



Railtalk Magazine

Issue 146 | November 2018 | ISSN 1756 - 5030



Welcome

Welcome to Issue 146 and your monthly roundup from across the UK.

Well another month out of the way, but the sunny weather is still with us, is this a bad omen for things to come? However a couple of windy days have kept the RHTT fleet busy.

As I write this, then LNER have just launched the Intercity liveried Class 91, and I have to say it does look really smart, but is this just because it is a one off, and did we not say the same when the first GNER/Nat-Ex/Virgin livery appeared? Lets hope that the Class 91 can meet up with Great Western's Intercity liveried power car at some point as has been suggested.

I'm very pleased to see that following refurbishment, the first of South Western Railway's Class 442 EMUs is expected to re-enter service on the Portsmouth – London Waterloo route in December. I do like the 442s and think that once again it does show that there is scope for re-using older rolling stock rather than sending them for scrap.

For those travelling on TransPennine services this winter - don't worry you will be nice and cosy as over crowding is set to continue as TPE have delayed the launch of its new CAF Nova 3 push-pull coaches, which are now expected to enter service in spring 2019. It would seem that TPE also has an issue with getting passengers to their destinations especially if it is Manchester

Content

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 21 - Pictures
Pg 135 - News and Features
Pg 146 - Fares Advice
Pg 151 - Did you Know
Pg 152 - Different View
Pg 155 - Preserved/Industrial
Pg 194 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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

Contact Us

Editor: Andy Patten

editor@railtalkmagazine.co.uk

Charter Scene

charter.scene@railtalkmagazine.co.uk

The Nosh Report

nosh.report@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net



Front Cover

GWR Class 2800, 2-8-0, No. 2857 built in Swindon 1918, works the 1G51 Bury to Rawtenstall service, seen here at Irwell Vale station on the East Lancs Railway.

Alan Naylor

This Page

Class 66 020, looking rather smart, approaches Ashchurch hauling a Round Oak - Margam steel train. *Charlie Robbins*

Next Page

Northern's new CAF EMU Class 331 102 is seen on test through Acton Bridge on October 23rd. *Brian Battersby*



Airport with far too many services capped at Victoria or Piccadilly to try and get the service back on time.

Still at least TPE operate trains on a Saturday, whereas Northern continues with its strike action on every Saturday in the run up to Christmas. This really just isn't good enough, and it is treating passengers very poorly indeed. It is also affecting businesses that relied on Northern services getting them out and about on a weekend. With no end to the dispute in sight, it is not looking good for 2019 Saturdays out in the Northern operating area.

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

Terms & Conditions

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

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

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

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

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

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



Railtalk Magazine



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

West Coast Railway Co.
The Pendle Dalesman

LMS 8F 2-8-0 No. 48151 gets to grips with the gradient away from Helwith Bridge with the northbound 'Pendle Dalesman' on October 27th. *Gerald Nicholl*





Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Pendle Dalesman

On October 27th, LMS 8F 2-8-0 No. 48151 looking and sounding well, works through Helwith Bridge with 'The Pendle Dalesman'.
Shep Woolley



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Pendle Dalesman

LMS 8F Class 2-8-0 No. 48151 works across Smardale Viaduct with the return leg of 'The Pendle Dalesman' on October 27th.
Shep Woolley







Railtalk Magazine

Charter Scene

West Coast Railways
Steam on the Met

GWR Pannier tank loco No. 9466 storms through South Ruislip on September 20th with a service to West Ruislip. *Class47*



Railtalk Magazine

Charter Scene

Steam Dreams
The Cathedrals Express

Class 86 259 / No. E3137 Les Ross/Peter Pan pauses at Rugby with a return Carlisle - London Euston charter on September 15th.
Chris Morrison













Railtalk Magazine

Charter Scene

Steam Dreams
The Cathedrals Express

LNER A3 Class No. 60103 'Flying Scotsman' pilots LMS Black Five No. 44871 as they storm through Tiverton Parkway with the late running 1Z72 15:09 Exeter St. Davids to Bristol Temple Meads 'Cathedral Express' on October 8th. *Derek Elston*



Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

On October 10th, West Coast's Class 37 669 and 47 832 arrive at Hellifield to take over from LMS 8F No. 48151 which was on a rail tour from Carlisle - Bedford. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

London Midland and Scottish Railway Royal Scot Class No. 46100 'Royal Scot' passes Heamies with a 5Z22 10:26 Kidderminster SVR - Crewe HS move. *Nick Clemson*

West Coast's Class 57 601 is seen on the rear of a Carnforth - Liverpool ECS as it passes Euxton on November 3rd. *John Sloane*

On October 23rd, BR Standard Class 7 No. 70000 'Britannia' underwent a loaded test run from Crewe to Crewe via Chester Shrewsbury ad Stafford. *John Alsop*





Charter Scene

ECS and Light Engine Moves

BR Standard Class 7 No. 70000 'Britannia' (with Class 47 No. D1733 on the rear) passes Walcot on October 24th with the 5P55 13:11 Coton Hill TC - Crewe H.S. *Keith Davies*

On October 15th, LMS No. 6233 'Duchess of Sutherland' along with its support coach waits a path at Andover heading from the Swanage Railway to the East Lancs Railway at Bury. *David Lindsell*

On October 22nd, LMS Princess Coronation Class 4-6-2 'Pacific' No. 6233 stops outside Salford Central to pick up West Coast Railway crew who were travelling to Crewe, whilst No. 6233 was working from the ELR - Southall. *Steve Simpson*





Caledonian Sleeper

Class 67 004 sits at the head of the Caledonian Sleeper at Inverness depot on October 7th.

Jeff Nicholls



Caledonian Sleeper celebrates #StationsDay

Caledonian Sleeper is showcasing how it has transformed a disused building at Perth Station in celebration of the first #StationsDay – a day which highlights the £5.2 billion investment to regenerate Britain's rail stations.

