October 2018 | ISSN 1756 - 5030



Welcome

Welcome to Issue 145 and your monthly roundup from across the UK.

September! - That one seemed to vanish quickly, it possibly may have to do with the fact we've moved offices and as you will know (if you've moved in recent times) just how much of a nightmare it can turn out to be. However I'm pleased to say, we're in, all setup and I've finally got that office window overlooking the station here in Selby.. Which on the first day of work I had the delightful sound of English Electric Type 1s as the Class 20s kicked off this year's RHTT season. Sadly only the one pair in Yorkshire this year, all thanks to Network Rail's hard work increasing line clearance on the Harrogate Loop, or so I'm told. Thanks for that one NR! However I'm glad to say that at least on the East Yorks circuit we still have the Class 20s for the time being.

This month has seen a good amount of interest of the UK rail network, from outside the County. To be precise Velim, Czech Republic or Czechia as we're supposed to call it now(!) TransPennine, Northern and Greater Anglia all have new units on test at the centre at the moment, before they reach the UK. All looking very impressive in their respective liveries. I personally think the new no-yellow end TPE livery on the Class 397s is about the only one thus far I think works without the yellow. I'm looking forward to testing to begin along with the Class 802s in the UK. Anything to get those

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

A Southern Class 313 crosses the River Arun at Ford with a Littlehampton - Portsmouth service. *Chris Morrison*

This Page

On September 7th, Class 37 424 stands at Lowestoft whilst working the 2J91 Norwich service. *Paul Godding*

Next Page

Class 40 No. D213 (with 47 805 on the rear) working 5Z90 Crewe - Telford Central passes Allscott on August 8th. *Carl Grocott*



Class 185 replaced!

As many of you long standing subscribers will know, each year we produce a Calendar documenting the previous years highlights and yet again, we are at that point where we're putting the calendar together and we need your help! However this year it will be different.

Between now and the 5th Nov 2018 we're running a competition!

Submit your photo(s) of any news worthy image throughout 2018 with a small caption, month it was taken and send it to the email address: entries@railtalk.net with the subject Calendar Comp 2019. We'll then pick the winners for the 2019 Calendar. All winner will receive an early copy of the calendar along with a Goody Bag. Good luck and should you not wish to enter the calendars will be available to buy at their usual price towards the end of the year.

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

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

Andy Patten
Editor

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

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France Ind. Complex
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Selby, North Yorkshire
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With Thanks

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

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

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





Railtalk Magazine

Charter Scene

GBRf Charity Raitour
The Dub & Grub

Class 50 049 and 50 007, disguised as 50 011 'Centurion' and 50 006 'Neptune' approach Worcester Foregate St. with the GBRf circular tour from Birmingham International to Hereford and Gloucester on August 5th. *Chris Morrison*



Railtalk Magazine Charter Scene

Pathfinder Tours
The Deltic Deviator

Class 55 009 'Alycidon' leads 68 004 with the 1Z44 Willington - Carlisle as it storms through Tofts Farm, Seaton Carew heading for Hartlepool, on the Durham Coast Line on September 29th.
Michael J Alderdice



Charter Scene

GBRf Charity Railtours Out of the Ordinary

▶ Class 50 007 and 50 049 prepare to depart Wellington working the 1Z43 Crewe to Hanwell UGL, heading to London Paddington on September 23rd, day 4 of the tour.
Richard Hargreaves

▶ Class 86 637 and 86 639 prepare to take over from Class 47 749 at Carlisle with the 1Z42 Glasgow Central - Crewe section. *Andrew Wilson*

▶ Class 56 113 stands at Edinburgh on September 22nd having arrived with 1Z32 Inverkeithing GL - Edinburgh leg of the tour on day 3.
Andrew Wilson



Charter Scene

GBRf Charity

Railtours

Out of the Ordinary



On September 23rd, Class 86 639 and 86 637 pass Charnock Richard with Class 73 141 and 73 107 on the rear, working the 1Z42 Glasgow Central - Crewe portion of the tour.

Michael Lynam

Class 73 107 and 73 141 stand at London Waterloo International on September 21st having arrived with the tour as 1Z22 Tonbridge West Yard - London Waterloo.

Andrew Wilson

On September 21st, day 2 of the tour, Class 92 033 stands at Waterloo International ready to work the 1Z24 London Waterloo - Blackpool North section of the tour.

Andrew Wilson







Charter Scene

GBRf Charity Railtours Out of the Ordinary

On September 23rd, Class 86 639 and 86 637 pass Charnock Richard with Class 73 141 and 73 107 on the rear, working the 1Z42 Glasgow Central - Crewe portion of the tour.

John Sloane

On September 20th, day 1 of the tour, Class 66 782 'Charity Railtours' leads the 12 coach consist through Andover at 11:15 (18 minutes early) with Class 73 961 'Alison' and 73 963 'Janice' at the rear. The route was from London Victoria to Port Talbot, Avonmouth and Severn Beach and return from Port Talbot via Didcot.

David Lindsell













Charter Scene

West Coast Railway Co. The SALOPIAN EXPRESS 2



London Midland and Scottish Railway (LMS) Jubilee Class No. 45699 'Galatea' heads along the WCML near Euxton Jct. on September 13th with 1Z40 05:53 Dumfries - Shrewsbury. *John Sloane*

West Coast's Class 47 746 was the rear loco for the outward and return runs, seen here passing Euxton on the way to Shrewsbury. *John Sloane*

London Midland and Scottish Railway (LMS) Jubilee Class No. 45699 'Galatea' heads the return working 1Z44 17:10 Shrewsbury - Dumfries passes Hadnall. *Keith Davies*







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Charter Scene

Steam Dreams
The Cathedrals Express

On September 15th, Class 86 259 'Les Ross' heads through a wet Balshaw Lane Jct. with a London Euston - Carlisle 'Cathedrals Express' working. *John Sloane*





Railtalk Magazine Charter Scene

Northern Belle
Northern Belle

Class 57 313 and 57 601 climb Hencote Bank with 1Z85 16:05
Shrewsbury - Liverpool Lime Street 'Northern Belle' charter on
September 30th. *Keith Davies*



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Charter Scene

Northern Belle
Northern Belle

Class 57 313 with the 5V42 11:23 Carnforth Steamtown - Southall
WCR ECS is seen near Heamies on September 13th. Class 57 314
brought up the rear. *Nick Clemson*



Railtalk Magazine

Charter Scene

Railway Touring Co.
The Swanage Belle

On September 13th, LNER A4 No. 60009 'Union of South Africa' is seen departing Winchfield with the London Victoria - Swanage charter. The loco has been cleaned at last and looked nice in the sun. *Ken Livermore*



Charter Scene



Saphos Trains The William Shakespeare

▶ On September 8th, Class 47 No. 1733 failed between Preston and Wigan and was rescued by D1935 which was on the rear of the train. The pair are seen here upon arrival at Crewe.
Mark Enderby

▶ LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' is seen at Crewe on September 8th having worked the main part of the tour to Stratford upon Avon and return.
Mark Enderby

▶ Owing to the failure of the Class 47 on the morning run, the return working from Crewe to Preston was performed by Class 40 No. D213, seen here before departure at Crewe.
Mark Enderby





Charter Scene

ECS and Light Engine Moves

▶ LMS No. 6233 'Duchess Of Sutherland' plus support coach working 5Z33 Butterley MRC to Kidderminster SVR, passes Burton on September 19th. *Stuart Hillis*

▶ On October 1st, West Coast's Class 37 669 hauls BR Standard Class 5 No. 73082 'Camelot' through Swindon, heading to Southall. The loco had been at the West Somerset Railway Gala over the previous weekend. *Ken Mumford*

▶ LNER A3 No. 60103 'Flying Scotsman' with NRM support coach working as 5Z73 from Crewe Heritage Centre to Orton Mere, Nene Valley Railway, passes Burton on September 24th. *Stuart Hillis*



Charter Scene

ECS and Light Engine Moves

▶ Class 40 No. D213 stands at Telford Central working 5Z91 from Crewe test run on August 9th. Class 47 805 was on the rear. *Carl Grocott*

▶ LMS 'Black 5' No. 44871 speeds through Balshaw Lane station on October 3rd with a Carnforth - Southall move. *John Sloane*

▶ Class 67 006 passes Standish on September 24th with a Bescot - Bo'ness ECS. *John Sloane*







On September 7th, Class 47 580 is seen on the rear of the 5Z21 to Southall as it departs Norwich. This was one of the last workings for the loco before failing with a generator problem. *Paul Godding*



Caledonian Sleeper



Class 92 043 working the 1E39 Inverness - London Kings Cross diverted sleeper is seen in early morning sunshine as it storms through Harringay on September 1st. *Michael J Alderdice*

Update on the introduction of the New Caledonian Sleeper trains

Caledonian Sleeper is now able to confirm that its new fleet of trains will be operating from all stations by the end of May 2019, in time for the peak Summer season. The launch of the Lowland service between London, Glasgow and Edinburgh, which we had hoped to be in the Autumn of 2018, has been put back to Spring 2019, with the Highland service to Fort William, Inverness and Aberdeen following shortly after.

So far, 40 of the 75 sleeper carriages ordered from our train manufacturer Construcciones y Auxiliar de Ferrocarriles (CAF) have arrived in the UK; the remaining 35 carriages are in the final build stage in Spain and will be delivered in the coming weeks. However, this is the first introduction of new sleeper rolling stock in the UK for over 35 years, the process of testing and gaining the necessary regulatory and operating approvals is time-consuming and complex and there is still work to be done before the new carriages can be brought into service.

Ryan Flaherty, Serco's Managing Director at Caledonian Sleeper, said: "Our new trains will mark a magical new chapter in rail travel in the UK. The new sleeper carriages are absolutely superb, and will transform the experience of travelling by train between Scotland and England. We are sorry that we will not be able to launch the service this Autumn, and understand that customers who wanted to travel on them in 2018 will be disappointed. But with five different accommodation types, as well as on board catering, dining and shower facilities, this is the most complex introduction of new rolling stock ever undertaken in the UK, and we are determined to get it right."

Guests who have already booked on a Lowland service on or after October 28 will be offered a full refund or opportunity to rebook if they no longer wish to travel. For those who still wish to travel and had booked one of our new accommodation options, Caledonian Sleeper will refund the difference in cost.

Since Serco took over the Caledonian Sleeper service in 2015, the number of people travelling on it has increased by over 20%, making it one of the fastest-growing services in the UK. The introduction of new trains will be the culmination of a wide range of improvements and investment in Caledonian Sleeper since Serco took over the franchise on behalf of the Scottish Government in April 2015. These have included opening a new Guest Services Centre in Inverness; a new booking website allowing guests to book up to 12 months in advance and the ability to book pets and bikes; new bedding with more comfortable pillows and duvets; new customer sleep packs; upgraded dining options with seasonal local produce menu; procurement that focusses on Scottish food and drink sourced from local suppliers; new smart branding with new uniforms; on board events and an award-winning on-board magazine.



Chiltern Railways



Class 68 015 passes Kings Sutton on September 27th with the 11:10 service from London Marylebone to Birmingham Moor Street. *Steve Chapman*

Chiltern's Class 68 010 working 6U77 Mountsorrel - Crewe loaded ballast, passes Burton on September 22nd. *Stuart Hillis*

Leaf Fall 2018 timetable starts Sunday 7 October

Aylesbury to London Marylebone via Amersham line

- During leaf fall season, trains running to London on the Aylesbury - London via Amersham line will depart 3 minutes earlier than usual.
- Leaf fall season will run from Sunday October 7th until Thursday 20th December 2018 on this line.
- If you travel on services between Aylesbury towards London via Amersham, please pick up a new leaf fall pocket timetable from our staffed stations or click here to download a copy.

- Kidderminster - Birmingham - High Wycombe - London Marylebone line
- Stratford - Banbury to London Marylebone line
- Oxford - Bicester Village to London Marylebone line
- Aylesbury to London Marylebone via Princes Risborough line

- Trains running on the above lines may arrive at their final destination up to 3 minutes later than scheduled.
- Leaf fall season will run from Sunday 7th October until Saturday 15th December 2018 on the above lines.





Colas Rail



▶ Class 70 817 passes through Frodsham on September 5th with the 6J37 Carlisle to Chirk logs. *Steve Chapman*

▶ On September 27th, Class 56 078 working the 6E32 passes Scunthorpe West Jct. hauling a rake of ICAs. *Steve Thompson*

▶ Class 70 811 passes Pleasington on September 15th with the 6E32 discharged oil tanks from Preston Docks - Lindsey Oil Refinery. *Michael Lynam*



Colas Rail



▶ Class 56 087 and 56 096 pass Hardwicke on September 25th with 0K55 10:00 Carlisle Yard Colas Rail - Coleham. *Keith Davies*

▶ Class 70 802 is seen at Oakenshaw Junction on September 19th with 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*

▶ On August 30th, Class 50 017 hauling 70 802, 70 805 and 70 813, with 50 050 on the rear, from Kings Norton to Barnetby, passes Stenson. *Stuart Hillis*





Colas Rail



▶ Old favourites Class 56 094 and 56 096 pass through Scunthorpe on August 15th with the inevitable 6E32 Preston Docks - LOR bitumen tanks. *Steve Thompson*

▶ Class 56 087 leads 56 096, 56 090 and 56 094 through Acton Bridge on September 25th. *Brian Battersby*

▶ Class 70 801 is seen at Kings Sutton on September 27th with the 6M50 Westbury to Bescot departmental. *Steve Chapman*



Colas Rail



▶ On September 13th, it was back to a single Class 56 on the Preston tanks, itself quite unusual, as it tends to be a pair. Here Class 56 096 passes through Scunthorpe on 6E32 to Lindsey. *Steve Thompson*

▶ Class 70 811 heads through the metropolis of Scunthorpe on September 18th working 6E32 to Lindsey. *Steve Thompson*

▶ A convoy of Grids makes an interesting pattern at Winwick as Class 56 087 hauls 56 096, 56 090 and 56 094 south from Carlisle to Shrewsbury, presumably in readiness for the RHTT season on September 25th. *Jeff Nicholls*



Colas Rail



▶ On September 19th, the regular 6E32 from Preston Docks produces Class 70 802 as it enters Scunthorpe. *Steve Thompson*

▶ Class 70 811 hauls a loaded log train through Helsby on September 25th. *Brian Battersby*

▶ Class 70 817 at Preston Boats on September 2nd with the 6C37 10:30 Chirk Kronospan - Carlisle Yard. *Keith Davies*

CrossCountry



▶ On August 5th, power car No. 43285 brings up the rear of 1E63 Plymouth - Leeds, with 43366 leading, as it heads through Dawlish.
Steve Thompson

▶ Power cars Nos. 43304 and 43378 pass through Dawlish on August 6th working 1S52 Plymouth - Edinburgh.
Steve Thompson

▶ Power cars Nos 43357 and 43384 working the 1V52 Edinburgh - Plymouth service are seen at Burton on September 3rd.
Stuart Hillis





DB Cargo



▶ Class 66 150 is seen at Old Denaby with 6Z69 Heck to Dowlow empty boxes on September 18th. *Steve Chapman*



▶ Class 60 066 heads south through Acton Bridge on September 25th with a rake of hoppers. *Brian Battersby*



▶ A Class 60 on the rail train isn't an everyday event, so it was nice to see 60 040 doing the honours on September 18th, seen here passing through Scunthorpe station on 6D75 Trent Yard - Up Decoy with a loaded RDT. *Steve Thompson*



DB Cargo



▶ Class 66 108 is seen at Walcot on September 13th with 6G51 07:46 Arpley - Donnington RFT.
Keith Davies



▶ On September 9th, Class 66 136 worked a Redbridge to Eastleigh East Yard (via run-round at Woking) Spoil Train is seen here passing Andover at 08:55, 8 mins early.
David Lindsell



▶ The 12:37 Wakefield Europort to Belmont Down Yard light engine move with Class 66 139 passing through Doncaster station on September 27th.
Derek Elston





DB Cargo



- ▶ Class 66 088 working 6M82 Walsall - Dowlow empty open wagons, passes Nemesis Rail Depot, Burton on September 14th. *Stuart Hillis*
- ▶ On September 7th, Class 66 114 heads through Warrington Bank Quay with the Knowsley - Tees binliner. *Mark Enderby*
- ▶ Class 66 027 with the 4M25 06:06 Mossend Euroterminal - Daventry passes Heamies on September 13th. *Nick Clemson*

DB Cargo



▶ Class 60 044 heads through Lincoln on September 1st hauling the 6M00 HOR - Kingsbury, 32 loaded TEAs. *Steve Thompson*



▶ On September 16th, Class 60 011 worked 6E68 Kingsbury - HOR discharged tank cars through Scunthorpe. *Steve Thompson*



▶ Class 60 066 passes Moore with 6H02 Warrington Arpley to Tunstead stone empties on September 5th. *Steve Chapman*

DB Cargo



▶ Sparkling in DB livery, Class 66 131 passes Winwick with a short M.O.D. working from Longtown to Fenny Compton, September 5th. *Jeff Nicholls*

▶ On August 30th, Class 66 018 and 66 145 pass through Burton on Trent with a Bescot - Toton engineers. *Michael Lynam*

▶ Class 66 102 is pictured at Old Denaby on September 18th with 6J94 Hull to Rotherham steel empties. *Steve Chapman*



DB Cargo

Class 66 129 heads the 6042 11:31 Halewood - Southampton Eastern Docks past Heamies on September 13th. *Nick Clemson*



DB Cargo UK scoops prestigious industry award!