The building has been renovated into a state-of-the-art training facility for Caledonian Sleeper staff and is just one of hundreds of small and medium sized stations that have been improved across the UK since 2009.

As part of the £1.6m project, the overnight rail service has also created a brand new guest lounge to cater for travellers at one of Scotland's most vital rail hubs.

The centrepiece of the new facility is a mock-up of Caledonian Sleeper's new carriages, which are due to be introduced to service by end of May 2019. With a fully operational galley, it will allow staff to perfect the meals that will be served on board as part of an enhanced catering facility.

An auditorium, conference room and additional office space will allow staff to work from Perth and take part in various courses throughout the year. There are also plans to open the space up to local groups in the city, giving them access to high-quality meeting space in a central location.

Open exclusively to Caledonian Sleeper guests, the lounge – located at the rear of Platform 7 – is a space to relax before or after travelling, with a host on hand to serve drinks and snacks. Guests will also have access to wet rooms, ensuring they can refresh themselves after travelling overnight from London.

The guest lounge is one of five the overnight rail service has created in stations across the country this year alone, with the help of the Scottish Stations Investment Fund. A lounge in Stirling was also recently opened while lounges at Dundee, Fort William and Leuchars were launched in July.

Ryan Flaherty, Serco's Managing Director at Caledonian Sleeper, said: "We're very excited to be celebrating #StationsDay with the

unveiling of our new training facility and guest lounge in Perth.

"Our people are at the heart of everything we do, with our on board hosts the face of our service. These new facilities will allow us to grow our people, helping them to learn new skills and improve our already excellent hospitality offering.

"The lounge is also a major milestone, as we are committed to ensuring guests have the best possible experience in all aspects of their journey. That's why this investment is so important, as it will allow our guests to relax in comfort ahead of boarding or to refresh themselves once they step off the train in the morning."

The refurbishment of the building at Perth Station was part funded by the Railway Heritage Trust. It is likely to prove popular with a range of audiences, particularly business travellers who use Caledonian Sleeper to ensure an early arrival in London for meetings.



Colas Rail



▶ Class 70 801 works the 6E32 Preston Docks, Lanfina to Lindsey Oil Refinery through Bamber Bridge on October 23rd. *Alan Naylor*

▶ On October 9th, Class 70 801 once again hauls the 6E32 discharged tanks from Preston Docks, passing Frodingham Jct. *Steve Thompson*

▶ Class 66 846 heads through Kensington Olympia on October 18th hauling a Hoo Jct. - Whitmoor ballast. *John Sloane*



Colas Rail



▶ Class 70 801 hauls the 6E32 Preston Ribble Rail Colas-Lindsey Oil Terminal as it storms through South Elmsall on October 23rd.

Michael J Alderdice

▶ Class 70 814 passes Winwick on October 29th working the Carlisle - Chirk logs. *Alan Rigby*

▶ Class 37 254 'Cardiff Canton' passes Church Brampton light engine on 0Z37 the 09:55 Tonbridge West Yard to Derby R.T.C.(Network Rail) on October 31st. *Derek Elston*





Colas Rail



On October 25th, Class 70 802 climbs the bank from Preston Docks with discharged oil tanks for Lindsey Oil Refinery. *Michael Lynam*

On October 25th, Class 70 807 hauls the 6C36 Moorswater - Aberthaw comprising 23 empty PCAs through Dawlish. *Steve Thompson*

Class 70 802 is pictured at Tilts on October 10th with 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*









Railtalk Magazine

CrossCountry



Power cars Nos. 43304 and 43357 head down through Dawlish on October 22nd working the 1V44 Leeds - Plymouth service. *Steve Thompson*

On October 25th, power cars Nos. 43378 and 43207 working the 1V44 Leeds - Plymouth, head through Dawlish. *Steve Thompson*



CrossCountry



On October 11th, Class 220 011 is seen stabled at Goodrington C.S., this will then form 1M93, the 14:04 Paignton to Manchester Piccadilly. *Derek Elston*

On October 8th, the 1S53 13:25 Plymouth to Edinburgh arrives into Tiverton Parkway formed of Class 220 011 and 220 023. *Derek Elston*

Class 170 523 working the 1M92 Cardiff - Nottingham service passes Stenson on October 1st. *Stuart Hillis*





DB Cargo



▶ Class 66 169 approaches Eastleigh on October 8th hauling a Southampton - Wakefield intermodal. *John Sloane*



▶ Class 60 001 working 6M57 Lindsey - Kingsbury loaded oil tanks being passed by CrossCountry's Class 170 638 working the 1G22 Nottingham - Birmingham New Street service, at Burton on October 12th. *Stuart Hillis*



▶ Class 66 069 passes Needham Market with the 09:39 Wakefield - Felixstowe on October 23rd. *John Balaam*





DB Cargo



On October 9th, Class 66 092 worked 4R49 Drax - Immingham Biomass empties, seen here heading through Scunthorpe. *Steve Thompson*

Hauling a rake of shiny new BM branded hoppers, Class 60 100 heads south through Acton Bridge on October 23rd. *Brian Battersby*

Class 67 005 'Queens Messenger' is seen stabled at Eastleigh on October 8th. *John Sloane*





DB Cargo

▶ Class 60 019 'Port of Grimsby & Immingham' working 6E54 Kingsbury - Humber discharged oil tanks passes through Burton on October 9th. *Stuart Hillis*

▶ Class 66 096 departs Eastleigh on October 8th with a Trafford Park - Southampton working. *John Sloane*

▶ Class 59 205 is seen stabled in Acton Yard on October 20th with a rake of Hanson stone hoppers. *Class47*



DB Cargo



▶ Class 90 039 and 90 019 head the 4M25 06:06 Mossend Euroterminal - Davenport past Heamies.
Nick Clemson