DB Cargo UK has been awarded a number of accolades at this year's prestigious Rail Freight Awards.

The introduction of the company's new Business Resource Planning Tool was named overall winner of the Innovation and Technical Development category, beating off stiff competition from a number of other rail freight companies.

significant reduction in annual operating costs.

The company came runner-up in the Rail Freight Project of the Year category for the conversion of 110 redundant coal hoppers into new, state-of-the-art HRA aggregate hopper wagons.

And Rolling Stock Project Co-ordinator Connor Mason also came runner-up in the Young Rail Freight Professional category for his involvement and leadership in the conversion.

The winners were presented with their trophies at an informal dinner and ceremony held at the De Vere Latimer Estate in Buckinghamshire.

Chief Operating Officer Dirk Nolte said: "This is a fantastic achievement for all those involved and reinforces our commitment to lead the next generation of rail freight here in the UK."

The new BRP tool has revolutionised DB Cargo UK's approach to managing services and has led to a

DB Cargo



▶ Class 66 097 approaches Kings Sutton on September 27th with 6V09 Banbury to Didcot stone empties. *Steve Chapman*



▶ A few minutes at Lincoln Central on September 1st sees Class 66 094 passing through with 4E26 Dollands Moor - Scunthorpe RS, a lengthy rake of FIAs. *Steve Thompson*



▶ A Royal visitor to Warrington as on October 2nd, Class 67 006 'Royal Messenger' is stabled at Arpley Fuelling Point. *Jeff Nicholls*



DB Cargo



▶ Class 66 055 is pictured at Kings Sutton on September 27th with 4M71 Southampton to Birch Coppice intermodal. *Steve Chapman*



▶ Class 90 019 and 90 040 head a Mossend - Daventry (TESCO) intermodal through a wet Acton Bridge on September 6th. *Michael Lynam*



▶ On September 17th, 'Chinese' Class 66 136 does it's bit for global warming on 4V09 Ent C - Margam empty coal as it heads through Scunthorpe. *Steve Thompson*

DB Cargo



▶ Class 60 066 passes Peak Forest with a train of empty hoppers from Warrington Arpley - Tunsted, with DRS super shunter Class 37 716 in the background. *Michael Lynam*

▶ Class 66 063 is seen south of Aynho Junction with 6042 Halewood to Southampton cars on September 27th. *Steve Chapman*

▶ Class 90029 and 90019 head through Warrington Bank Quay on September 17th with a Mossend - Daventry working. *Mark Enderby*



DB Cargo



▶ Class 60 007 'The Spirit of Tom Kendell' is pictured stabled at Peak Forest on September 29th. *Michael Lynam*



▶ Class 66 005 is pictured on September 27th south of Aynho Junction with 6030 Castle Bromwich to Southampton cars. *Steve Chapman*



▶ On September 13th, Class 66 027 makes an unusual appearance passing Euxton hauling a Mossend - Daventry 'Tesco' working. *John Sloane*

DB Cargo



▶ Class 90 039 and 90 019 head a Mossend - Daventry intermodal through Acton Bridge on September 27th. *Michael Lynam*

▶ On the morning of September 6th, Class 60 065 heads through Scunthorpe with a driver training run from Belmont to Ent C and return. This is the return trip, 0Z61 Ent C - Belmont. It enjoyed it so much, it did it again in the afternoon! *Steve Thompson*

▶ On September 7th, Class 66 040 working a Ditton - Dollands Moor fights through the undergrowth at Warrington. *Mark Enderby*

Direct Rail Services



Class 37 409 'Lord Hinton' comes off the Berney Arms line at Reedham Junction with the 13:55 Great Yarmouth - Norwich service on August 4th. *Chris Morrison*



On September 6th, Class 66 304 passes through a wet Acton Bridge working a Mountsorrel - Carlisle stone train. *Michael Lynam*



Class 66 301 'Kingmoor TMD' working 6C89 Mountsorrel - Carlisle loaded ballast is seen at Burton on September 24th. *Stuart Hillis*

Direct Rail Services



▶ At Reedham on August 11th, Class 37 423 'Spirit of the Lakes' gets the road for Yarmouth with the 13:18 Saturday service from Norwich.
Chris Morrison



▶ Class 37 405 arrives at Great Yarmouth on September 8th with a service from Norwich.
Paul Godding



▶ Class 68 019 in TPE livery working 6U77 Mountsorrel - Crewe loaded ballast, crosses Stenson Junction on August 30th (the first time for any TPE liveried loco to work this train).
Stuart Hillis

Direct Rail Services



It's been a while since we had a DRS job through Scunthorpe, so on September 27th it was nice to get Class 66 427 on the 6Z70 empty RDT heading through the station in the morning sun. *Steve Thompson*

On a murky and damp Saturday morning, September 8th, Class 68 002 and 68 018 crawl very slowly across the viaduct spanning the River Mite at Ravenglass with the 06:25 working from Crewe to Sellafield. *Jeff Nicholls*

Class 66 432 leads a short rake of autoballasters through Doncaster station on the 14:15 York Thrall Europa to Doncaster Up Decoy, September 27th. *Derek Elston*





Direct Rail Services



▶ Class 66 433 heads the 6U77 13:58 Mountsorrel Sidings - Crewe Basford Hall past Heamies on September 13th. *Nick Clemson*



▶ Class 68 018 working 6U77 Mountsorrel - Crewe loaded ballast heads through Burton on September 7th. What was once a solid Class 68 turn, is now quite rare for a 68 to be working it. *Stuart Hillis*



▶ Class 37 038 and 37 419 are seen stabled at Norwich on September 5th. *Paul Godding*

Direct Rail Services



▶ Storm clouds gather over Warrington Bank Quay and the adjacent PQ Corporation works on October 2nd as Class 37 407 propels 'Caroline' north from Crewe to Motherwell. *Jeff Nicholls*

▶ On September 27th, Class 88010 'Aurora' travels through platform 1 heading to Doncaster Up Decoy from Doncaster West Yard. *Derek Elston*

▶ On September 5th, Class 37 424 arrives at Norwich with the 2J83 Lowestoft - Norwich service. *Paul Godding*



Direct Rail Services



▶ Class 37 409 and 37 423 are seen stabled in Norwich yard with the 'Short Set' on September 29th. *John Sloane*

▶ On September 30th, Class 37 419 is seen stabled in the dock at Norwich. *John Sloane*

▶ Class 66 304 with a Mountsorrel - Carlisle ballast working, passes Charnock Richard on September 13th. *John Sloane*



Direct Rail Services



Class 57 003 and 37 606 are seen at the head of a RHTT set at Norwich on September 29th.

John Sloane



On September 29th, Class 37 602 and 57 007 are seen stabled in Norwich yard.

John Sloane

Class 57 003 and 37 606 (with 37 605 on the rear head) out of Norwich with a RHTT set heading to Stowmarket.

John Sloane



Direct Rail Services



Class 37 606 and 37 602 working light engine as OD95 Bescot - Toton pass Burton, September 11th. *Stuart Hillis*

Class 88 007 'Electra' is seen near Euxton Jct. on September 22nd with the 06:40 Daventry - Mossend 'Tesco' train. *John Balaam*

On September 22nd, Class 20 302 and 68 003 are seen at Crewe Gresty Bridge depot. *Michael Lynam*

New freight train service launched

Eddie Stobart announces the launch of its new train service hauled by Direct Rail Services, connecting the Port of Tilbury to Tesco's site in Daventry, and then Daventry to Mossend, Scotland. Launched on the 3 September, this is Eddie Stobart's first ever train service to run from the Port of Tilbury, with the capacity to travel with between 30 and 36 containers.

Rail continues to be a key focus for Eddie Stobart Logistics due to the reduced carbon emissions. It will now be possible to connect ports in Southern England to central Scotland without the use of roads. The Eddie Stobart branded train will

be running three days a week between the Port of Tilbury and Daventry, and twice weekly from Daventry to Mossend.

John Clark, Sector Director at Eddie Stobart said: "The ability to link London Ports by rail to central Scotland is something we have been looking to launch for some time and the interest in this new service has been extremely encouraging. It's an exciting step that sees Eddie Stobart Logistics continuing to broaden its complete end-to-end logistics offering, while remaining focused on how we can offer environmentally conscious transportation solutions."

The train service is launched as part of a four-month trial, with a view to being rolled out fully in 2019.

Barry Earl, Business Manager at Direct Rail Services said: "We have been working with Eddie Stobart on the delivery of this service throughout 2018 and are delighted that it has now commenced. This new service strengthens our intermodal portfolio with a high profile customer who we are very proud to work with."



Direct Rail Services

▶ Class 88 005 leads 88 002, 88 004 and 88 001 heading south with a flask through Acton Bridge on September 8th. *Brian Battersby*

▶ Class 66 434, 67 012 and 66 431 are seen lined up at Doncaster on September 15th. *Richard Hargreaves*

▶ On September 29th, Class 37 716 is seen stabled at Peak Forest. *Michael Lynam*



Freightliner



▶ Class 66 560 is pictured at Moore with 4V20 Fiddlers Ferry to East Usk coal empties on September 5th. *Steve Chapman*



▶ On September 11th, the ever-popular Ipswich tanks, as Class 66 416 looks for a parking place on E Line at Scunthorpe for its hour-long pathing stop with 6E50 Ipswich - LOR, 5 TTA in tow. *Steve Thompson*



▶ Class 66 542 working a well loaded 4095 Leeds - Southampton, heads through Burton on September 4th. *Stuart Hillis*

Freightliner



On September 6th, Class 66 569 heads through Ipswich with a Felixtowe - Ditton working.
Paul Godding



On September 20th, Class 66 516 works the Southampton Maritime to Garston liner through Whitchurch (Hampshire). *David Lindsay*

Class 66 528 passes Sutton Bridge with 4V20 06:30 Fiddlers Ferry power station - East Usk yard on September 12th. *Keith Davies*

Freightliner



▶ Class 66 536 approaches South Elmsall on September 18th with 4L87 Leeds to Felixstowe liner. *Steve Chapman*

▶ Class 66 614 'Poppy' passes through Doncaster station working the 08:20 Leeds Balm Road Loco (Fhh) to Doncaster Up Decoy liner on September 27th. *Derek Elston*

▶ Class 66 523 is seen on the stabling point at Ipswich on September 6th. *Paul Godding*







Freightliner



▶ Class 66 546 at Burgs Lane with 4V20 06:35 Fiddlers Ferry power station - East Usk yard on September 25th. *Keith Davies*

▶ Class 86 609 and 86 637 head through Ipswich on September 6th with a Crewe - Felixtowe liner. *Paul Godding*

▶ Class 90 050 and 86 251 are seen stored in Crewe Basford Hall as parts donor locomotives. *Michael Lynam*

Freightliner



▶ Class 70 005 with the 4029 15:12 Trafford Park - Southampton MCT catches the light near Heamies, September 13th. *Nick Clemson*



▶ Class 66 951 working from Crewe Basford Hall to Derby with a loaded train of ballast, passes Burton on September 7th. *Stuart Hillis*



▶ Class 70 020 smoking well, working 4095 Leeds - Southampton heads through Burton on September 11th. One of the few Class 70's still in working order, and quite rare on this train of late. *Stuart Hillis*



Freightliner



Class 66 617 is seen at Old Denaby on September 18th with 6M56 Drax to Tunstead limestone empties. *Steve Chapman*



Class 66 570 on Fiddlers Ferry - Eask Usk empty coal passes Arpley Jct. on September 17th. *Mark Enderby*



Class 66 546 passes Wistanstow with 4V22 09:30 Fiddlers Ferry power station - East Usk yard on September 27th. *Keith Davies*





Freightliner



On September 13th, Class 90042 and 90043 pass Charnock Richard hauling the 4S44 Mossend - Daventry liner. *John Sloane*



On September 16th, Class 66 607 passes through Scunthorpe at the head of 4C75 coal empties from Hunslet Yd to IBT to start off the week's coal program for BSC at Scunthorpe. *Steve Thompson*



Class 86 612 and 86 622 are pictured at Gorstage on September 5th working 4K64 Garston to Crewe liner. *Steve Chapman*



Freightliner



▶ A smoky Class 66 597 powers away from Meole Brace with the 4V20 06:30 Fiddlers Ferry power station - East Usk yard on September 28th. *Keith Davies*



▶ Class 66 605 heads a rake of empty box wagons from Hardenden - Tunstead through Acton Bridge on September 6th. *Michael Lynam*



▶ Class 66 620 is seen at Swinton with the 6Z80 Ratcliffe to Hunslet empty hoppers on September 18th. *Steve Chapman*

Freightliner



▶ Class 66 516 passes Oakenshaw Junction on September 19th with the 4095 Leeds to Southampton liner. *Steve Chapman*



▶ Class 90 043 and 90 042 head south through Acton Bridge on September 18th. *Brian Battersby*



▶ Class 66 597 at Wistanstow on September 27th with 4V20 06:35 Fiddlers Ferry power station - East Usk yard. *Keith Davies*

Freightliner



▶ Class 86 638 and 86 610 approach Acton Bridge on September 18th with a Mossend - Crewe liner. *Brian Battersby*



▶ On September 27th, Class 66 601 heads a rake of empty hoppers from Fiddlers Ferry - Tunstead through Acton Bridge. *Michael Lynam*



▶ Class 66 605 passes Oakenshaw Junction on September 19th with 6M87 Dewsbury to Earles cement empties. *Steve Chapman*



It's very unusual to get an iron ore set through Scunthorpe Station, but it happened on September 9th. It actually happened the previous night as well when Class 66 549 worked 6K27 Barnetby - Down Decoy, but it was pitch black. The following morning, the set was brought back by 66 519, running as 6T01 Down Decoy - IBT. I'm not sure what the reason was for this, it may well have been due to overnight engineering work requiring the Down Receptions at Barnetby to be empty. *Steve Thompson*



Freightliner



▶ Class 86 639 and 86 637 pass Acton Bridge on September 27th with a Runcorn - Crewe Basford Hall liner. *Michael Lynam*



▶ On September 2nd, Class 66 564 and 66 549 work the regular 0T01 Midland Road - Immingham BT job through Scunthorpe Station to start off the week's iron ore programme. *Steve Thompson*



▶ Class 66 511 is pictured north of Claydon on September 27th with 4M55 Southampton to Lawley Street liner. *Steve Chapman*



Freightliner



▶ Class 90 043 and 90 044 depart Crewe Basford Hall yard on September 22nd with a Coatbridge - Daventry liner. *Michael Lynam*



▶ Class 66 536 descends Hatton Bank on September 28th with 4095 Leeds to Southampton liner. *Stuart Chapman*

▶ On September 14th a Freightliner Class 66 is seen hauling a coal train over Porthkerry Viaduct. *Ken Mumford*

GBRf



▶ Class 66 760 'David Gordon Harris' leads the 6M31 09:29 Doncaster Down Decoy GBRf to Arcow Quarry GBRf through Doncaster on September 27th. *Derek Elston*



▶ Class 66 764 passes Moore with 6E09 Liverpool to Drax Biomass on September 5th. *Steve Chapman*



▶ Class 66 763 'Severn Valley Railway' eases through Doncaster on September 27th with a rake of hoppers. *Derek Elston*





▶ Class 66 751 'Inspiration Delivered Hitachi Rail Europe' working 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers passes Moira on August 22nd. *Stuart Hillis*

▶ Class 66 781 hauls the 6E51 12:17 Peak Forest Cemex GBRf to Selby (GB Railfreight) through Doncaster on September 27th. *Derek Elston*

▶ Class 60 021 hauling the 6H70 Tynes Dock - Drax passes Hartlepool Bay on September 24th. *Michael J Alderdice*



GBRf



On September 13th, Class 66 747 with 6M35 12:05 Gloucester - Clitheroe Castle Cement passes Heamies. *Nick Clemson*



The 7X10 Banbury - Derby Litchurch Lane with Class 20 311 and 20 132 leading, barrier tanks, S7 LUL tube stock and 66 724 'Drax Power Station' on the rear, passes Moira on August 28th. Diverted along the Burton - Leicester freight line due to Derby remodelling. *Stuart Hillis*

Running 54 minutes early, Class 66 727 'Maritime One' passes Doncaster running as 0D36 11:05 Sudforth Lane Down (GBRf) to Doncaster Down Decoy GBRf. *Derek Elston*

GBRf



▶ Celebrity Class 66 780 passes Old Denaby on September 18th with a light engine move from Doncaster to Peak Forest. *Steve Chapman*



▶ On August 15th, Class 66 789 enters Scunthorpe station hauling 4Z66 Down Decoy - Immingham coal empties. *Steve Thompson*



▶ Class 66 787 (the former DB 66 184) with 4M11 Washwood Heath - Peak Forest empty hopper wagons heads through Burton on September 10th. *Stuart Hillis*

GBRf



▶ In less than pristine condition following its sojourn at Peak Forest, Class 66 779 heads the 6L48 15:49 Garston Car Terminal - Dagenham Dock near Heamies on September 13th.