▶ Class 60 011 working 6E08 Wolverhampton - Immingham covered steel carriers heads through Burton on October 16th. *Stuart Hillis*

▶ Class 66 013 passes through Garswood on October 15th with a Ravenhead - Arpley empty sand working. *John Sloane*





DB Cargo

▶ Class 66 069 passes Sherburn-in-Elmet hauling 6D11 Lackenby - Scunthorpe steel empties on October 10th. *Steve Chapman*

▶ On October 17th, Class 60 044 passes through the station at Scunthorpe working 6D80 NH - LOR tanks. *Steve Thompson*

▶ On October 18th, Class 66 027 heads through Kensington Olympia hauling a Dollands Moor - Daventry. *John Sloane*



DB Cargo

Class 60 044 working the 6E08 Wolverhampton - Immingham covered steel carriers passes Burton on October 18th. *Stuart Hillis*

DB Cargo UK supports college students with donation of breakdown and recovery truck

DB Cargo UK has donated a Breakdown and Recovery truck to the National College for High Speed Rail to aid students with their training. The vehicle which can run on road and rail and weighs around 17 tonnes will be used as part of the Engineering courses at the college.

DB Cargo UK engineers, Sean Coulby Breakdown and Recovery Manager and Mark Cotton Production Manager are also providing the tutors at the college with full training of how to operate the truck successfully.

The presentation of the vehicle is a sign of the continued support and collaboration between DB Cargo UK and the National College for High Speed Rail.

Kerrie Talbot, Apprenticeship and Development Manager at DB Cargo UK, said: "This vehicle is a symbol of our continued support for the National College for High Speed Rail and future collaboration.

"The truck and training we are offering to the tutors will help the engineering students with invaluable practical experience which can be used when they enter the world of work.

"At DB Cargo we are leading the next generation of rail freight, so supporting the college and their learners is important to us."





DB Cargo



▶ Class 66 076 passes Willesden Jct. on October 18th with a rake of empty box wagons from Crawley. *John Sloane*



▶ Class 66 133 passes through Doncaster on October 11th working a Wakefield - Felixstowe intermodal. *Michael Lynam*

▶ Class 66 221 working 6X01 Scunthorpe - Eastleigh with a short rake of new welded rail heads through Burton on October 18th. *Stuart Hillis*



DB Cargo



On October 18th, Class 90 020 'Collingwood' passes Willesden Jct. with a Dagenham - Mossend rake of vehicles. *John Sloane*



Class 90 028 and 90 040 pass Euxton on October 25th with a Mossend - Daventry working. *John Sloane*



Class 66 169 propels the weekly trip working from Arpley Yard into Springs Branch on October 24th. There is plenty of evidence of the upgrading which is being carried out on behalf of Northern Rail. *Jeff Nicholls*



DB Cargo

Brexit-busting new rail freight terminal opens in Wolverhampton!

UK manufacturing has been given a major boost with the opening of a Brexit-busting new £6m steel logistics centre in the West Midlands. Over the past 12 months the German-owned freight operator, DB Cargo UK, has more than doubled the size of its existing facility in Knowles Road, Wolverhampton, which receives imported steel from as far afield as Holland and Sweden.

The £6m project is one of the largest investments in rail freight in the past five years and is seen as a major vote of confidence in the UK's continuing ability to trade and attract inward investment post-Brexit.

The new state-of-the-art logistics centre will be used by some of the world's biggest steel companies including ArcelorMittal, Tata Steel and SSAB; providing a major boost to local businesses that use their products in their manufacturing processes.

DB Cargo UK's Chief Executive Hans-Georg Werner said: "This is a fantastic investment story for the UK. Despite all the uncertainty over Brexit, here you have a large German-owned company willing to invest significant sums of money that will greatly benefit British and foreign businesses. This investment demonstrates DB Cargo UK's commitment to be the first choice for rail freight in the UK and our confidence in the resilience and sustainability of the international steel market," he added.

DB Cargo UK is the UK's biggest transporter of metal products and its Midlands investment will significantly strengthen

the local steel supply chain.

"There is buoyant demand for steel from engineering and manufacturing firms in the area and we are delighted to be in a position to work with our customers to help meet this demand," said Mr Werner.

The massive new rail freight centre stands adjacent to the West Coast Mainline, spanning 11,880m² and with the capacity to store some 48,000 tonnes of steel - the equivalent of 3,324 coils.

The freight operator currently transports steel to the centre by rail from the ports of Immingham, Hull and Boston, where it is then unloaded before being transferred onto HGV's for final delivery by road.

The steel is then used in the manufacture of a range of products including household appliances, heaters and cars.

Councillor John Reynolds, Cabinet Member for City Economy at the City of Wolverhampton Council, said: "We are delighted DB Cargo UK has made this major investment in the City of Wolverhampton and expanded its business.

"It is yet another example of how businesses are thriving in the city and are delivering jobs for local people.

"There is currently £3.7 billion of investment on site or in the pipeline in the City of Wolverhampton, clearly making it the city of opportunity."

Philippa Edmunds, from Freight on Rail, said; "Rail freight terminals help tackle our congested national roads network and improve air quality by reducing the overall number of lorries on UK roads."

Every train delivery to Wolverhampton will remove an estimated 76 HGV's from Britain's roads.



► A nice bit of autumnal sunshine on October 11th as Class 66 004 passed through Scunthorpe station on 6V65 Ent C - Margam slabs.
Steve Thompson



DB Cargo



On October 21st, Class 66 114 leads 6W06 past Marine Parade with 66 200 on the back, sandwiching a few track panels from Exeter St. Thomas to Westbury, via Newton Abbot.

Steve Thompson

Class 66 085 passes through Stafford on October 25th with a Trafford Park - Southampton intermodal. *Michael Lynam*

Class 66 001 passes through Peterborough on October 17th with 4E26 Dollands Moor to Scunthorpe steel empties. *Steve Chapman*





DB Cargo



▶ Class 66 044 leads the 14:20 Luton Crescent Road to Mountsorrel Sidings empties passing Kangaroo Spinney, Wellingborough on October 25th. *Derek Elston*

▶ Class 90 036 'Driver Jack Mills' and 90 020 pass through Stafford on October 2nd with the 06:06 Mossend Euroterminal to Daventry International Raifreight Reception intermodal. *Derek Elston*

▶ Class 66 089 passes Walcot on October 31st with 6G51 07:46 Arpley - Donnington. *Keith Davies*





Direct Rail Services



Class 37 038 and 37 606 working the 6G94 Crewe - Bescot arrive at their destination on September 26th. *Carl Grocott*

On October 11th, Class 66 432 passes through Doncaster with a rake of box wagons destined for Decoy Yard. *Michael Lynam*

Class 66 429 heads through Hampstead Heath with a Daventry - Purfleet working on October 18th. *John Sloane*





Direct Rail Services



▶ Class 37 409 'Lord Hinton' arrives at Somerleyton with the 15:48 Lowestoft - Norwich service on October 19th. *Chris Morrison*

▶ Class 68 005 passes Doncaster on October 11th with an infrastructure train from York Thrall Europa - Doncaster Up Decoy. *Michael Lynam*

▶ Class 37 401 propels the 12:08 Carlisle to Barrow-in-Furness service through Nethertown on October 26th. *Colin Kennington*





Direct Rail Services



Class 68 002 and 68 018 pass Hadnall on October 3rd with the 11:58 Bridgewater F.D - Crewe Coal Sidings. *Keith Davies*



Class 68 004 'Rapid' hauls 37 218 and 37 424 'Avro Vulcan XH558' through Red Bank on 0K05 Carlisle - Crewe loco move, October 9th. *Dave Harris*



Class 57 307 speeds through Winwick on October 29th running light engine from Carlisle - Crewe. *Alan Rigby*



Direct Rail Services



Class 37 716 gets to grips pushing a rake of wagons up under the loader at Cemex Sidings, Peak Forest. *Nick Clemson*



Class 88 003 speeds the 4Z41 Mossend - Daventry 'Tesco' train through Winwick on October 4th. *Alan Rigby*



Class 37 259, 57 007 and 37 602 are seen stabled at Norwich on September 30th. *John Sloane*



Direct Rail Services

▶ Class 37 419 heads towards Great Yarmouth, with 37 409 on the rear, with a service from Norwich as the pair approach Acle on October 9th. *Charlie Robbins*

▶ Class 37 407 propelling saloon 'Caroline' No 975025, working as 5Z02 Carlisle - Crewe heads through Red Bank on October 4th. *Dave Harris*

▶ Class 37 038 and 37 606 form 0G94 12:22 Crewe BH - Bescot Up Engineers Sidings light engine move passing Heamies on September 25th. *Nick Clemson*







Railtalk Magazine

Direct Rail Services



Class 68 005 is seen at Joan Croft Junction on October 16th with 6S31 Doncaster to Millerhill departmental working. *Steve Chapman*

A different view of 6M56 13:41 Berkeley CEGB - Crewe Coal Yard Sidings headed by Class 68 018 and 68 002 with DRSL92761 nuclear flask container flat. *Nick Clemson*

Class 37 419 passes the signals approaching Brundall with the 12:36 Norwich - Great Yarmouth service on October 19th. *Chris Morrison*



East Midlands Trains



▶ The 1D1709:34 London St. Pancras International to Nottingham service passes Harrowden Junction on October 24th with power car No. 43089 leading and ex Grand Central 43467 on the rear. *Derek Elston*

▶ Class 222 009 passes Irthlingborough Road On October 25th working the 1M41 13:47 London St. Pancras International to Corby service. *Derek Elston*

▶ East Midlands Trains' Class 222 017 passes through West Hampstead with a London St. Pancras service. *John Sloane*





East Midlands Trains

▶ Power car No. 43050 leads the 1D42 14:34 London St. Pancras International to Nottingham passing Irthlingborough Road, Wellingborough on October 25th. (43086 was on the rear)
Derek Elston

▶ On October 25th power car No. 43064 brings up the rear of 1B48 13:45 Nottingham to London St. Pancras International as it hammers past Kangaroo Spinney, Wellingborough.
Derek Elston

▶ The 1D44 14:05 London St. Pancras International to Nottingham service passes Kangaroo Spinney formed of Class 222 101 on October 25th. *Derek Elston*





Freightliner

▶ Class 66 553, 70 020 and 08 585 are seen at Southampton Maritime on October 9th.
John Sloane

▶ Class 66 543 departs Doncaster on October 11th with two fuel tanks working from Ipswich - Lindsey Oil Refinery. *Michael Lynam*

▶ On October 15th, Class 66 551 works 6D04 Hunslet Yard - LOR with 9 TDAs through Scunthorpe. *Steve Thompson*





Freightliner



▶ Class 70 008 skirts Willesden Jct. on October 18th hauling a London Gateway - Garston liner.
John Sloane



▶ On October 15th, Class 66 568 worked 6K25 Down Decoy - IBT through Scunthorpe, conveying an empty iron ore set which had been stabled at Doncaster for a week during shutdown.
Steve Thompson

▶ On October 15th, Class 66 515 creeps through Manchester Piccadilly working a Trafford Park - Felixstowe liner. *Steve Stepney*



Freightliner

▶ Class 66 513 approaches Stafford on October 25th with a Felixstowe - Crewe liner.
Michael Lynam

▶ Class 66 589 passes the former main line platforms at Willesden Junction on October 18th hauling a Felixtowe - Trafford Park liner.
John Sloane