Nick Clemson

▶ Class 66 739 is seen at Moore with 6S94 Wembley to Irvine china clay on September 5th.

Steve Chapman

▶ Class 66 785 (ex DB 66 132) working 4M11 Washwood Heath - Peak Forest empty hopper wagons, passes Burton on September 13th.

Stuart Hillis





GBRf

▶ Class 20 118 and 20 905 pass Old Denaby on September 18th with a light engine move from Barrow Hill to Doncaster Roberts Road. *Steve Chapman*

▶ Class 66 749 working the 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers, passes Burton Wetmore on September 25th. *Stuart Hillis*

▶ On September 29th, the Flying Dustman approaches Frodingham Jct. with Class 66 783 hauling 6F71 HIT - Cottam coal, a complete former-EWS train. *Steve Thompson*

GBRf



▶ Class 66 717 is seen at Oakenshaw Junction with 6E09 Liverpool to Drax Biomass on September 19th. *Steve Chapman*

▶ On September 2nd, Class 66 789 works 6D61 Roxby - Down Decoy empty JNAs, kicking up the dust from the freshly dropped ballast. *Steve Thompson*

▶ Class 66 747 approaches Basford Hall Yard with empty cement tanks from Avonmouth destined for Clitheroe, September 22nd. *Michael Lynam*



GBRf



▶ Class 66 739 'Bluebell Railway' forges north through Winwick on September 5th with the Wednesdays Only china clay tanks from Wembley to Irvine via the S&C line. *Jeff Nicholls*



▶ On September 27th, Class 66 764 passes Acton Bridge hauling a Liverpool - Drax Biomass train. *Michael Lynam*



▶ Class 66 776 is pictured at Old Denaby on September 18th with 6X73 Doncaster to Toton departmental. *Steve Chapman*

GBRf



▶ Class 66 752 passes Old Denaby on September 18th with a fully-loaded 4E34 Southampton to Doncaster iport intermodal on its second day of running. *Steve Chapman*

▶ On September 7th, Class 66 747 heads through Warrington Bank Quay hauling the Clitheroe - Avonmouth cement empties. *Mark Enderby*

▶ Class 60 085 is finally allowed out to play, seen heading south through Winwick on a Tuebrook - Buxton and return light engine working, September 19th. *Jeff Nicholls*





GBRf



▶ Class 66 713 passes Wharf Farm south of Aynho Junction on September 27th with 4069 Hams Hall to Southampton intermodal.
Steve Chapman



▶ Class 66 727 passes through a wet Rainhill on September 20th working the 4M37 Drax to Liverpool Biomass.
David Wood



▶ Class 66 761 working the 6E10 Liverpool Bulk Terminal - Drax heads through Earlestown on October 1st.
Alan Rigby



GBRf



On September 15th, Class 66 769 passes through Doncaster hauling three 'Greenery' tanks.
Richard Hargreaves



Class 66 784 hauls a rake of former EWS hoppers through Doncaster on September 15th.
Richard Hargreaves



Class 60 085 heads through Acton Bridge on September 18th.
Brian Battersby





Great Western Railway

▶ On August 9th, power car No. 43027 trails 43015 through Dawlish with the 1A77 Penzance - London Paddington service. *Steve Thompson*

▶ On August 11th, power car No. 43093, with 43161 on the rear, working 1A81 Penzance - London Paddington, heads through Dawlish. *Steve Thompson*

▶ On August 5th, power car No. 43196, on the rear of 1A29 Paignton - London Paddington, waits to depart Dawlish with 43070 at the helm. *Steve Thompson*





Great Western Railway



▶ Debranded GWR HST power car No. 43133 arrives into Doncaster on September 27th working 09:52 Ely Mlf Papworth Sidings to Aberdeen Clayhills Car.M.D. *Derek Elston*



▶ Power car Nos. 43185 and 43071 depart Dawlish and pass Coastguards working 1A12 Paignton - London Paddington on August 9th. *Steve Thompson*



▶ A work-stained power car No. 43002, with 43192 on the rear, is seen departing Dawlish on August 11th working the 1C78 London Paddington - Paignton. *Steve Thompson*

Great Western Railway



▶ On August 9th, power cars Nos. 43194 and 43187 emerge from Parsons Tunnel working 2E12 Penzance - Exeter. At the time, this was the only 'short set' in service. *Steve Thompson*

▶ A dwindling sight at London Paddington, as power car No. 43078 stands at platform 1 with a Penzance service on August 4th. *Chris Morrison*

▶ On August 11th, the 1A84 Paignton - London Paddington was the return working of IEP Class 800 030, seen passing some of the paraphernalia in connection with the annual raft race at Dawlish. This was a complete and utter disaster, the sea being so rough that all the rafts broke up and sank before they even got away! *Steve Thompson*





Great Western Railway



▶ On August 10th, Class 802 101 passes through Dawlish on 5Z82 Laira - Stoke Gifford test run. *Steve Thompson*



▶ On August 12th, Class 800 032 departs Moreton in Marsh working the 1P73 Hereford - London Paddington. *Steve Thompson*

▶ Well it didn't take long for things to fall apart. After two Saturdays of running a nine-car on a London Paddington - Paignton service, August 11th was five-car Class 800 030, reportedly full and standing from Paddington, as, indeed, it still was at Dawlish. An absolute disgrace and, I fear, a foretaste of things to come. As if that wasn't bad enough for the punters on board, the weather was foul, not the best of welcomes for them! *Steve Thompson*

Greater Anglia



▶ On September 7th, Class 90 012 calls at Ipswich with a service to London Liverpool St.
Paul Godding



▶ Class 90 013 stands at Norwich on September 6th working the 1P23 Norwich - London Liverpool St. service.
Paul Godding



▶ Class 90 010 stands at Norwich on September 7th having arrived with a service from London Liverpool St.
Paul Godding

Greater Anglia



▶ Class 90 015 which has arrived with a service from London Liverpool St. and 90 015 waiting departure time heading to the capitol stand at Norwich on September 29th. *John Sloane*



▶ Class 90 010 arrives into Norwich with a service from Colchester on September 30th. *John Sloane*

▶ Class 90 001 departs Norwich with a service to Colchester on September 30th. *John Sloane*

L.N.E.R.



▶ Class 90 036, on hire to LNER, calls at Peterborough on September 1st working a Leeds - London Kings Cross service. *Richard Hargreaves*



▶ Class 91 121 'Trainbow' stands at Doncaster on September 15th, working a Leeds to London Kings Cross service. *Richard Hargreaves*

▶ Class 91 101 'Flying Scotsman' calls at Grantham on September 1st with a service to London Kings Cross. *Richard Hargreaves*

L.N.E.R.



▶ EMT Power cars Nos. 43061 and 43075, on hire to LNER, approach Peterborough on September 1st with a Leeds - London Kings Cross service. *Richard Hargreaves*



▶ Power cars Nos. 43318 with its 40 years branding, pauses at Doncaster on September 15th whilst leading a London Kings Cross - Edinburgh service. *Richard Hargreaves*



▶ Power car No. 43300 departs Grantham on September 1st on the rear of a service to Leeds. *Richard Hargreaves*



L.N.E.R.



▶ On September 8th, Class 91104 pauses at Doncaster while working 0Z11 from West Yard to Bounds Green. *Steve Thompson*



▶ Running on diesel power, Class 800 202 crawls slowly northwards through the centre roads at Doncaster on September 11th. *Jeff Nicholls*



▶ Running 27 mins late, power car No. 43302 assisted at the rear by 43318 rushes through Doncaster working 1E13, the 07:55 Inverness to London Kings Cross service. *Derek Elston*

L.N.E.R.



▶ Class 67 002 hauls an errant Class 91 and stock out of Doncaster on September 15th, heading to Bounds Green. *Brian Battersby*



▶ 'Great Exhibition of the North' liveried Class 91 106 stands at Doncaster on September 15th leading a London Kings Cross - Newcastle service. *Richard Hargreaves*



▶ On September 15th, Class 90 020 departs Doncaster on the rear of a Leeds - London Kings Cross service. *Brian Battersby*



Network Rail



▶ On August 8th, Class 70 817 passes through Dawlish with the 6C98 Westbury - St Germans loaded RDT. *Steve Thompson*

▶ Colas' Class 67 023 'Stella' and 67 027 'Charlotte' with 1Q48 test train Derby - Tyseley via east and west midlands, passes Moira West Junction signal box on September 4th. *Stuart Hillis*

▶ Class 97 303 (with Colas Rail's Class 37 219 at the rear) passes Walcot with a late running 6C98 16:04 Crewe Basford Hall - Harlech engineers on September 9th. *Keith Davies*



Network Rail



On August 8th, the dreaded 'Yellow Peril', NR's Class 950 001, emerges from Kennaway Tunnel and over the Colonnade Viaduct working 2Q08 Penzance - Exeter Riverside. *Steve Thompson*

Network Rail NMT with power car Nos. 43013 'Mark Carne CBE' leading 43014 'The Railway Observer' eases onto its temporary depot at Nemesis Rail on September 14th. *Stuart Hillis*

Class 37 610 and 37 607 top'n'tail a Burton (Nemesis Rail) - Carlisle test train working through Charnock Richard on September 25th. *John Sloane*





Network Rail



▶ Class 37 612 and 37 610 arrive at Nemesis Rail, Burton on September 22nd with a test train from Neville Hill. *Stuart Hillis*

▶ Power cars Nos. 43014 'The Railway Observer' and 43013 'Mark Carne' pass Whitchurch with the NMT on September 20th. *David Lindsell*

▶ Class 67 027 heads through Doncaster on September 15th with a Network Rail route learning trip to York and return. *Brian Battersby*

Rail Operations Group



ROG Appointed as Class 769 'Flex' Test Operator

ROG have been appointed as test operator for the new class 769 'Flex' hybrid multiple units. Testing commences in early November on the West Coast Main Line. ROG will also be delivering the new units to various locations around the UK.

ROG Start Bombardier Class 710 Test Programme

The first Bombardier class 710 EMUs to operate on the mainline have undergone testing between Gospel Oak and Barking and also on the West Coast Main Line. ROG are the test operator for this new, Transport for London train fleet of 45 trains. ROG also have responsibility for delivering the new trains from the manufacturer's plant in Derby to the fleets' new home at Willesden Traction Maintenance Depot.



Class 47 812 arrives at Stockport on September 11th with a rake of CAF Mk5a coaches forming the 08:42 Portbury Automotive Terminal - Longsight CS. *Nick Clemson*

Class 37 884 running as 0Z37 11:00 Glasgow Works - Leicester LIP passes Heamies on September 13th. *Nick Clemson*





Rail Operations Group

Former Northern Belle Class 57 312 and 57 305 speed north through Acton Bridge on September 25th. *Brian Battersby*



More Locomotives for ROG

ROG have taken delivery of two class 57 locomotives on long-term lease from DRS. The locomotives are fitted with brake translation equipment and Dellner 12 couplers similar to that fitted to ROG's class 37 locomotives.

The class 57s will support ROG's growing need for Dellner 12 fitted locomotives. The locomotives join ROG's existing class 37 and class 47 locomotives as the mainstay of ROG's locomotive fleet provision and will remain so until the arrival of ROG's new locomotive fleet.



TransPennine Express



▶ Class 68 020 pushes the 09:29 Bletchley - Manchester International Depot test run past Heamies on September 13th. *Nick Clemson*

▶ Class 68 030 speeds south through Acton Bridge on September 25th heading to Crewe with a training run. *Brian Battersby*

▶ On September 6th, Class 68 026 passes through Acton Bridge on driver training duties running from Wavertree Jct. - Crewe. *Michael Lynam*



TransPennine Express



▶ On September 7th, Class 68 020 'Reliance' heads through Warrington Bank Quay with a training run. *Mark Enderby*



▶ Class 68 032 on a driver training run, heads through Acton Bridge on September 18th. *Brian Battersby*



▶ Running on electric power, 802 201 waits for the road south at Doncaster on September 11th. *Jeff Nicholls*



Units: DMUs and EMUs



West Midlands Railway's Class 172 342 calls at Birmingham Moor St. on September 29th.
Richard Hargreaves

Northern's Class 195 103 on Crewe - Carnforth test run passes Moore on September 14th.
Mark Enderby

On a day of Northern Rail strikes, the tide is out at Ravenglass as an unidentified Northern Class 156 crosses the estuary of the River Mite with an unknown northbound empty stock working., September 8th. *Jeff Nicholls*

Units: DMUs and EMUs



On September 7th, Greater Anglia's Class 153 306 and 153 309 depart Lowestoft working the 2J71 service to Norwich. *Paul Godding*



Northern's Class 195 103 working the 5Z07 Warrington Bank Quay to Edge Hill passes Whiston on September 28th. *David Wood*

Merseyrail's Class 507 025 stands at New Brighton on September 13th waiting to work 2N24 12:08 to Liverpool Central. *John Balaam*



Units: DMUs and EMUs



▶ The shape of things to come as Northern's Class 195 103 crawls slowly along the Down Slow line at Winwick with a Crewe - Carnforth test run on September 14th. Shortly after passing this spot, a spectacular emergency stop was performed.

Jeff Nicholls

▶ East Midlands Trains' Class 153 318 departs Peterborough on September 1st with a service to Lincoln. *Richard Hargreaves*

▶ On September 9th, Greater Anglia's Class 156 402 and 156 417 wait their next duties at Norwich. *Paul Godding*





Units: DMUs and EMUs



▶ Class 360 205 in its new TFL livery calls at Ealing Broadway on August 23rd. *Keith Hookham*

▶ On September 13th, Merseyrail's Class 508 126 stands at Hamilton Square working the 2W22 11:51 West Kirby - West Kirby service. *Jeff Nicholls*

▶ Looking very plain, Northern's Class 319 446 works the 09:09 Warrington Bank Quay - Liverpool Lime St. service north through Winwick on September 19th. *Jeff Nicholls*



Units: DMUs and EMUs



Although Northern Rail services were badly disrupted by strikes on Saturday September 8th, Class 156 487 and 156 481 shuttled between Workington and Barrow throughout the day. The pair are seen approaching Ravenglass with the 13:42 from Workington. *Jeff Nicholls*

Arriva Trains Wales' Class 158 840 and 150 208 call at Wellington on September 8th working a Shrewsbury bound service. *Richard Hargreaves*

On September 8th, Greater Anglia's Class 156 419 departs Cromer. *Paul Godding*





Units: DMUs and EMUs



▶ On September 7th, Greater Anglia's Class 170 203 arrives into Lowestoft working the 2D74 Ipswich - Lowestoft service. *Paul Godding*

▶ Merseyrail's Class 507 018 arrives at Liverpool Lime Street with the 2C19 10:45 Chester - Chester service on September 13th. *John Balaam*

▶ On a very wet Saturday September 8th, Northern's Class 156 481 and 156 487 pass the delightful signal box at Ravenglass with the 08:26 from Workington to Barrow in Furness. *Jeff Nicholls*



Units: DMUs and EMUs

▶ Great Western's Class 387 145 (with 387 140) arrives at Southall on August 23rd.