▶ Class 66 614 'Poppy' passes Willesden Jct. on October 18th hauling a Colnbrook - Grain rake of tanks.
John Sloane





Freightliner



Class 66 728 working 6D16 Cottam to Ferrybridge gypsum passes 66 618 on 6M56 Drax to Tunstead limestone empties at Thorpe Gates on October 10th. *Steve Chapman*

Class 66 516 passes Sutton Bridge with 4V20 06:30 Fiddlers Ferry power station - East Usk Yard on October 10th. *Keith Davies*

Class 66 508 and 66 543 top'n'tail an engineers working on Battlefield Bank as 6Y52 Marsh Brook Level Crossing - Crewe Basford Hall on October 7th. *Keith Davies*







Freightliner

▶ Class 66 606 working 6G65 Hope Earles Sidings to Walsall loaded cement tanks passes Burton on October 9th. *Stuart Hillis*

▶ Class 66 550 hauls a dead 86 622 and 86 628 with their short liner through Acton Bridge on October 23rd, heading to Basford Hall. *Brian Battersby*

▶ Class 90 049 and 90 044 haul the 4S44 Daventry - Coatbridge liner through Winwick on October 4th. *Alan Rigby*







Freightliner



▶ Class 66 599 powers past Meole Brace on October 18th working the 4V20 06:30 Fiddlers Ferry power station - East Usk Yard. *Keith Davies*

▶ Class 66 526 passes Bayley's Bridge with the 4V22 11:53 Fiddlers Ferry power station - East Usk Yard on October 25th. *Keith Davies*

▶ Class 70 014 passes Church Brampton on October 31st hauling the 09:12 Felixstowe North F.L.T. to Ditton (O'Connor) liner. *Derek Elston*







GBRf

▶ Class 66 779 'Evening Star' working 6M83 Tinsley - Bardon Hill Quarry with stone hoppers passes Moira on October 17th. *Stuart Hillis*

▶ Class 66 756 on 6Z61 Roxby - Down Decoy waste empties heads through Scunthorpe on October 11th. *Steve Thompson*

▶ Class 66 775 'HMS Argyll' F231 heads through Eastleigh on October 9th with a Mountfield - Southampton working. *John Sloane*







Railtalk Magazine

GBRf

Class 66 758 'The Pavior' working 6M83 Tinsley - Bardon Hill Quarry with empty stone hoppers, passes Burton on October 24th. *Stuart Hillis*

Class 66 725 'Sunderland' is seen stabled at Peterborough on October 13th. *Richard Hargreaves*

Class 60 096 and 66 753 pass Earlestown on October 13th with a Doncaster - Tuebrook working. *John Sloane*



GBRf



Class 66 753 and 66 787 back the delayed 4H03 11:54 Wellingborough - Peak Forest Cemex Sidings empties under the loader at Peak Forest. *Nick Clemson*

Class 60 076 on 6N20 Drax to Tyne Dock Biomass empties passes Sudforth Lane on October 10th. *Steve Chapman*

Class 66 761 heads through Earlestown on October 13th with a Sudforth Lane - Tuebrook working. *John Sloane*





GBRf

On October 11th, Cemex liveried Class 66 780 heads through Scunthorpe hauling the 6B72 HIT - West Burton coal. *Steve Thompson*

Class 66 788 working 6H06 Redcar - Drax coal arrives at Sudforth Lane on October 10th. *Steve Chapman*

Class 66 766 heads through Kensington Olympia on October 18th with a Grain - Margam working. *John Sloane*





GBRf

▶ On October 18th, Class 66 767 passes Willesden Jct. with a London Gateway - Hams Hall intermodal. *John Sloane*

▶ Class 66 780 approaches Shireoaks station on October 11th working 6B72 Immingham to West Burton coal. *Steve Chapman*

▶ Class 66 727 and 66 731 are seen stabled outside the GBRf depot at Peterborough on October 13th. *Richard Hargreaves*





GBRf



On October 11th, Class 66 786 is pictured at Shireoaks with 4R71 Cottam to Immingham coal empties. *Steve Chapman*



Running some 40 mins late due to problems further north, Class 66 717 and 66 702 approach Heamies with 4L18 14:12 Trafford Park Euro Terminal - Felixstowe North. *Nick Clemson*

Class 66 731 heads through Euxton on October 25th hauling a rake of tanks from Clitheroe to Avonmouth. *John Sloane*



Railtalk Magazine

GBRf



Class 66 749 approaches Chesterfield on October 11th while working 6M83 Tinsley to Bardon Hill stone empties. *Steve Chapman*

Class 60 095 passes through Bryn on October 29th with a Tuebrook - Ashton working. *John Sloane*

Class 66727 with 6E09 07:11 Liverpool Biomass Terminal - Drax power station passes Stockport No. 1 signalbox. *Nick Clemson*



GBRf



▶ A wide angle view of Class 66 789 with 6J56 0954 Peak Forest - Hope St. passing through Stockport station. *Nick Clemson*



▶ On October 9th, 'The Flying Dustman' heads through Scunthorpe working 4R75 West Burton - HIT empties. *Steve Thompson*



▶ Class 66 711 'Sence', in Aggregate Industries livery, working 4M11 Washwood Heath - Peak Forest with empty stonehoppers head through Burton on October 1st. *Stuart Hillis*



GBRf



▶ Class 66 785 is seen at Tilts with 4R70 Cottam to Immingham coal empties on October 10th.
Steve Chapman

▶ Class 60 095 double headed with 66 753 'EMD Roberts Road' and with 66 706 'Nene Valley' on the rear, are seen absolutely thrashing through Earlestown station with 6Z60 Doncaster Decoy - Tuebrook empty MJA/JNA wagons on October 13th. *Dave Harris*

▶ Class 66 764 hauling the 6V35 Clitheroe to Avonmouth cement, heads through Leyland on October 17th. *David Hollowood*