Keith Hookham

▶ On September 6th, Greater Anglia's Class 317 514 stands at Cambridge waiting departure time with the 2H45 service to London Liverpool St. *Paul Godding*

▶ Great Northern's Class 365 514 stands at Peterborough on September 1st working a service to London Kings Cross.

Richard Hargreaves

Units: DMUs and EMUs



▶ Brand new Northern CAF built Class 195 103 on its inaugural test run through Winwick with 5Z11 Warrington Bank Quay - Liverpool Lime St., September 14th. *Dave Harris*

▶ Greater Anglia's Class 317 346 calls at Tottenham Hale on September 15th. *Mark Enderby*

▶ Arriva Trains Wales' Class 150 267 and 158 826 pass Wistanstow on September 27th a with Manchester Piccadilly - Milford Haven service. *Keith Davies*





Units: DMUs and EMUs

▶ A Chiltern Class 168 DMU passes over Souldern Viaduct on September 27th with the 14:55 Birmingham Moor Street to London Marylebone service. *Steve Chapman*

▶ Northern's Class 142 093, forming the 2D75 13:41 Manchester Piccadilly - Chester service, waits at Stockport on September 11th. *Nick Clemson*

▶ Complicated diagramming has brought the sight of Class 323s to the Warrington area working turn and turn about with Class 319 on the Liverpool Lime St. - Warrington Bank Quay stoppers. Here Class 323 326 heads south through Winwick with the 12:00 Liverpool Lime St. - Warrington Bank Quay service on September 5th. *Derek Elston*





Units: DMUs and EMUs

▶ Greater Anglia's Class 153 314 picks its way past the delightful semaphores at Reedham with the 14:55 Great Yarmouth - Norwich service on August 11th. *Chris Morrison*

▶ Former GWR Class 153 380 and Northern Class 142 029 pass Oakenshaw Junction on September 19th with the 11:39 Knottingley to Leeds service. *Steve Chapman*

▶ Arriva Trains Wales' Class 175 107 heads through Wistanstow on September 27th with the 1V94 08:05 Holyhead - Cardiff Central service. *Keith Davies*



Units: DMUs and EMUs



▶ Class 350 376 in the new London Northwestern Railway livery passes Heamies with 1L75 11:34 Liverpool Lime St. - Birmingham New St. service on September 13th. *Nick Clemson*



▶ An Arriva Trains Wales' Class 150/2 DMU passes Roose with a Bridgend service on October 4th. *Ken Mumford*



▶ Greater Anglia's Class 321 321 stands at Ipswich on September 7th working the 1Y10 London Liverpool St. - Ipswich service. *Paul Godding*



Units: DMUs and EMUs

On September 23rd, Arriva Trains Wales Class 158 820 and 158 832 depart Wellington working a service to Birmingham International.

Richard Hargreaves

West Midlands Railway's Class 170 505 forming a Birmingham New Street to Hereford service is seen at Malvern Wells on September 24th.

Neil Pugh

On August 6th, former 'Northern' wreck, Class 150 207, leads 153 333 on 2F21 Paignton - Exmouth service into Dawlish All was not well though as the train came to a stand as it emerged from Kennaway Tunnel and the service was terminated at Exeter St Davids.

Steve Thompson



Units: DMUs and EMUs



On August 6th, Great Western's Class 150 202 arrives at Paignton working the 2T15 service from Exmouth. *Steve Thompson*



Debranded Arriva Trains Wales Class 175 102 passes Winwick on September 19th working a Llandudno - Manchester Airport service. *Michael Lynam*



On September 13th, Class 350 234 passes Heamies with 1L70 12:04 Liverpool Lime St. - Birmingham New St. sporting a variation of the London Northwestern Railway livery. *Nick Clemson*

Units: DMUs and EMUs



▶ Class 345 048 with 15:40 Crewe CS (L&NWR) - Rugby test train heads south near Heamies, September 13th. *Nick Clemson*



▶ Greater Anglia's Class 156 410 is seen departing Norwich on September 30th. *John Sloane*



▶ On September 12th, Northern's Class 142 079 departs Pleasington working a Blackpool South - Blackburn service. *Michael Lynam*



Units: DMUs and EMUs

On August 9th, Great Western's Class 150 221 enjoys a patch of evening sunshine as it departs Dawlish on 2T27 Exmouth - Paignton.

Steve Thompson

Running 38 mins late, CrossCountry's Class 220 006 departs Doncaster on September 27th with the 1V62 13:35 Newcastle to Plymouth that was subsequently cancelled at Birmingham New Street due to late running. *Derek Elston*

On September 12th, Arriva Trains Wales' Class 175 108 nears Bayston Hill with 1M56 Fishguard Harbour - Manchester Piccadilly service.

Keith Davies





Units: DMUs and EMUs



▶ South Western Railway's Class 159 010 working 5096 Loughborough Brush Works - Salisbury, having been refurbished and now in new SWR livery, heads home through Burton on September 24th. *Stuart Hills*

▶ Great Western's Class 158 958 departs Dawlish on August 6th working 2U20 Paignton - Cardiff service. *Steve Thompson*

▶ TransPennine Express Class 350 405 speeds past Charnock Richard on September 13th with a Glasgow - Manchester Airport service. *John Sloane*



Units: DMUs and EMUs



▶ On August 8th, CrossCountry's Class 220 012 passes under Coastguards Bridge and past the old lifeboat house at Dawlish working the 1E32 Plymouth - Newcastle service. *Steve Thompson*



▶ Grand Central's Class 180 112 hurries through Doncaster with the 1A65 12:28 Sunderland to London Kings Cross service on September 27th. *Derek Elston*

▶ On September 27th, Northern's Class 144 007 stands at Doncaster with the destination display showing Southport although the unit was actually working 2R46 the 09:35 to Sheffield. *Derek Elston*

Units: DMUs and EMUs



London Northwestern's Class 350 267 passes through Acton Bridge on September 25th working a Liverpool Lime St. - Birmingham New St. service. *Brian Battersby*

First Hull Trains Class 180 109 runs into Doncaster working 1H02 09:48 London Kings Cross to Hull service on September 27th. *Derek Elston*

On August 9th, a tea-time rainbow shines down on the rear of Great Western's Class 150 263 as it arrives at Dawlish on 2M67 Paignton - Bristol. *Steve Thompson*



Virgin Trains



Bear Grylls unveils new name at Virgin Trains 'Birmingham International' station

Station renamed to celebrate the forthcoming opening of Bear Grylls Adventure at the NEC

Attraction is a mere stone's throw away from the railway station

Groups travelling with Virgin Trains will enjoy a 20% discount on Virgin Trains advance fares

Virgin Trains' Birmingham International Station has officially become 'Birmingham International' for a week to celebrate the arrival of the eagerly anticipated Bear Grylls Adventure. The new adventure attraction will be a short walk from the station itself, located right beside the Genting Arena within the NEC campus. Commuters and families arriving by train will have to double take when they arrive at their destination.

Bear himself was there to unveil the new signage and stated "It's amazing to see the buzz around the Bear Grylls Adventure. It's been an incredible road embarking on this new attraction with the team at Merlin Entertainments and such an honour to have a station renamed after me. We've received such a warm welcome from Birmingham so far, and we are proud to make it the home of our first ever Adventure park."

The partnership between Merlin Attractions and Virgin Trains sees the station renamed for a whole week with platform signs all changed to mark this special take over.

With the opening confirmed for 1st October, the wait is almost over for budding adventurers who want to tick a whole host of experiences off their bucket list including

, Europe's tallest high ropes course, indoor sky diving, rock climbing and base camp – which will equip you for the skill to tackle any adventure. All this under the expert guidance of trained experts on site.

Although the rename is temporary, Bear Grylls has truly left his mark on Birmingham as he's embarked on his final hard hat tour of the attraction, paving the way for launch. Bear commented "This last year has been such a journey and I want to thank everyone involved in Bear Grylls Adventure for turning this vision into reality. In recent weeks seeing the attraction really take shape from our initial designs and getting to try out the activities has given all the team such a sense of pride and achievement. I just can't wait for people to learn and be challenged across all the different adventures at Bear Grylls Adventure. This really is adventure at its best, in 1 day!"

James Thomas, General Manager at Bear Grylls Adventure said "October couldn't come any sooner, it has been such an honour to work with Bear Grylls on this attraction from the initial design stages right over to this station rename. We seriously cannot wait to open to allow people to experience this incredible attraction first hand."

Lorraine Ley, Station Manager for Birmingham International commented "It was great have Bear down at the station to help celebrate the rename. It's a fun thing to do and we hope it will put on smile on peoples' faces. Travelling to the new attraction by train couldn't be easier, and certainly more BEAR-able than driving, if you can excuse the pun!"

Birmingham International will start to see thrill-seekers flooding in over the coming months as fans will travel nationwide to be challenged and rewarded by Bear Grylls Adventure. Groups of 3 and up will also be able to save an additional 20% off advance Virgin Trains services.

Moustached Class 390 008 with 1A40 13:47 Liverpool Lime St. - London Euston approaches Heamies on September 13th. *Nick Clemson*

Virgin Trains



Under threatening skies Class 390 127 heads 9M55 12:00 Glasgow Central - London Euston south near Heamies, September 13th.

Nick Clemson

On September 18th, Pendolino Class 390 043 passes through Leyland en route to London Euston. *Michael Lynam*

Class 221 117 departs Wellington on September 23rd working a Shrewsbury - London Euston service. *Richard Hargreaves*









Bargain family rail trips to the coast were sell out success

Hundreds of families in Essex enjoyed bargain sell-out trips to the coast this summer thanks to special 'Bucket & Spade' trains put on by Greater Anglia and the Essex and South Suffolk Community Rail Partnership.

Over 400 people enjoyed the three special trains that ran between Colchester and Walton on the Naze in August.

The bargain £5 return tickets for Adults and £3 for Children included a free bucket and spade for every child and fun and games during the journey.

As an extra treat on 30 August, day trippers were met on arrival in Walton on the Naze by stilt walkers who lead the way to the market square, where families were entertained with a flea circus, juggler and a magician.

Terri Ryland, Community Rail Partnership Officer for Essex County Council said, "The Bucket & Spade trains were a huge success this year and meant that so many local families could enjoy a memorable day out on our wonderful coast without breaking the bank.

"We were delighted to partner with Essex County Council's 'Resorting to the Coast' campaign which promotes tourism on the Tendring coast line, which

enabled us to include the live entertainment and stilt walkers as part of the Bucket and Spade train events for even more fun and excitement."

Paul Haynes, Community Partnerships Manager, Greater Anglia, said: "A day out by rail offers so much fun for families and it's so easy and cheap.

"We're very grateful to the Essex and South Suffolk Community Rail Partnership for their hard work in making the Bucket & Spade trains such a successful community event, which is also helped to boost sustainable tourism to the Essex coast."

The event was organised by the Essex and South Suffolk Community Rail Partnership, which works to keep local rail lines thriving. Members of the partnership include Greater Anglia and Essex County Council.



Fares Advice with RailUK

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

Ridiculous fare for day trip Leeds-Birmingham

Q: Totally shocked by the £332 return fare for a family of three (two adults and one child) wanting a day out in Birmingham. They have now booked with National Express coaches for £5.75 each way for the three of them, but can any ticket split experts find a more realistic fare for future reference.

A: That, of course, is the price for people who go and book without researching further options - i.e. the "average Joe". "Smart Joe", who asks for advice on this website, would discover that firstly obtaining a family Railcard, and furthermore travelling after 09:30, and finally splitting tickets and considering Advances, would save him anything up to 70-80%.

Offpeak tickets, Advance tickets and Railcards are all widely advertised and the national rail and most TOC websites will show the options. Indeed, and that alone will save OP a lot of money. Splitting is not nearly as well advertised (it's published in some newspapers' guides to saving money on train travel, as well as on websites like MoneySavingExpert), so that's the kind of thing that I think only a "Smart Joe" would realise. But even Railcards are not obvious if you just go to a train company's website and search for tickets - for a journey of that value, a Railcard pays for itself even with just that trip, so I think TOCs' websites should be forced to show a message saying that a Railcard would make the journey cheaper - even when including the cost of the Railcard.

Rail ranger refund due to disruption

Q: I'm on a Hadrians Wall day ranger doing the LNER diverts. I bought my ticket at Newcastle ticket office this morning and boarded the 0640 to Carlisle, this being an Edinburgh bound service. Unfortunately my plans have

gone totally out the window because the wires have come down at Lockerbie so all the diverts have been cancelled, with me being on the last one for ages to my knowledge (having been delayed by a couple of hours in Carlisle). Will I be able to get a refund on my ticket due to the cancellations? I'm returning home to Newcastle and then abandoning my journey.

A: Refunds and delay compensation on rangers tends to be an utterly black art that varies from TOC to TOC (and possible even from person to person within a TOC!). I would argue that a refund probably is due as you've abandoned your journey (despite having used the full geographical validity you've not used all the time validity and had intended to make further journeys on your ticket) due to disruption. I would try going to the ticket office first to claim a refund and see what happens.

As long as this lasts - there is an EU-rule, that clearly states, that in such cases - when just before the trip starts or during, it becomes clear that the destination can only be reached with more as 2 hrs delay or the purpose of the trip becomes superfluous (f.e. a fixed date at a doctor or so) the COMPLETE paid price has to be paid back and if a normal ticket is held, a free return to start must be offered.

Now it is up to you with this knowledge to try to convince the issuing company about this. Yet another thing you are likely to lose after march '19, I guess. NB - it is allowable to not pay back, but give vouchers, but with at least 1 yr time to use.

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!

National Rail



▶ LSL's Class 47 805 speeds north through Acton Bridge on September 25th. *Brian Battersby*



▶ Longport's ElectroMotive resident shunter Class 08 220 is seen outside the main building. *Michael Lynam*

▶ Class 56 009 is seen at Longport in the company of 56 069 and 56 031. *Michael Lynam*



Completion of bridge work marks milestone in the project to double the number of tracks into Bristol

Network Rail has completed work to strengthen St Mark's road bridge in Bristol, as part of the project to double the number of railway lines between Bristol Temple Meads and Filton Abbey Wood stations. The tracks are being doubled to enable an increase in trains from 2019 to help meet growing demand.

The strengthening of St Mark's road bridge was the final piece of bridge work to be completed for the Filton Bank 4 tracking project, which has seen a huge amount of enabling work take place throughout 2018. Earlier this summer the new viaduct at Stapleton Road was installed, providing a complete path for the two new railway lines for the first time.

The project has also seen extensive earthworks carried out as well as platform extensions at Bristol Parkway and the construction of a new platform at Filton Abbey Wood. The upgrading of signalling and laying of new track between Bristol Temple Meads and Filton Abbey Wood continues throughout the autumn and winter of 2018. Alongside this work, Network Rail's largest ever signalling upgrade was completed in April of this year, with more than 500 members of Team Orange working around the clock to replace 1970s signalling with state of the art digital equipment. Together, both projects will transform rail travel into Bristol as part of Network Rail's Railway Upgrade Plan and enable GWR to continue introducing new electric trains as part of their biggest fleet upgrade in a generation.

Network Rail's major programmes director David Buisson said: "Doubling the railway lines between Bristol Temple Meads and Filton Abbey Wood is a key part of our Railway Upgrade Plan, increasing capacity from 2019 to help meet growing demand.

The four tracks will also increase the resilience of the railway and assist to reduce the impact of any maintenance work in the area, as well as separating local stopping services from long distance, high-speed trains, improving reliability."

As part of the Filton Bank 4 tracking project, the railway line between Bristol Temple Meads and Filton Abbey Wood stations – including the Severn Beach line – will be closed for engineering work from Saturday 27 October to Sunday 18 November. Some trains will run to an amended timetable and buses will replace trains on some routes. During this upgrade, hundreds of engineers will be working around the clock to install new track and signals.