GBRf



Class 66 780 shows off its new livery at Peak Forest. *Nick Clemson*



On October 10th, Class 66 765 approaches Hellfield with a stone train from Arcow Quarry - Pendleton. *Michael Lynam*



GBRf



Not a combination normally seen, as Class 66 770 with Freightliner's 66 529 and the 6K50 15:13 Toton North Yard - Crewe Basford Hall Yardpass Heamies. *Nick Clemson*

Class 60 095 crawls down the incline into the head shunt along the Haydock Branch with 6F67 Tuebrook - Ashton In Makerfield (Hanson Aggregates) loaded stone on October 15th. *Dave Harris*

Class 60 095 leads the 6F63, empty wagons from Ashton in Makerfield to Tuebrook, onto the West Coast main line at Haydock Branch Junction on October 24th. *Jeff Nicholls*







GBRf

On October 11th, Class 20 311 and 20 132 pass a Class 222 Meridian on a service to London St. Pancras at Chesterfield whilst working 0Z20 Derby to Barrow Hill. *Steve Chapman*

On a dull grey October 23rd, Class 66 755 heads north through Acton Bridge with a rake of cement tanks. *Brian Battersby*

Class 66 755 'HMS Argyll' hauling the 6M37 11:25 Arcow Quarry to Pendleton heads into Skipton on October 24th. *Eddie Emmott*





GBRf



On October 17th, Class 66 712 passes Long Preston working a China Clay train from Wembley Euro Centre - Irvine Cal Paper.

Michael Lynam

Class 66 712 passes through Doncaster on October 11th with a sand train from Middleton Towers - Monk Bretton Redfearn.

Michael Lynam

On October 31st, Class 60 095 backs into the stone terminal at Ashton -in- Makerfield after arriving from Tuebrook Sidings.

Alan Rigby





GBRf



▶ Class 66 783 passes Heck Ings on October 24th with 4R25 Drax to Doncaster coal empties.
Steve Chapman



◀ On October 29th, Class 60 026 with a Lynemouth - Tyne working, crosses the Wansbeck Viaduct.
Mark Enderby



GBRf



On October 29th, Class 66 751 on a Tyne - North Blyth working is seen at West Sleekburn.

Mark Enderby



Class 66 756 heads through Doncaster on October 11th with a rake of box wagons from Scunthorpe - Doncaster passing Northern's Class 142 076 in platform 0 working a Doncaster - Hull service. *Michael Lynam*

On October 17th, Class 66 703 passes Long Preston working a rake of empty hoppers from Doncaster - Arcow Quarry. *Michael Lynam*

GBRf



▶ The 6M54 12:18 Colnbrook Lafarge GBRf to Bardon Hill GBRf passes Kangaroo Spinney with Class 66 756 'Royal Corps of Signals' at the sharp end on October 25th. *Derek Elston*



▶ Class 66 784 is seen at Mauds Bridge on October 24th with 4R79 Doncaster to Immingham coal empties. *Steve Chapman*



▶ Class 66 718 passes Thorne South on October 24th working the 6B72 Immingham to West Burton coal. *Steve Chapman*







Great Western Railway



Power car No. 43010 departs Moreton in Marsh on September 24th at the head of the 1P39 15:14 Hereford - London Paddington service.

Chris Morrison



Former GWR power cars Nos. 43124 and 43175 head north through Doncaster on October 11th with a Ely Papworth Sidings - Perth working.

Michael Lynam



Class 800 315 working a London Paddington to Hereford service passes Malvern Wells down main inner home signal on October 14th.

Neil Pugh



Great Western Railway

GWR Biomode IEP Class 800 305 departs Moreton in Marsh on September 27th making a curious sight where two technologies meet on this London Paddington bound service.

Charlie Robbins

On October 22nd, Class 802 005 and 802 004 pass Boat Cove on 1C04 London Paddington - Penzance.

Steve Thompson

Overhauled power car No. 43040 is seen stabled at Doncaster on October 11th.

Michael Lynam







Great Western Railway



On October 22nd, power cars Nos. 43030 and 43137 pass Dawlish working the 1A81 Penzance - London Paddington service. *Steve Thompson*

Power cars Nos. 43131 and 43147 pass through Dawlish working 5Z43 Laira-Landore, reportedly a full train of buffet cars going for store *Steve Thompson*

Celebrity power car No. 43185 is seen trailing 43078 along Kings Walk, Dawlish working the 1A82 Penzance - London Paddington service on October 22nd. *Steve Thompson*





Railtalk Magazine

Greater Anglia



▶ Class 90 009 passes Needham Market with the 1P45 14:30 Norwich - London Liverpool Street service on October 23rd. *John Balaam*

◀ Class 90 006 'Modern Railways Magazine' approaches Needham Market on October 23rd hauling the 1P47 15:00 Norwich - London Liverpool Street. *John Balaam*



L.N.E.R.



Class 90 018 departs Peterborough on October 13th working a Leeds - London Kings Cross service. *Richard Hargreaves*



Power car No. 43257 emerges from Gasworks Tunnel and into the sunshine at London Kings Cross on October 18th. *John Sloane*



Trainbow liveried Class 91 103 heads through Alexandra Palace on October 18th with a service from London Kings Cross to Edinburgh. *John Sloane*



L.N.E.R.



Power cars No. 43308 (with 43318 on the rear) approaches Peterborough on October 13th working a Leeds - London Kings Cross service.
Richard Hargreaves



Class 91 116 departs London Kings Cross on October 18th with a service to Leeds.
John Sloane



East Midlands Trains power cars Nos. 43045 and 43075, on hire to LNER, depart Doncaster on October 11th with a service to York.
Michael Lynam



L.N.E.R.