To find out more about the upgrade work in the Bristol area please visit: www.networkrail.co.uk/bristol-upgrades

Loco Fleet List Ten

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

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

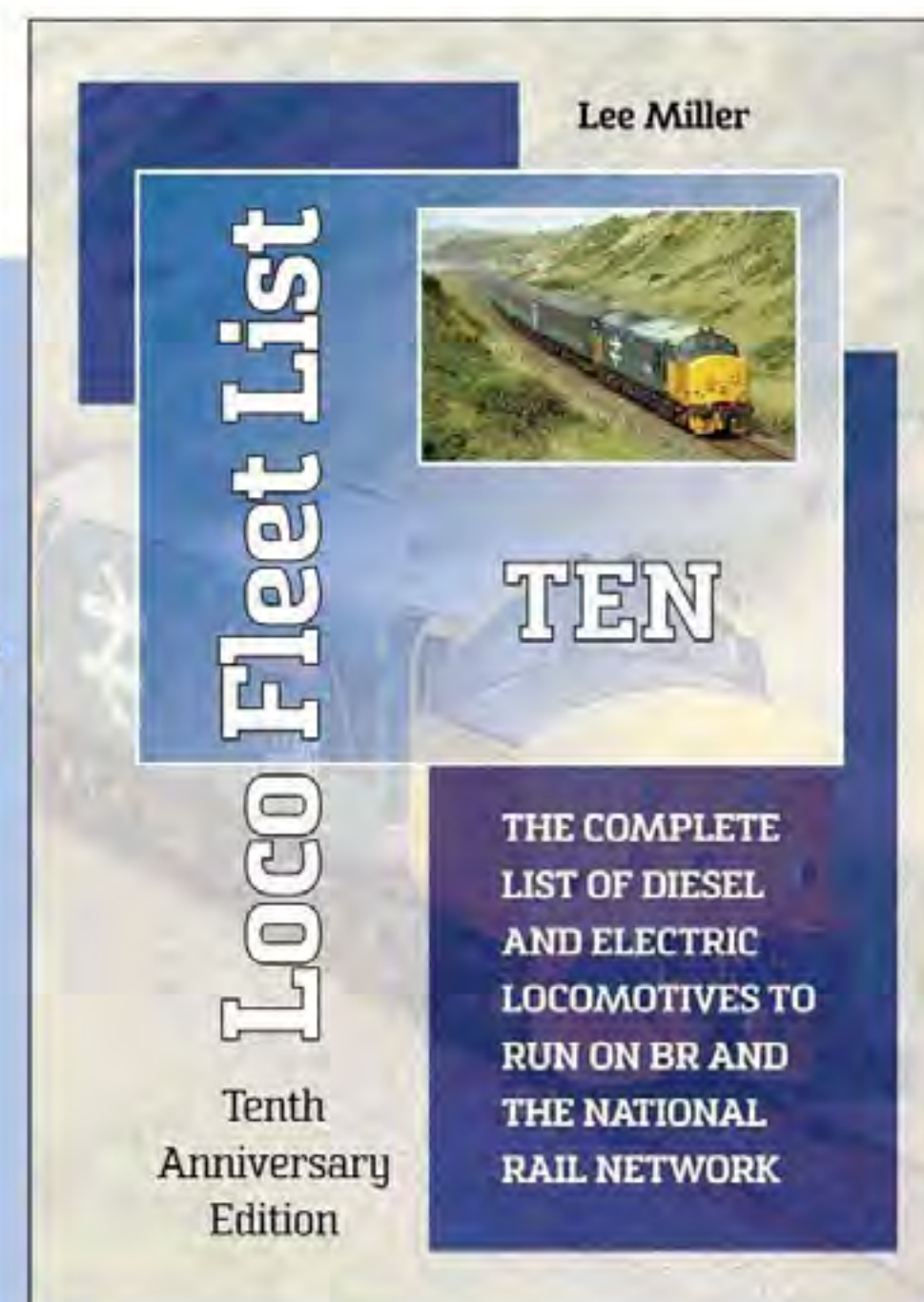
Features:

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

Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

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

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



Passing through the station at Scunthorpe on September 27th, was 4Q02 Brigg - Doncaster CHS Rail Grinder, comprising Nos. DR79404/403/402/401. *Steve Thompson*



Look inside Greater Anglia's brand new regional trains

The interior of Greater Anglia's brand new trains due to run on regional routes in Norfolk, Suffolk, Essex and Cambridgeshire have been revealed.

Swiss train manufacturer, Stadler, unveiled the first complete bi-mode train built for Greater Anglia at the InnoTrans train exhibition in Berlin in September. Now the public can now see how the trains, which can switch between diesel and electric power, have been fitted out – with airy open carriages, more seats and carpeted floors.

Each seat has access to a plug and USB point and large picture windows are fitted with a special mesh to help maximise mobile phone signal.

Double sliding doors replace single doors, making it easier to get on and off the train.

A low-level floor and retractable step to bridge the gap between train and platform make the trains more accessible for people with wheelchairs, pushchairs or luggage.

An accessible seating area has been created, using feedback from disability professionals and disabled rail users, with the opportunity to sit facing forwards or backwards and including a little table.

Each train has an accessible toilet – with emergency help buttons placed at floor level at the request of the group of disability experts who advised Greater Anglia on the designs of the trains - and another toilet.

There is an area for six bikes – with a pull-out green strap available to keep them secure.

Jamie Burles, Greater Anglia managing director, said: "Stepping on board these new trains, brings to life how much they are going to transform train travel in East Anglia. These three and four carriage trains are replacing the existing single or two carriage trains which run on rural routes such as Norwich to Great Yarmouth, Ipswich to Lowestoft and Marks Tey to Sudbury. I'm sure customers will love the new modern feel of the trains, with everything rail passengers expect nowadays

such as plug and USB points, air conditioning and free fast wifi. I think they'll like the seating arrangements which gives every seat either a table or seat back table and we've used an expert to make sure the seats themselves are as comfortable as they can be."

Every carriage has a modern passenger information screen, with destination data as well as information about seat availability in the whole train.

The middle of the trains contains a "power pack", home to the diesel engine and other traction equipment, with a gangway so that people can walk through it to the other end of the train.

Earlier this month, Greater Anglia released video footage of a bimode undergoing performance tests at Velim, in the Czech Republic.

The trains have to undergo safety, reliability and performance testing both abroad and in the UK. Drivers, conductors, maintenance and station staff also have to undertake training for the new trains before they can come into service in the middle of next year.

Greater Anglia is replacing every single train on its network with brand new trains. 58 are being built by Stadler and 111 are in production at Bombardier's factory in Derby, UK.



Royal Mail's Class 325 012 brings up the rear of 1S96 16:22 Willesden PRDC - Shieldmuir Mail Terminal as it speeds along the West Coast main line near Heamies, September 13th.

Nick Clemson

A mixed collection of locos at Nemesis Rail consisting of Class 47 488, 47 701(both green), 47 744 (EWS livery), West Coast's Class 57 001 plus Colas Rail's Class 37 254 to keep them company. *Michael Lynam*

£9m Aberdeen station investment is first glass news



The polycarbonate glazing system which is being used is strong, corrosion resistant and self-cleaning and delivers a modern, innovative solution to the problems with the station's roof and is similar to systems already successfully deployed at Haymarket and Stirling stations

As well as improving the overall environment in a lighter, brighter station, this work will safeguard the listed station building. Making the roof water tight and enhancing the guttering and drainage will protect the retained timbers and metal work from further corrosion. All timber and metal work will be cleaned and painted to further enhance the appearance of the city station.

Michael McArthur, Network Rail project manager, said, "Stations are at the heart of communities as well as being an important part of the overall experience of travelling on our railway. Their appearance and condition should reflect this important role.

"Investing in Aberdeen station will protect and preserve the building's unique appearance and character while at the same time helping deliver a brighter more comfortable station environment.

"On a practical level, this investment will also make it easier for us to clean and maintain the station in the future and ensure that it remains a welcoming space for our customers joining the rail network."

Kevin Stewart, MSP for Aberdeen Central, said: "These works are a welcome improvement for the station which a lot of commuters and passengers will benefit from. With major investment and upgrades to

the Aberdeen to Inverness rail route and improvements to services from the central belt, our city needs to have a station that is fit for purpose and prepared to cope with growing travel demands.

"I've had constituents contact me who are very keen to see upgrades as soon as possible to the roof and sheltered areas, and I will be delighted to confirm to them the work has now started."

Work will be completed by late 2019. It will be delivered in phases to minimise the impact on the operation of the station and hoardings will be in place throughout to physically segregate the work from the public areas of the station. There will be no disruption to train services due to this work.

Work is now underway on a 12-month programme at Aberdeen station to deliver a £9m investment to upgrade and replace the glass roof.

Existing glass panels, which are prone to cracking and discolouration, will be replaced with modern light-weight polycarbonate glazing and a new roof access system will also be installed for future maintenance on the listed structure.

Previously, a lack of access to the roof had led to deterioration of the historic Grade A-listed structure including from corrosion, damp, dirt, vegetation and pigeon guano.



On September 22nd, track repair and maintenance machines Nos. DR 90809, 90812 and 90814 approach Basford Hall Yard working from Bescot - Crewe Electric Depot.
Michael Lynam

A new Great Western poster featuring the Famous Five has appeared recently at London Paddington. Depicting Oxford - Five Take a Punt On Oxford.
Derek Elston



Network Rail supports British business with £200m British Steel contract extension

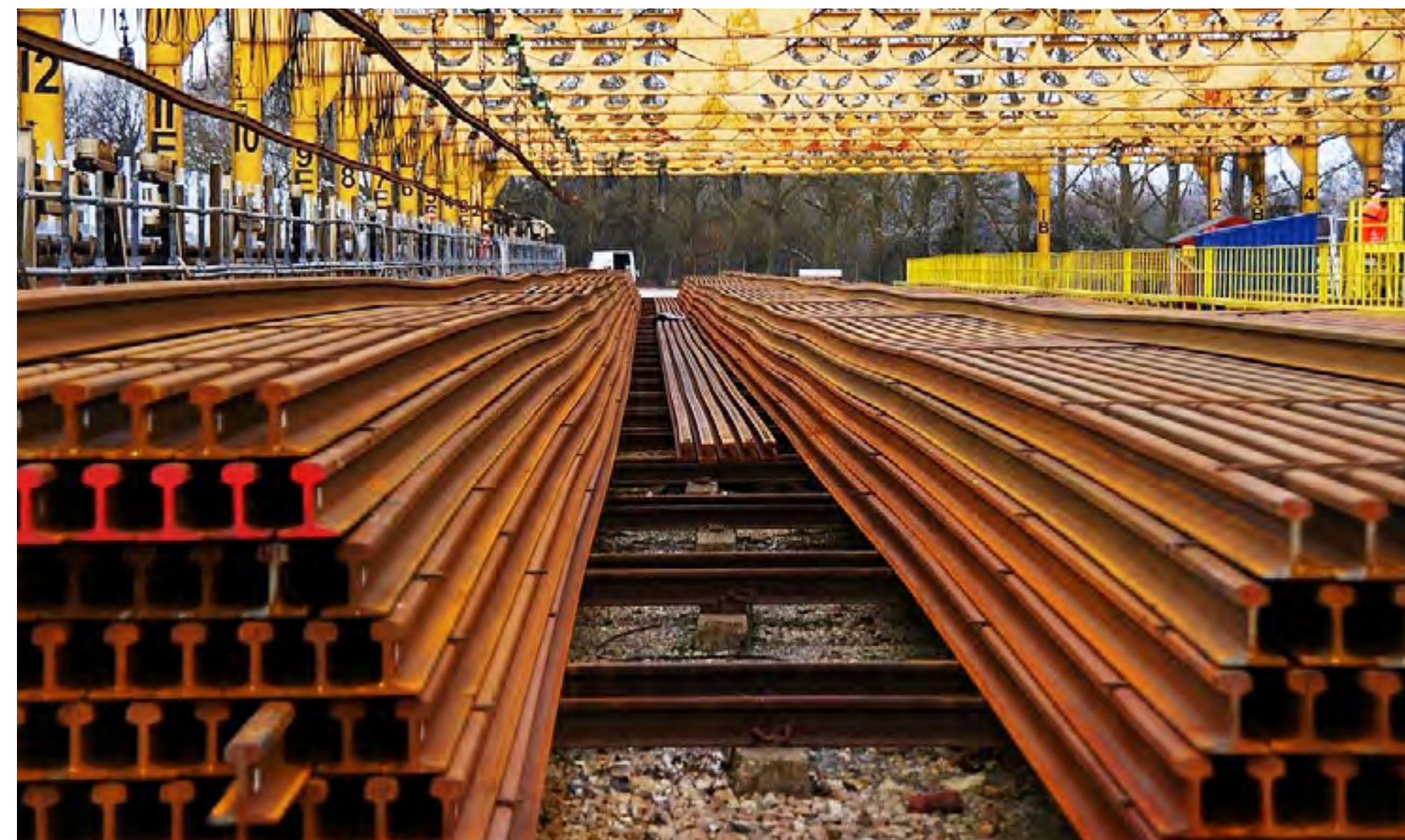
A two-year contract extension continues the close partnership between British Steel and Network Rail, owner and infrastructure manager of Britain's railway. British Steel's long rail plant in Scunthorpe, North Lincolnshire has long supplied the rail for Britain's railway. The two British companies have rubber-stamped the relationship on Wednesday 19 September at InnoTrans, the international trade exhibition for transport technology. The contract is for the supply of approximately 200,000 tonnes (4,000km) of rail and will run from March 2019 to March 2021.

British Steel is one of Network Rail's biggest suppliers and the main rail supplier for maintenance and renewals. This includes major projects such as the Borders Railway in Scotland, which reopened in 2015 after 50 years, bringing more tourism and more affordable housing that has resulted in increased economic and population growth.

Specialists at the Scunthorpe business dedicated to working with Network Rail to deliver tailored solutions to the challenges of the railway. In April this year, British Steel started building a new facility at its Scunthorpe site to increase its capability to support Network Rail's requirements for new rail types for a more sustainable railway. Zinco coated rails are used in areas where corrosion can be an issue, including along coasts, in wet tunnels and on level crossings.

Rob Morton, supply chain operations director, Route Services, Network Rail, said: "We are proud to extend our historic relationship with British Steel for a further two years. It is pleasing to see two British organisations trading for mutual benefit and for the benefit of the wider British economy. This new deal is an example of how we continually review our sourcing options to provide the safest network and maximise value for money for the British taxpayer. We look forward to working together closely with British Steel over the coming years, continuing our innovative and constructive partnership."

Ron Deelen, chief marketing officer, British Steel, said: "This is excellent news, not only for British Steel but the millions of people who use the UK's rail network. During the course of the last five years we've worked extremely closely with Network Rail, ensuring the on-time delivery of half-a-million tonnes of high quality rails in lengths of up to 216m. Together we've helped find solutions to the challenges they face, enabling us to develop and install new products which reduce the need for costly and time-consuming maintenance and replacement works. This allows more traffic with less rail maintenance – major benefits for passengers and freight operators, and provides Network Rail with excellent value for money. We enjoy an excellent partnership with Network Rail and over the course of the current contract, and the new one, we look forward to further strengthening that and ensuring Britain's railways remain on the right track."



National Rail

One of the Lynton and Lynmouth Cliff Railway cars pictured about half way up its 500 feet climb on September 21st. *Neil Pugh*

A new £280m digital advertising deal between Network Rail and JCDecaux will transform the passenger experience at largest stations

JCDecaux SA (Euronext Paris: DEC) and Network Rail have signed a deal that will see the number one outdoor advertising company worldwide deliver an improved station environment with a 100% digital transport environment at Network Rail stations.

The partnership will see Network Rail managed stations become the world's first digital-only transport environment, with the introduction of innovative digital screens. The contract was awarded following a competitive tender and covers advertising at transport hubs nationwide, including: Birmingham New Street, Glasgow Central, London Liverpool Street, London Victoria, London Waterloo and Manchester Piccadilly stations.

The new contract begins in December 2018 and will provide Network Rail with significant income to be reinvested back into the railway, helping to support the Railway Upgrade Plan. It will also provide additional benefits for station users such as interactive information screens, providing passengers and their stations with better information about the station they are in and how to navigate it.

Since the partnership between Network Rail and JCDecaux began in 2010, it has introduced Europe's largest indoor advertising screen at London Waterloo station, brought large full-motion screens to London Bridge and championed spectacular experiential campaigns, including the recent Jurassic World campaign at London King's Cross station that featured a giant T-Rex on the concourse. Many of these campaigns have been delivered within iconic listed station buildings, all the while keeping busy stations running safely and delighting the public.

Passenger numbers have doubled since 1997-98 (source: ORR) and are set to double again by 2040 (source: Rail Delivery Group 2016). The move to a fully digital portfolio at Network Rail stations is projected to double the number of weekly viewed digital impressions, highlighting the huge audience scale of Network Rail stations.

David Biggs, managing director at Network Rail Property, said: "Our new contract with JCDecaux is great news for both passengers and advertisers. 900 million journeys start, pass through and end in Network Rail managed stations every year, making these environments hugely attractive places for brands to execute advertising campaigns. By working with partners to enhance stations' advertising and commercial assets, Network Rail aims to create world-class environments that surprise and delight our customers, while generating vital funds to reinvest

back into the railway and reduce the burden on the taxpayer. We've been extremely pleased with the positive response we have had from passengers to the innovative advertising experiences that we've delivered with JCDecaux in recent years and we are excited that the extension of our partnership will help us deliver even more of these campaigns."

Jean-François Decaux, Co-Chief Executive Officer at JCDecaux, said: "We are delighted to have been awarded this contract and to continue our successful partnership with Network Rail that began in 2010. Network Rail's managed stations are a fantastic and powerful platform, with huge footfall in the largest cities in the UK. In a global first, JCDecaux will fully digitise Network Rail's advertising portfolio. This will transform the ability to target the full customer journey from passengers' arrival at stations to their journey to shop and work. Network Rail's managed stations will continue to be a showcase for Out-of-Home creativity and digital expertise and the go-to environment for the biggest and best experiential campaigns."



Railtalk Magazine

National Rail



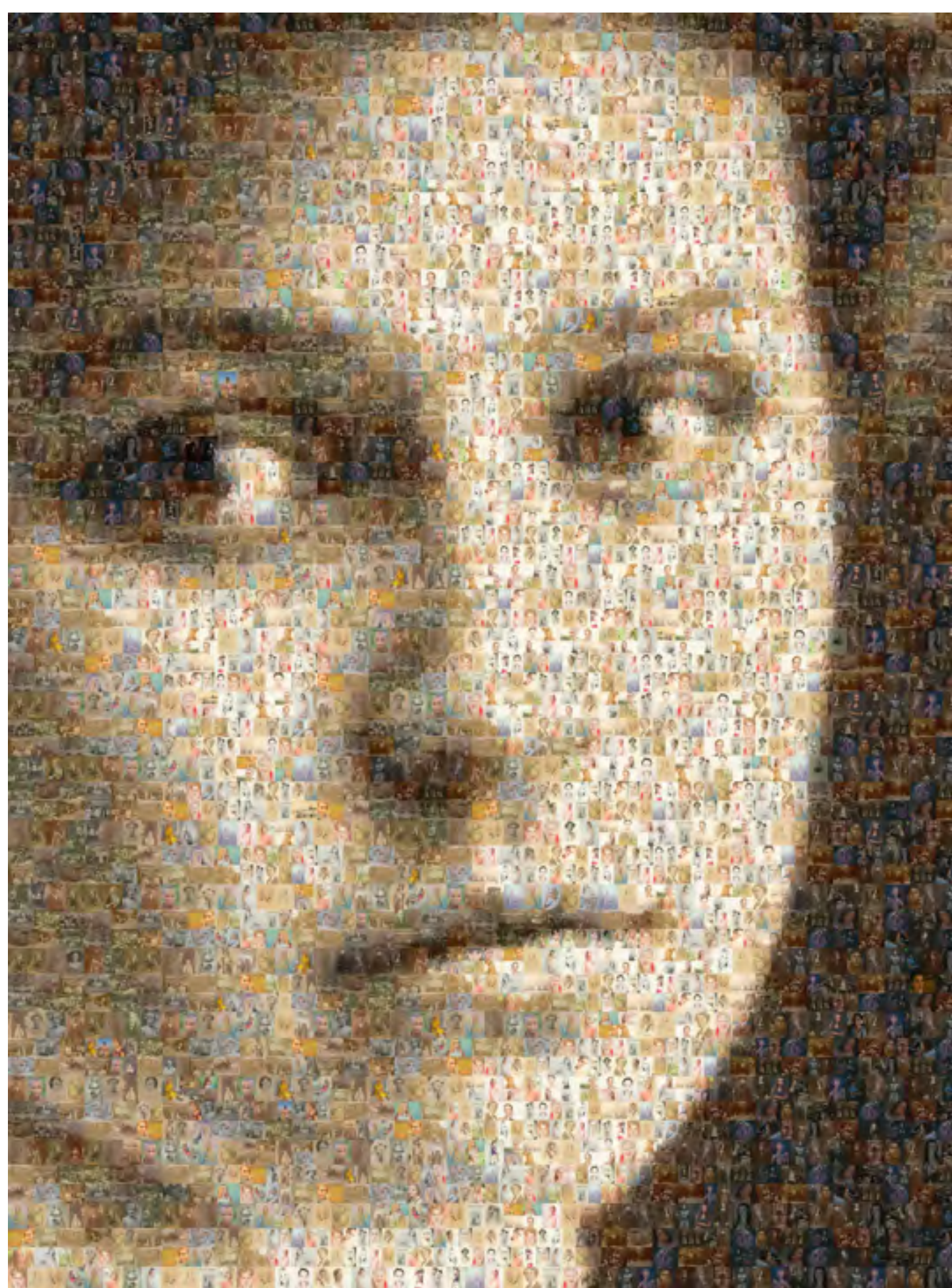
On September 25th, Class 47 No. D1935 'Rodger Hosking' passes Standish with a Crewe - Crewe via Blackburn crew training run. *John Sloane*

Following main generator trouble, Class 47 580 has arrived at Nemesis Rail for repairs, seen at the depot on September 13th. *Stuart Hillis*

Birmingham New Street art work to celebrate 100 years of women's suffrage

Birmingham New Street is to host a unique art installation which celebrates 100 years since women first got the right to vote. The 'Face of Suffrage' artwork will be a floor-based, 200 metre-square photo mosaic consisting of more than 3,500 images of females from across the West Midlands and beyond.

It will be made up of a combination of historical images of women involved in the suffragette movement from the West Midlands in the early 1900s and of pictures of females from today. When viewed from above, the mosaic will show a



leading face – still to be decided – from the suffrage movement in the West Midlands.

Birmingham New Street, which has 170,000 passengers every day, was chosen because its large concourse provides an ideal space to host the art work and the railway from Birmingham was important in transporting people to

London in support of the movement. The mosaic will be created by artist Helen Marshall, of the People's Picture, who has installed similar projects across Britain marking other historic occasions. Women from across the West Midlands are invited to submit their own picture to be part of the mosaic and there will be opportunities at the station to have photographs taken as well. To submit your photograph to be included, visit www.thepeoplespicture.com/thefaceofsuffrage.

Pat Power, Birmingham New Street station manager, said: "The West Midlands had a significant suffragette movement and hundreds of women travelled from Birmingham to London as part of the movement. New Street station is the perfect location for this thought-provoking piece of art. Equality is at the heart of our organisation and we actively encourage women to consider a career in the rail industry which will be both rewarding and exciting."

Helen Marshall, the artist behind the art work and from The People's Project, said: "I am thrilled to have the opportunity to show such a huge art work in such an exciting public space. The idea came from my personal experience as a female achieving my dream to be an artist and for the wish for women to become more visible, as they have been so invisible throughout art history, both in the representation in portraiture and as artists in their own right. My work is about breaking down boundaries between professional and amateur photography and also amongst people. I truly hope everybody will feel compelled to send in a photo and be part of this celebration."

The artwork will be on display from Thursday 15 November to Friday 14 December – the day which marks the 100th anniversary of women voting for the first time. There will be events taking place in Birmingham during the display period to celebrate it and learn more about the suffragette movement.



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

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

Class 325 002 on an empty Crewe - Dallam move, passes Moore on September 14th.
Mark Enderby

Historic day as full demolition starts on city railway station

Friday 28th September marked a historic moment for the City of Wolverhampton as machines began full demolition of the city's railway station. It is the next stage in delivering a £150 million transport hub to provide an attractive commercial gateway to those entering the city by national rail, bus or tram.

The scheme has been cleverly designed in two phases to ensure train services from City of Wolverhampton continue to operate as normal throughout. British Transport Police and train staff recently moved into temporary accommodation on the nearby Banana Yard.

This paved the way for contractors Galliford Try to set up the works compound and start bringing down the former British Transport Police building, with a small section of the current station building next to Platform 1 to also be demolished.

The erection of the first section of the new station building will swiftly follow and will become operational to customers by autumn 2019, when phase 2 of the programme – bringing down the remainder of the current station and completing the new build - will also start.

The new state-of-the-art railway station to serve the city will be fully open in summer 2020.

Wolverhampton Interchange Partnership consists of City of Wolverhampton Council (CWC), Ion, West Midlands Combined Authority (WMCA), West Midlands Trains, Virgin Trains, Network Rail, Midland Metro Alliance, Canal & River Trust, and Black Country LEP.

Council Leader and WMCA portfolio holder for transport, Councillor Roger Lawrence, said: "This is a momentous occasion for the City of Wolverhampton. It has been a long-held vision for the council to deliver a new railway station befitting of our great city and seeing the first bricks tumbling brings us close to that reality. There is £3.7 billion of investment currently on site or in the pipeline across Wolverhampton. As part of this regeneration it is crucial visitors to our city get the best first impression possible and their travel experience is enhanced - this new state-of-the-art station will deliver that."

Once work on the new station is completed it will pave the way for the Midland Metro Alliance to begin the final link of the new city centre tram extension. The Midland Metro Alliance are currently delivering the Pipers Row and Railway Drive phases of the extension to the railway station.

Andy Street, Mayor of the West Midlands, added: "It's fair to say that Wolverhampton has waited a long time for this new railway station and that when it is complete it will provide a suitable gateway to a thriving city. Just as important, the new station will be the hub of a rail, tram and bus network which will be a huge benefit to the people of Wolverhampton. The start of demolition work is an important milestone and I am delighted to be able to take part and equally that the West Midlands Combined Authority investment is going towards something already making progress."

Chris Jones, Associate Director, Ion, said: "Undertaking these key demolition works brings us a step closer to delivering the high-quality station facilities that the travelling public of Wolverhampton deserve."

Richard Brooks, Customer Experience Director at West Midlands Railway, said: "We've been working closely with the council and other stakeholders to ensure that rail services aren't disrupted by the project and the impact to our customers will be kept as low as possible. The works carried out over the next two years will give passengers in the area better transport links to the wider region than ever before."

"It's always great to see diggers hit the ground and this is a significant step forward in the project. The West Midlands is benefitting from a huge amount of investment in its transport infrastructure and the new Wolverhampton Interchange will be one of the jewels in its crown."

Martin Frobisher, Managing Director for Network Rail's London North Western route, said: "We fully support third party investment like this into the railway, which along with our Railway Upgrade Plan, is helping to provide passengers with better journeys."

"Investment in new stations helps regenerate surrounding areas and encourages private sector money to be spent, helping to create jobs and boost economies."

"With the tram extension to the station, Wolverhampton will have a transport hub which will provide local people with excellent transport links across the West Midlands and beyond."



Another Great Western poster featuring the Famous Five has appeared recently at London Paddington. Depicting Bath - Five Get Into Hot Water. *Derek Elston*

And another Great Western poster featuring the Famous Five have appeared recently at London Paddington. Depicting Exeter - Five Step Back In Time. *Derek Elston*

Greater Anglia employs Land Sheriffs to further improve safety and security for passengers travelling by train

Train operator Greater Anglia is bringing in extra Land Sheriffs to further improve safety and security for passengers whilst travelling by train.

Land Sheriffs patrol trains and stations across the network, helping to keep customers safe and helping out where they can.

They aim to provide a reassuring presence and additional support to railway staff and the British Transport Police in keeping rail travellers safe and secure.

The Land Sheriffs will deal with anti-social behaviour, fare evaders and enforce the railway bylaws.

But they also provide a friendly face and often help passengers during their journey, by carrying luggage and assisting those boarding with pushchairs. They have also helped prevent seven potential suicides this year.

Greater Anglia's Head of Customer Service, Neil Grabham, said, "Rail travel is generally a very safe and secure mode of transport, but we want passengers to feel safe when they travel with us and the Land Sheriffs do a great job of deterring crime, dealing

with anti-social behaviour and providing a reassuring presence to passengers on trains and at stations."

In total, the company has invested in 30 dedicated Land Sheriffs who patrol trains and stations in East Anglia.

Greater Anglia also works closely with the British Transport Police, Samaritans and rail pastors to protect the travelling public and railway staff, deter crime and anti-social behaviour and prevent suicides.

Did you Know - Ken Mumford

Some more of the nations oddities this month:

Hymek Problems

There was an occasion when the Second Man on a Hymek diesel spent the whole trip in the noisy engine room changing gear by hand because the hydraulics had failed!

Merchant Navy coal consumption

A factor in the Merchant Navy locomotives heavy coal consumption was said to be without doubt the effect of the strong draught created by the Lemaitre multiple-jet blastpipe on what was said by many to be an under sized smokebox and in which the volume was reduced further by large steam pipes and a superheater header in that smokebox.

If drivers had experimented with short cut-offs and got results they wanted as much as possible by expansive steam working, that would have had what was called 'a counterbalancing effect'. However, these locomotives were fitted with basically unreliable

LSWR pattern 'old' steam reversers. These were prone to creep away

from their set position and thus drivers seemed to find it less nuisance

if they used longer cut-offs causing the draught reaching the firebox to be aggravated.

Eastleigh set about solving this problem by fitting a single blastpipe and chimney to two 'Merchant Navy' locos:-

No 35019 'French Line CGT' in June 1951

No. 35022 'Holland-America Line' early in 1953.

For various reasons the results were not fully satisfactory such that by

September 1954 the normal blastpipe and chimney were replaced.

Thus set against the Merchant Navy locomotives' achievements were their poor low fuel consumption.

Also ended in 1951 was the fitting in 1948 of an American Berkley second-hand mechanical stoker obtained from Canada to 35005 'Canadian Pacific'.

SOUTHERN COUNTIES RAILWAY SOCIETY

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A Different View

On September 29th, a look at the beautiful station building at Highley on the Severn Valley Railway. *Richard Hargreaves*

A Different View



▶ A late evening view of Wellington station on September 29th. *Richard Hargreaves*



▶ Class 50 026 is seen through the trees on the depot at Kidderminster on September 29th. *Richard Hargreaves*

▶ The end of the line as Class 101 DMU No. E50266 arrives at Mountsorrel. *Richard Hargreaves*

A Different View



The final week of daily services on the Keighley and Worth Valley Railway featured the popular red-liveried Ivatt Tank rostered. The loco is seen arriving at Ingrow West on September 4th with a morning train for Oxenhope. *Ben Bucki*

Stained glass window in the waiting room at Grantham. *Richard Hargreaves*

War time poster at Quorn and Woodhouse station, Great Central Railway. *Richard Hargreaves*



Preserved Railways

Great Central Railway



▶ Visiting the line for their diesel gala on September 8th, Class 55 019 'Royal Highland Fusilier' restarts one of its engines at Loughborough.
Richard Hargreaves

▶ Narrow gauge Ruston No. 85049 stands at Nunckley Hill on September 8th.
Richard Hargreaves

▶ Ruston 0-4-0 works No. 393304 shunts wagons at Nunckley Hill on September 8th.
Richard Hargreaves



Preserved Railways

Great Central Railway

▶ Class 47 No. 1705 stands at Loughborough on September 8th ready for departure with the mail train. *Richard Hargreaves*

▶ Visiting the line for the gala, Warship No. D832 'Onslaught' arrives at Leicester North with a service from Loughborough on September 8th. *Richard Hargreaves*

▶ Class 31 No. D5830 approaches Rothley with the mail train on September 8th. *Richard Hargreaves*





Preserved Railways

Great Central Railway

▶ Class 101 DMU Nos. E50266 and E51427 arrive at Rothley on September 8th with a service to Quorn. *Richard Hargreaves*

▶ On September 8th, Class 37 714 approaches Swithland sidings, with a service to Loughborough. *Richard Hargreaves*





Since the beginning of 2018 the Class 504 Preservation Society members have been making steady progress on the restoration of trailer car M77172 whilst outside in the sidings near the C&W shed at Buckley Wells. Plenty of jobs had been tackled including making the unit watertight and generally smartening its appearance. After being displayed in Bolton Street Station platform during the DMU gala for a few hours interest levels suddenly rose and it seemed that the fortunes of the unit were looking a lot better.