▶ EMT power cars Nos. 43083 and 43075 race through Peterborough on October 17th with the 14:15 Leeds to London Kings Cross service. *Steve Chapman*

◀ IEP Class 800 201 glides south along the ECML near Heck Ings on October 24th with 5Q56 York to Retford test run. *Steve Chapman*







Network Rail



Class 37 069 and 37 059 top'n'tail the 3S77 Kingmoor - Teesside - Kingmoor RHTT, seen here departing Stockton on Tees for its run back to Carlisle on October 2nd. *Michael J Alderdice*

Class 73 201 and 73 136 top'n'tail a RHTT working through Clapham Jct. on October 18th. *John Sloane*

Class 73 962 and 73 964 top'n'tail a test train at Chester on October 22nd. *Brian Battersby*











Network Rail

➤ A rather grubby Colas Class 56 096 is seen at the head of a RHTT working passing through Great Malvern station on October 21st. *Neil Pugh*

➤ NMT power cars Nos. 43014 and 43062 stand at Saltburn by the Sea on October 20th after arriving with the NMT from a tour of Teeside. *James Haywood*

➤ Class 73 201 and 73 136 speed away from Clapham Jct. on October 20th, whilst on RHTT duties, heading to London Victoria. *Class47*



Network Rail

On October 25th, Network Rail's Class 73 952 and 73 951 pass through Stafford working from Derby and return via Crewe on driver training duties. *Michael Lynam*

Class 20 302 top and tailing with 20 305 pass Barnby Dun on October 10th with 3S13 Wakefield to Grimsby RHTT. *Steve Chapman*

Class 66 427 and 66 431 working 3S21 York to Gascoigne Wood RHTT are seen at Sherburn-in-Elmet on October 10th. *Steve Chapman*



Network Rail

Class 73 951 departs Buxton URS on the rear of the 11:38 Burton OT Wetmore Sidings - Crewe CS. *Nick Clemson*

The Stowmarket - Stowmarket RHTT eases through Brundall with Class 37 606 and 37 423 providing the power on October 19th. *Chris Morrison*

On October 13th, GBRF's Class 66 721 leads on the approach to Wickford with 66 726 on the rear, with the first Saturday run of the Broxbourne RHTT set along the Southend line due to the Great Eastern line being blocked. *Charlie Robbins*



Railtalk Magazine

Network Rail



On October 19th, Class 56 078 tops and tails with 56 087 through Chester with a RHTT working from Shrewsbury to Shrewsbury via places as diverse as Machynlleth and Holyhead in an eighteen hour odyssey! *Jeff Nicholls*

Class 37 612 and 37 219 top'n'tail a Derby RTC - Carlisle test train through Acton Bridge on October 23rd. *Brian Battersby*

Class 20 303 and 20 305 stand at Bridlington on October 24th whilst on RHTT duties. *Class47*





Network Rail

- On October 3rd, Class 73 962 and 73 965 top'n'tail the 4 coach SERCO test train into Andover from Salisbury, heading onto the Ludgershall Branch. *David Lindsell*
- On October 21st, Class 37 219 'Jonty Jarvis' working light engine as OC02 Birmingham New Street - Nottingham - Landore Street - Toton with RILA equipment fitted on the rear end, passes Burton. *Stuart Hillis*
- Class 37 610 heads the 11:10 Burton Wetmore Sidings-Carlisle through Heamies in what looks like large logo base livery with 37 607 bringing up the rear, September 25th. *Nick Clemson*



Railtalk Magazine

Network Rail



Class 73 951 and 73 952 arrive at Peak Forest top and tailing the 11:38 Burton Wetmore Sidings - Crewe CS on September 24th. *Nick Clemson*

Network Rail's New Measurement Train with power car No. Class 43 062 on the rear, passes through Malvern Wells on October 23rd. *Neil Pugh*

Class 66 702 and 66 732 pass Willesden Jct on October 18th top'n'tailing the Broxbourne RHTT working. *John Sloane*



Railtalk Magazine

Network Rail



On October 4th, Network Rail Track Recording Unit No. 950001 working 2Q08 from Truro to Nemesis Rail, passes Burton on Trent.

Stuart Hillis

On October 24th, Class 66 421 and 66 303 top'n'tail a RHTT set as it passes Keerhome on the Carnforth - Settle Junction line.

Colin Kennington

Class 56078 arrives at Crewe on October 25th on the front of a North Wales coast RHTT working.

Richard Hargreaves



Network Rail

➤ Class 20 205 and 20 007 top'n'tail the 3S14 Grimsby to Bridlington RHTT through Crigglestone on October 15th. *Steve Chapman*

➤ Class 56 094 and 56 090 pass through Whitwell station with the 3J89 Toton to Toton RHTT on October 11th. *Steve Chapman*

➤ Following a few days of problems, on October 19th, Class 20 303 and 20 305 head through Sunny Scunny on 3S13 Wrenthorpe - Pasture St. However, it was not to last, as problems were encountered at Grimsby and the train was detained at Town Station while 68 005 galloped in to rescue them. *Steve Thompson*



Railtalk Magazine

Network Rail



Class 20 303 and 20 305 top'n'tail the 3S14 Grimsby to Bridlington RHTT past Mauds Bridge on October 24th. *Steve Chapman*

Class 66 303 and 66 433 depart Carnforth on the Cumbria/North Yorkshire RHTT circuit on October 29th. *Colin Kennington*

On October 19th, following problems at Grimsby, Class 68 005 galloped in to rescue the Class 20s. Here the Class 68 is seen passing through Scunthorpe Station on returning with the errant RHTT, running as 3Y14 Grimsby Town - York Works, but taking the opportunity to jet, nonetheless! *Steve Thompson*