Shortly afterwards the Society received confirmation that the East Lancs Railway had granted the Class 504 Preservation Society a 16 week period of undercover accommodation in Baron Street Loco Works, which was originally Bury TMD and the Class 504 units former home. This was a fantastic opportunity that would allow the Society to make essential repairs to the bodywork which have been the result of long term outside storage. On the 10th May 2018 the trailer car was split from the power car and shunted over to the ELR loco works, and for the first time since August 1991 a Class 504 vehicle returned 'Home', although whether the Class 504's have ever shared the building with a GWR 2-8-0 and a Class 52 Western Locomotive is very doubtful!

The Society members immediately got to work on the bodywork and the roof. The roof was sanded and scraped back in preparation for this to be given a new protective coat in the original as delivered light grey paint. The Society also welcomed some new members who's skills allowed us to step up the restoration considerably. During the period undercover it was discovered that the rubber seals on the windows had perished needing the Society to get new new seals manufactured. Nearing completion of the bodywork repairs and roof painting the Society felt there was enough time of the 16 week period to paint the body of the trailer car BR Green gloss to help protect it from the elements over the winter whilst we concentrate on the finishing the interior of the unit before turning our attention to the power car M65451 which is still in a very care worn state.

Class 504 restoration update

The change in the trailer car from our stay in the loco works has amazed us all, and we are now very much focused in our efforts to try and get the unit in an as delivered condition for its 60th anniversary at the end of next year.

The society would like to thank the East Lancs Railway for providing undercover space inside the Baron Street Loco Works. Society Working members S.Thomas, P.Lambert, M.Griffiths, M.Kirvin, R.Clayton, A.Bennett deserve a big thank you for their efforts and all the other volunteers who have helped out or just given us some words of encouragement.

Photo Left: Class 504 DTC M77172 stabled in Baron Street Loco Yard, the units former home of Bury TMD EMU sidings before being shunted inside the former Bury EMU shed for restoration work to begin on 10th May 2018. © Kevin Dowd.

Photo Right: M77172 stands outside its former home depot of Bury TMD. Now the ELR Loco Works after 16 weeks of restoration work by volunteers of the Class 504 Preservation Society on 19th September 2018. © Simon Thomas.





Preserved Railways

Pontypool & Blaenavon Railway

Neilson Reid built Taff Vale 0-6-2T No. 85 is seen at Blaenavon High Level on September 14th.

Ken Livermore

Two views of Barclay Rosyth No. 1 running round its goods train at Blaenavon High Level on September 14th. This locomotive was built by Andrew Barclay in 1914 as the first of five engines for the Royal Naval Dockyard at Rosyth on the Firth of Forth. However the 1914 built locomotive was ready before the dockyard and it was transferred to the Royal Naval Dockyard at Pembroke Dock where it worked until 1955 when its boiler was condemned. Following being fitted with a new boiler by Andrew Barclay the locomotive was deployed at RAF St. Athan in the Vale of Glamorgan. *Ken Livermore*





Preserved Railways

Ravenglass and Eskdale Railway

▶ 'Whillan Beck', a.k.a. 'The Train from Spain' waits at the Dalegarth terminus of the Ravenglass and Eskdale Railway to depart with the 13:30 service to Ravenglass on September 8th.

Jeff Nicholls

▶ 'River Mite' arrives at the Dalegarth terminus with the 12:50 from Ravenglass as the railway's most recent acquisition 'Whillan Beck' waits to depart with the 13.30 to Ravenglass, September 8th. *Jeff Nicholls*





Preserved Railways

Peak Rail/Heritage Shunter Trust

▶ Class 04 Drewry No. D2289 in its previous owners Lonato livery, recently repatriated from Italy, having been there for 40 years. *Michael Lynam*

▶ Peak Class 46 035 'Ixion' and 37 152 are seen in the yard at Rowsley. *Michael Lynam*

▶ Class 04 No. D2229 leads a rake of vans at Rowsley on September 1st. *Michael Lynam*





Preserved Railways

Peak Rail/Heritage Shunter Trust

▶ Ruston Class 07 001 is seen giving Brake Van rides at Rowsley on September 2nd.
Andrew Wilson

▶ With stored awaiting repairs Class 31 270 in the yard, Class 02 No. D2854 and 03 099 are viewed outside the trusts shed. *Michael Lynam*

▶ Class 08 016 along with Class 04 No. D2284 and John Fowler & Co. 0-4-0 'Bigga' provide super power for the Brake Van at Rowsley on September 2nd. *Andrew Wilson*





Preserved Railways

Peak Rail/Heritage Shunter Trust



▶ Ruston and Hornsby built British Rail Class 97/6 No. PWM97654 prepares to depart the platform for a run up the yard at Rowsley. *Andrew Wilson*

▶ On September 2nd, Class 44 No. D8 is seen on the rear of a service departing Rowsley, heading to Matlock. *Michael Lynam*

▶ Hunslet Engine Co. built Class 05 No. D2587 is seen in use at the Heritage Shunter Trust's site on September 2nd. *Andrew Wilson*



Preserved Railways

Kirklees Light Railway

On September 8th, Exmoor built 0-4-0STT 'St. Egwin' visiting from Evesham Vale Light Railway is seen in the station during the lines steam gala. *Michael Lynam*

Class 108 DMU driving trailer composite DMU No. 56495, previously owned by Dean Forest Railway and acquired in 2008, is now used as a birthday carriage. *Michael Lynam*

'Katie' 2-4-2 built in 1954 by Guest Engineering, Stourbridge is seen on the turntable. Katie was initially built for Dudley Zoo Railway. *Michael Lynam*



Preserved Railways

Kirklees Light Railway

▶ Diesel hydraulic shunter No. 8 'Jay' built in 1992 alongside and visiting from the Perrygrove Railway 'SPIRIT OF ADVENTURE' Exmoor built 1993 No. 295. *Michael Lynam*

▶ Exmoor No. 299 built 1996 visiting from the Evesham Vale Light Railway, 'SPIRIT OF ADVENTURE', Exmoor built 1993 No. 295. and diesel hydraulic shunter No. 8 'Jay' have a busy moment. *Michael Lynam*

▶ 'Badger' 0-6-4 Saddle Tank built in 1991 is manually turned. *Michael Lynam*



Preserved Railways

South Devon Railway

▶ On August 7th, 'Bubble Car' No. W55000 prepares to work the last train of the day to Totnes and back. *Steve Thompson*

▶ Class 33 No. D6501 is seen in the yard at Buckfastleigh. *Steve Thompson*

▶ GWR 0-6-0PT No. 6412 arrives into Buckfastleigh on August 7th with a service from Totnes. *Steve Thompson*



Preserved Railways

Locomotion, Shildon

▶ 'Deltic' and SR Battle of Britain Class No. 34051 'Winston Churchill' are seen in the main hall on September 13th. *Michael Lynam*

▶ Formerly at the NRM York, Class 03 No. D2090 and 08911 have migrated north. *Michael Lynam*

▶ LNER Class J21 No. 65033 stands in the yard at Shildon on September 13th. *Michael Lynam*







Railtalk Magazine

Preserved Railways

Keighley and Worth Valley
Railway

On the last week of regular daily running with the flagship Ivatt tank in KWVR red livery in charge, a surprise treat was the running-in turns of the newly restored BR Standard 2MT No. 78022. Having run light engine a couple of days before, the loco was operating loaded test runs, and is seen beside the River Worth near Damems with an Oxenhope-bound train of Mk.1 coaches on September 7th.

Ben Bucki



The A1 Steam Locomotive Trust
New Steam for the Main Line

The Aberdonian - New steam trains for Scotland

Famous Steam Locomotive Tornado to haul 'The Aberdonian' in new programme of Steam Trains for 2019 The A1 Steam Locomotive Trust, the registered charity which built, owns and operates new steam locomotive No. 60163 Tornado, is delighted to announce 'The Aberdonian', a brand new programme of five steam-hauled trains between Edinburgh and Aberdeen for 2019.

The launch train for 'The Aberdonian' will run on Thursday 14th March 2019 with the main series of Tornado-hauled trains running on Thursday 1st, Thursday 8th and Saturday 31st August and Saturday 7th September 2019. 'The Aberdonian' will depart Edinburgh Waverley station at around 09:30hrs for Aberdeen, returning at around 20:30hrs. Passengers are invited to join Tornado, star of Paddington 2 and Top Gear, at Edinburgh Waverley and Haymarket stations, before steaming across The Forth Bridge and along the beautiful Fife coastline. As the journey progresses, the train spans The Tay Bridge before crossing Dundee on its way to its first stop of Carnoustie where passengers can elect to alight for a day of golf. The railway then runs along cliff tops and through lush countryside via the coastal towns of Arbroath, Montrose and Stonehaven before arriving into Aberdeen's light and airy station. On arrival at Aberdeen, passengers can choose to take one of the optional onward excursions or simply explore the city at their own pace. For the passengers electing to stay in Aberdeen to experience its heritage and history, there are many attractions within easy walking distance of the station. Those wishing to explore Aberdeenshire further can book onto one of three off-train excursions that offer an authentic taste of the local area, choosing from a distillery, a castle and a highland cattle farm.

After a break of around four hours, Tornado will haul 'The Aberdonian' on its return journey to Edinburgh following the outward route. Adult tickets are priced at Standard Class £99, First Class £159, First Class Dining £235. For further details about these trains and how to book can be found via a1steam.com/railtours or call 01438 715050. Riddell Graham, VisitScotland Director of Industry & Destination Development, said: "I am delighted to hear about The A1 Steam Locomotive Trust's latest programme of steam trains between Edinburgh and Aberdeen. These journeys will give visitors the chance to step back in time and enjoy the stunning scenery of the east of Scotland, all within these wonderful trains which showcase our rich heritage.

"Everything we do at VisitScotland is about creating a passion for Scotland and innovative events like this help create a destination and customer experience worth talking about." Sir Peter Hendy, Chair of Network Rail, said "Scotland and its railway will massively welcome this series of steam hauled trains, crossing the iconic Forth Bridge and connecting the Granite City of Aberdeen with the Scottish capital. Tornado is a shining example of British engineering, reflecting the country that invented railways, and giving pleasure on every trip to thousands of Scots as it traverses Scotland. I hope this series of trips become a permanent feature of the Scottish railway scene. Network Rail strongly supports this initiative."

Graeme Bunker-James, Operations Director and Trustee of The A1 Steam Locomotive Trust, commented that "We are extremely proud to be launching 'The Aberdonian' series of new special steam-hauled trains from Edinburgh to Aberdeen, taking in the fabulous sights of the east coast of Scotland. Hauled by our famous new steam locomotive No. 60163 Tornado, crossing the iconic Forth Bridge, exploring some of the best scenery Scotland has to offer and visiting Aberdeen and the surrounding area will make this an unforgettable day out for all who travel. There is even the option to dine on-board and enjoy fabulous dishes using the very best Scottish ingredients prepared by our

on-board chefs." Since completion in Darlington in 2008, new Peppercorn class A1 Pacific No. 60163 Tornado has covered over 100,000 miles and seen service on the Network Rail main line and heritage railways right across Great Britain. Highlights have included three Royal Trains including the naming by TRH The Prince of Wales and The Duchess of Cornwall in February 2009; BBC Top Gear 'Race to the North' with Jeremy Clarkson on the footplate; the re-opening of the Settle to Carlisle Railway; the first steam locomotive in the UK to achieve 100mph for 50 years; featuring in two BBC documentaries, 'Absolutely Chuffed - the Men Who Built a Steam Engine' and 'Tornado the 100mph Steam Engine', and starring in PADDINGTON 2 the movie.

'The Aberdonian' offers the opportunity to relive a bygone age of steam travel, evoking the glamour of the 1930s. Heritage carriages provide a nostalgic journey back in time, where passengers can enjoy the beautiful scenery as plumes of steam drift past the windows, and Tornado's whistle can be heard.

Passengers booking First Class can look forward to luxurious surroundings, travelling in a comfortable and roomy seat with curtains by the windows. For a little more indulgence, there is the First Class Dining experience, with silver service for all meals, each cooked on the train by an elite team of chefs. Passengers can enjoy a full English breakfast on the outward journey and a relaxed four course dinner on the way home as the sun sets, the station lights twinkle and Tornado's reassuring rhythmical exhaust sets the seal on a memorable day out. Alternatively, Standard Class seating is also available for those simply wishing to enjoy the scenery and have an enjoyable day out. A buffet car is available in Standard Class. 'The Aberdonian' is set to be a wonderful day out for all, and the ideal way to celebrate a birthday, anniversary or simply spending time together as friends and family.

Photo: ©A1SLT/ Andy Horne



Railtalk Magazine

Preserved
Railways



Preserved Railways

Ribble Steam Railway

▶ Visiting loco from Embsay, 0-6-0ST Hudswell Clarke No. 1208 'ILLINGWORTH' at Lockside Road crossing returning to Preston Riverside station on September 30th. *Michael Lynam*

▶ 0-6-0 Bagnall works No. 2860/1942 'Courageous' passes along Maritime Way, returning to Preston Riverside station. *Michael Lynam*

▶ 0-6-0 Hawthorne Leslie works No. 3931/1938 No. 21 'Linda' crosses the Marina Swing Bridge returning to Preston Riverside station on September 30th. *Michael Lynam*



Preserved Railways

Barrow Hill

▶ Stored Class 37 057 and Class 20 121 await developments in the yard at the depot on September 29th. *Michael Lynam*

▶ Outside the HNRC shed, a line of stored shunters including Class 08 879, Wigan 1 (08 871), 08 428 and 08 782. *Michael Lynam*

▶ On September 29th, Class 02 003 is seen on display in the Roundhouse. *Michael Lynam*



Preserved Railways

Severn Valley Railway



▶ On September 21st, North Eastern Railway T2 Class 0-8-0 (LNER Q6) No. 63395 passes Bewdley South signal box with the 10:00 Kidderminster to Bridgnorth service. *Ken Abram*

▶ On September 29th, GWR 0-6-0PT No. 7714 approaches Hampton Loade, heading to Kidderminster. *Richard Hargreaves*

▶ On September 2nd, Class 52 No. D1015 backs onto its train at Bridgnorth. *Richard Hargreaves*





Preserved Railways

Severn Valley Railway

▶ LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' heads away from Bewdley with the 12:25 Kidderminster to Bridgnorth service on September 21st. *Ken Abram*



Railtalk Magazine

Preserved Railways

Severn Valley Railway

A GWR Autotrain comprised of Nos. 1450 and 178 sits in an almost deserted Highley station on the early morning of September 22nd, waiting to work the 06:50 to Kidderminster. Well worth getting up for! *Jeff Nicholls*

Preserved Railways

Severn Valley Railway



Complete with GWR/BR style reporting number GWR 2-8-0 No. 2857 rolls into Highley in the late afternoon sun with the 15:55 from Kidderminster to Highley on September 21st, the second day of the Severn Valley's Autumn Steam Gala.

Jeff Nicholls

LMS Stanier Class 8F 2-8-0 heavy freight locomotive No. 48773 awaiting overhaul is seen on display at Kidderminster. *Richard Hargreaves*

Newly repaired LMS Princess Coronation Class No. 6233 'Duchess of Sutherland' waits for the signal to drop at Highley with the 19:15 from Bridgnorth to Kidderminster on September 21st. *Jeff Nicholls*





Preserved Railways

Severn Valley Railway

In superb early evening sunlight BR 7P Britannia Class 4-6-0 No. 70000 'Britannia' departs from Bewdley on September 21st with the 16:45 Bridgnorth to Kidderminster service. *Ken Abram*

Preserved Railways

Severn Valley Railway



▶ LNER Q6 No. 63395 pulls into Highley station with the 19.25 from Kidderminster to Bridgnorth on the evening of September 21st, the second day of the Severn Valley Railway's Autumn Steam Gala. *Jeff Nicholls*

▶ On September 29th, GWR 7800 'Manor' Class 4-6-0 No. 7802 'Bradley Manor' backs onto its next working at Bewdley whilst Class 50 035 waits departure time with a service to Kidderminster. *Richard Hargreaves*

▶ British Railways Standard Class 7 No. 70000 'Britannia' departs Highley with a service to Kidderminster. *Richard Hargreaves*









Work set to go ahead on historic structure this winter

The Great Central Railway's appeal for funds to repair a Victorian bridge in Loughborough has reached the quarter of a million pounds mark. It's expected work will go ahead over the coming winter. The rapid climb from the previous total follows a successful national campaign in major magazines raising awareness of the project. Repairing the canal bridge to carry steam and diesel heritage trains is part of the bigger reunification scheme, which will bring together two halves of the Great Central Railway to create an eighteen mile whole GCR, running across the East Midlands. Already, millions of pounds has been invested building a new bridge over the Midland Main Line in Loughborough.

"We are grateful to everyone who continues to respond to our appeal," said the Great Central Railways Managing Director Michael Gough. "During our national campaign we attracted many new donors from across the UK, but it is extremely humbling to still be receiving donations from the railway's friends in the community."

The work on the bridge needs to take place in the winter months to avoid major disruption to pleasure boat traffic on the canal. No date has yet been set for work to begin, while

arrangements with contractors are concluded.

The appeal has a target of four hundred and seventy five thousand pounds. Beyond the appeal for the bridge work, funds will then need to be raised for the design work and preparation of a planning application for the remainder of the reunification scheme - one of the largest projects ever undertaken by a UK heritage railway.

"The reunification project is a long term aim, but we believe when complete it will be a benefit to the East Midlands economy and a significant national attraction," continued Michael. "The canal bridge is the next part of the jigsaw. The support of everyone including our stakeholders is so encouraging. Meanwhile, as we plan the expansion, vital work is also continuing on our existing facilities and infrastructure to ensure the railway is something we can all be proud of."

To find out more about the canal bridge appeal, the reunification project AND to make a donation online, head to www.gcrailway.co.uk/unify

Donations to the appeal through the post can be made with a cheque (payable to 'DAVID CLARKE RAILWAY TRUST' with Crossing the Canal written on the rear) sent to, DCRT, Lovatt House, 3 Wharnccliffe Road, Loughborough, Leicestershire, LE11 1SL.



On September 8th, Hudswell Clark 0-6-0PT works No. 1172 of 1924 'Alpha' double heading with Davenport 0-4-0 works No. 1586 of 1917 head back to Statfold along the bottom of the field.

Ken Abram

Preserved Railways

Statfold Barn Railway



Avonside 0-4-0T works No. 2067 of 1933 'Marchlyn' and Large Quarry Hunslet Class 0-4-0ST 'Sybil Mary' works No. 921 of 1906 are seen working hard along the bottom of the field as they head for the balloon loop on September 8th. *Ken Abram*

Parallel running between Oak Tree Halt and Statfold Station with Hunslet 0-4-2ST works No. 1842 of 1936 'Howard' and Burton & Ashby Light Railway Tram No. 14 which dates from 1906. *Ken Abram*

Hunslet 4-6-0T works No. 1215 of 1916 War Dept. Light Railway No. 303 top and tailed with Baldwin 10-12D Class 4-6-0T works No. 44656 of 1917 WDLR No. 778 on the steep climb on the tramway section as it returns to Statfold. *Ken Abram*



On September 5th, Corpet 0-6-0PT 'Minas de Aller No. 2' works No. 439 of 1884 waits at the platform at Oak Tree Halt as Baldwin 10-12D Class 4-6-0T works No. 44656 of 1917 WDLR No. 778 departs with its train. *Ken Abram*



Preserved Railways

Crewe Heritage Centre

▶ Class 47 712 'Lady Diana Spencer' is seen on display at Crewe Heritage Centre on September 14th. *Mark Enderby*

▶ A gleaming Class 87 035 'Robert Burns' stands in the yard at Crewe on September 14th. *Mark Enderby*



Preserved Railways

Swindon and Cricklade Railway



▶ No.3135 'Spartan' a Tkh Class 0-6-0T locomotive built by the Fablok company of Chrzanov, Poland in 1953, seen here passing the signalbox at Hayes Knoll. *David Lindsell*



▶ Visiting from the Telford Steam Railway, Great Western Railway 0-6-2T No. 5619 stands at Blunson on September 9th. *David Lindsell*

▶ Andrew Barclay 0-6-0ST No. 2138 'Swordfish' built in 1941, receives attention at Hayes Knoll. *David Lindsell*





The A1 Steam Locomotive Trust
New Steam for the Main Line

PROJECT TO BUILD SIR NIGEL GRESLEY'S LAST STEAM LOCOMOTIVE DESIGN REACHES PRE-LAUNCH STAGE

The V4 Steam Locomotive Company Limited formed and review of original drawings underway

The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, has announced that it had formed a new subsidiary, The V4 Steam Locomotive Company Limited, to carry out the building of its third new steam locomotive – the yet-to-be-named new Gresley class V4 No. 3403 – as part of its preparations for the formal launch of the project. It was also able to confirm that it had acquired over 500 original class V4 drawings from Malcolm Barlow, a Doncaster scrap dealer who launched the now defunct Gresley V4 Society in 1994 to build a new example of the class.

The London and North Eastern Railway (LNER) class V4 was a class of 2-6-2 steam locomotive designed by Sir Nigel Gresley – who also designed world-famous No. 4472 Flying Scotsman and world speed record holder No. 4468 Mallard – for mixed-traffic use. It was Gresley's last design for the LNER before he died in 1941. The class V4s had similarities in their appearance and mechanical layout to the class V2s of which pioneer No. 4771 Green Arrow is preserved as a part of the National Collection. The class V2s, introduced in 1936, had limited route availability and the class V4 was a lightweight alternative, suitable for use over the whole of the LNER network.

Two locomotives were built at the LNER's Doncaster Works in 1941. The first locomotive, No. 3401 Bantam Cock, had a scaled-down version of the Gresley Pacific boiler with a grate area of 27½ sq ft. Its tractive effort of 27,000 lbs was produced by boiler pressure of 250 psi and three cylinders of 15in diameter. The second locomotive, No. 3402, incorporated a fully welded steel firebox and a single thermic syphon for water circulation. It was not named, but was known unofficially as Bantam Hen. The class was tried on the Great Eastern section of the LNER, and was well received, with more power than the existing Gresley class B17 4-6-0s and better riding qualities. It was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941 and his succession by Edward Thompson, no more were built. Instead, the simpler two-cylinder Thompson class B1 4-6-0 was adopted as the LNER's standard mixed-traffic locomotive and 410 were built between 1942 and 1952. The two locomotives were sent to Scotland for use on the West Highland Line, although their wheel arrangement was not particularly suitable for the line's steep gradients. The two class V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

At its Silver Jubilee Convention in October 2015, The A1 Steam Locomotive Trust announced that it would follow its Peppercorn class A1 4-6-2 No. 60163 Tornado and Gresley class P2 2-8-2 No. 2007 Prince of Wales with the construction of further extinct LNER steam locomotives – a Gresley class V4 2-6-2, a Gresley class V3 2-6-2T and a Gresley class K3 2-6-0. At its Annual Convention in September 2017, the Trust confirmed that it has started work identifying and scanning the original drawings for the Gresley class V4 at the National Railway Museum in York in order that the design book for new locomotive could be created within 3D Computer Aided Design (CAD).

In January 2018, the Trust revealed that it had acquired and taken delivery of a complete set of fully-certified tyres for the new Gresley class V4's pony, Cartazzi and 5ft 8in driving wheels. They were purchased

from David Buck, owner of Thompson class B1 4-6-0 No. 61306 Mayflower, along with a chimney, two BR class 08 shunter speedometer drive generators and two two-stage single spindle air pumps of Finnish origin including lubricator pumps and check valves for use on No. 2007. The tyres were originally manufactured in South Africa in the late 1990s for Malcolm Barlow, a Doncaster scrap dealer who launched the Gresley V4 Society in 1994 to build a new example of the class. David Buck acquired the parts six months ago in a job lot of items that Malcolm Barlow had salvaged from Doncaster Works on its closure – including a number of class B1 components.

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

“We are now in the pre-launch phase of the project to build our third new main line steam locomotive, with the formation of The V4 Steam Locomotive Company to actually build No. 3403, the opening of both the company and charitable bank accounts and the detailed review of over 500 acquired drawings.

“We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed. If we're in our new and much larger base at Whessoe Road by then – and there's a good chance we will be – we could even start work on No. 3403 before No. 2007 Prince of Wales steams in 2021. We anticipate the project costing around £3m and taking around five years subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways.

“Unlike the class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s.

“Although there is no specific appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project. The next steps will be to launch a website for the project and The Founder's Club to fund the early stages of the project. More announcements will be made during 2018 as the project builds up steam.”

Photo: ©A1SLT



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Dean Forest Railway



▶ Class 08 238 is seen stabled in a siding at Lydney Junction station during the Dean Forest Railway's diesel gala on September 14th. *Neil Pugh*



▶ A token is exchanged with the signalman as Class 42 Warship No. D832 'Onslaught' approaches Lydney Junction station on September 14th with a freight train. *Neil Pugh*



▶ Class 14 No. D9521 departs Lydney Junction station during the lines diesel gala on September 14th. *Neil Pugh*

CLASSIC 1930s LONDON TO GLASGOW MAIN LINE STEAM LOCOMOTIVE TO MAKE ITS FIRST VISIT TO PURBECK – TO STAR IN AUTUMN GALA

A classic 1930s express steam locomotive that hauled express trains between London and Glasgow – and headed the Royal Train on two occasions – is to make its first visit to the Isle of Purbeck when it stars in the Swanage Railway’s Autumn Steam Gala.

Also visiting the award-winning heritage line for the annual October event will be an historic 1940s ‘Black 5’ steam locomotive that helped to haul the last steam-hauled passenger train on a British Rail main line in the summer of 1968.

On the theme of the historic locomotive exchange trials in 1948 – which took place on the newly created British Railways network to evaluate different classes of steam locomotives from the previous ‘Big Four’ railway companies – the Autumn Steam Gala runs from Friday to Sunday, 12 to 14 October, 2018, inclusive.

At least six steam locomotives will be in action through the Isle

The Princess Coronation class locomotive No. 6233 ‘Duchess of Sutherland’ has been a regular performer on the main line up and down the country – as has ‘Black 5’ No. 44871 – where it has hauled special excursion trains.

Repainted in its original 1930s crimson livery by its owners, the Princess Royal Class Locomotive Trust, the visit of the ‘Duchess of Sutherland’ to the Swanage Railway comes after a major £130,000 overhaul.

Featuring a varied and intensive service, steam trains will be running the five and a half miles between Swanage, Harman’s Cross, Corfe Castle and Norden – with some steam trains running four miles further on to the River Frome bridge, within sight of Wareham.

Swanage Railway Company executive chairman Trevor Parsons said: “Our three-day Autumn Steam Gala will be an event not to be missed with the ‘Duchess of Sutherland’, the ‘Fifteen Guinea Special’ ‘Black 5’ No. 44871 and Standard Class 4 Tank No. 80078 being put through their paces along with the Swanage Railway’s Swanage-based locomotives also hauling trains.

“There will also be an exciting and varied timetable, four nostalgic freight trains running each day between Swanage and Corfe Castle, some passenger trains running on our four-mile extension from Norden to the River Frome, within sight of Wareham, as well as evening dining trains on the Friday and Saturday,” added Mr Parsons.

It was in 2002 that the ‘Duchess of Sutherland’

became the first steam locomotive in 35 years to haul the Royal Train – the locomotive again hauling the Royal train in 2005.

Repainted in its original 1930s crimson livery by its owners, the Princess Royal Class Locomotive Trust, the visit of the ‘Duchess of Sutherland’ to the Swanage Railway comes after a major £130,000 overhaul.

Designed by William Stanier, No. 6233 ‘Duchess of Sutherland’ was built for £13,800 at the London Midland and Scottish Railway’s locomotive works in Crewe in the summer of 1938 for



hauling express trains between London and Glasgow and to Liverpool.

Being withdrawn from service by British Railways in 1964 – by which time the locomotive had run some 1.6 million miles – No. 6233 ‘Duchess of Sutherland’ was sold to a Butlin’s holiday camp at Ayr in Scotland before moving to a railway museum at Bressingham in Norfolk and then moving to the Midland Railway Centre in Derbyshire.

After restoration to full working order, the classic locomotive returned to the rails in 2001 – thanks to financial help from the Heritage Lottery Fund – and hauled excursion trains on the main line after being fitted with main line signalling and safety equipment.

Built at Brighton in 1954 for the busy Essex coast to north London commuter line – and now based in Essex – former British Railways Class 4 tank steam locomotive No. 80078 will be hauling trains on the Swanage Railway for the first time since 2010.

After being withdrawn from traffic in the mid-1960s, No. 80078 was sent to a scrapyards at Barry, in South Wales, from where it was rescued by members of the Swanage Railway in 1976 – eventually being restored and hauling trains at Swanage in 1999 for more than ten years before a later move to Essex.

The Swanage Railway welcomes new volunteers to help run the heritage line so call 01929 475212 for a chat or email iwanttovolunteer@swanagerailway.co.uk.

Photos: © Andrew PM Wright/Tom Clarke



of Purbeck, including three visiting locomotives – 1938 London Midland and Scottish Railway No. 6233 ‘Duchess of Sutherland’, 1945 London Midland and Scottish Railway Stanier ‘Black 5’ No. 44871 and 1954 British Railways Class 4 Tank No. 80078.

‘Black 5’ No. 44871 made history 50 years ago when it helped to haul the famous ‘Fifteen Guinea Special’ between Carlisle and Manchester in August, 1968 – the last steam-hauled passenger train run by British Rail – with tickets costing 15 guineas.



Preserved Railways

Mid Hants Railway

SR Schools Class 4-4-0 No. 30925 'Cheltenham' is seen operating services on September 26th seen here near Alresford. *Ken Livermore*



Two photos of SR S15 Class 4-6-0 No. 30506 as it edges closer to completion of its restoration, seen in the yard at Ropley on September 26th. *Ken Livermore*

Preserved Railways

Wells and Walsingham Light Railway

▶ 2-6-0+0-6-2 Garratt locomotive No. 6 'Norfolk Heroine' takes on water at Wells. *John Sloane*

▶ 'PIONEER' an 0-6-0T built 1981 by David King is seen outside the shed at wells on September 28th. *John Sloane*

▶ Built in 1985, 0-6-0 tram 'Weasel' is seen at Wells on September 28th. *John Sloane*





Preserved Railways

Whitwell and Reepham Railway



▶ Class 117 DMU No. 51412 is seen getting attention on September 29th. Its partner at the line No. 51370 is undergoing a full overhaul.

John Sloane

▶ Ruston No. 518494 was ex-works from Ruston & Hornsby Ltd at Lincoln on November 29th 1967, and supplied new to Tarmac at their Hayes stone terminal, half a mile east on Hayes & Harlington Station, on the GWR main line. Now residing at the line and seen in the station sidings. *John Sloane*

▶ North British Locomotive works 0-4-0 No. D2700 an ex MOD shunter is seen at Whitwell and Reepham station on September 29th.

John Sloane







From the Archives



BR Class 03 No. D2101 with a match wagon acts as York station pilot on March 27th 1968.

John Sloane



BR Class 31 203 carries out shunting duties at a wet London Kings Cross station on May 4th 1978. *Dave Felton*



Petroleum branded Class 47 054 stabled on Crewe Diesel Depot on October 12th 1991.

Michael Lynam





From the Archives



Class 50 No. D409 thunders north past Standish Jct on March 30th 1968. *John Sloane*



With plenty of steam heat being provided, Class 46 020 is seen ready to depart Torquay on February 23rd 1980. *Brian Hewertson*

Great Western 'Fag Packet' liveried power car No. 43186 is seen at Newport on March 22nd 2000. *Paul Godding*