Network Rail

- ▶ RILA fitted Class 37 219 'Jonty Jarvis' 2.12.1998 - 18.3.2005' waits time at Stafford, before heading to Nuneaton, working 0C01 10:15 Rugby Depot Access Line to Crewe Gresty Lane on October 2nd. *Derek Elston*
- ▶ The 3J93 22:52 Toton T.M.D. to West Hampstead North Jn. RHTT approaches Harrowden Junction on October 24th top'n'tailed by Class 67 023 'Stella' and 67 027 'Charlotte'. *Derek Elston*
- ▶ Class 20 007 and 20 205 have just passed Thorne North on October 16th with the 3S15 Hull to York RHTT. *Steve Chapman*



Network Rail

Class 66 051 and 66 050 'EWS Energy' working the 3J01 10:50 Bescot T.M.D. to London Euston RHTT, head through Stafford on October 2nd.
Derek Elston

Class 37 422 takes 'Caroline' for a ride on the 09:03 Crewe Gresty Bridge (DRS) to Milton Keynes Central passing Wilsons Crossing on October 25th. *Derek Elston*

'The Dirty Girls' as Class 67 023 'Stella' leads the 11:53 West Hampstead North Junction to Toton T.M.D. RHTT through Kangaroo Spinney with 67 027 'Charlotte' on the rear, October 25th.
Derek Elston



Network Rail



▶ Class 66 848 and 56 096 pass Bayston Hill with the 3S31 13:11 Gloucester Horton Road - Worcester Shrub Hill RHTT working on October 28th. *Keith Davies*

▶ On October 25th, Class 56 076 and 56 302 pass Upper Battlefield with the 3S71 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard RHTT on October 10th. *Keith Davies*

▶ Class 56 078 and 56 087 pass Hadnall with the 3S71 21:20 Shrewsbury Coleham Ss - Shrewsbury Coleham Ss RHTT. *Keith Davies*



Network Rail



Class 66 025 and 66 133 are seen on arrival at Peterborough on October 17th with 3J42 Doncaster to Peterborough RHTT.

Steve Chapman

On October 12th, with the Class 20s needing tyre turning, they ran a special 3J13 York Works - Scunthorpe, utilising Class 66 434 and 66 432. The movement terminated at Scunthorpe West Junction, on the Outward Line just clear of the main lines. The pair are seen getting ready to depart on the next leg, 3J14 to Bridlington.

Steve Thompson

On October 17th, with the DRS Class 20s still needing attention, Class 20 007 and 20 205 were summoned to work the 3S13 and 3S14. Here 20 007 leads through Scunthorpe heading to Grimsby and 20 205 leads the return to Bridlington. *Steve Thompson*





Railtalk Magazine

Rail Operations Group



Class 37 800 hauling a couple of Class 315 EMUs for scrap, heads off the main line at Kingsbury, having brought them from Wolverton. *John Alsop*

Class 37 884 passes through Settle on October 17th running light engine from Leicester - Carlisle High Wapping Sidings. *Michael Lynam*

Class 47 812 speeds through Bradley on October 25th with a pair of barrier coaches, heading from Carlisle to Leicester. *John Sloane*



Railtalk Magazine

Rail Operations Group

Class 37 884 'Cepheus' drags 365 503 through Stafford on October 2nd as the 09:17 Wembley Euro Freight Ops Centre to Crewe South Yard, taking the unit for storage. *Derek Elston*

Class 47 812 stands at Stafford on October 2nd with 5Q32 09:41 Portbury Automotive Terminal to Longsight Car. M.D. delivering set No. 6 of the new TPE coaching stock. *Derek Elston*

Class 37 800 'Cassiopeia' hauling Crossrail's Class 345 049 from Old Dalby test track to Crewe, crosses Stenson Junction on October 1st. *Stuart Hillis*



Railtalk Magazine

TransPennine Express



Another driver training run on October 23rd, as Class 68 026 speeds southwards through Acton Bridge. *Brian Battersby*

Class 68 025 with DVT No. 12804/Set No. 4 depart Crewe on October 25th, heading to Manchester. *Richard Hargreaves*

On October 18th, Class 68 020 'Reliance' hauling the new MK5 Nova TP01 set through Red Bank on 5K99 test run from Manchester Int Depot - Warrington Bank Quay - Carnforth - Crewe. *Dave Harris*



TransPennine Express



▶ Taking a break from its nonexistent TPE work, Class 68 024 'Centaur' works the 6U77 Mountsorrel - Crewe loaded stone through Burton on October 2nd. *Stuart Hillis*

▶ Class 68 025 'Superb' leads the 09:29 Bletchley Up&Down Relief No. 1 road to Manchester Int Depot test run through Northampton on October 25th. *Derek Elston*

▶ Brand new Class 802 201 stands at Doncaster on October 11th on driver training duties running from Doncaster - Selby and back. *Michael Lynam*



Transport for Wales



Newly liveried Class 175 107 calls at Helsby on October 9th working a Chester bound service.
Brian Battersby

Transport for Wales liveried Class 175 107 passes Bayston Hill with the 1W56 07:50 Fishguard Harbour - Manchester Piccadilly service on October 18th.
Keith Davies

On October 26th, Class 67 020 prepares to depart Chester with an ECS working to Crewe.
Brian Battersby







Transport for Wales



On a somewhat grim autumn Sunday afternoon, October 21st, the only southbound train of the day on the Cambrian Coast line (recently brought under the control of new operating company Transport for Wales) pulls into Talsarnau Station. *Ben Bucki*

On October 18th, Class 158 838 without the Arriva branding, working from Shrewsbury Abbey Foregate CS to Doncaster Wagon Shops, passes through Burton. *Stuart Hillis*

Evening sunlight catches Class 175 113 at Helsby on October 9th, working a service to Holyhead. *Brian Battersby*



Units: DMUs and EMUs

Great Northern's Class 387 106 arrives at Peterborough on October 13th with a service from London Kings Cross. *Richard Hargreaves*

Northern's Class 142 029 works the 2N74 Preston to Blackburn service, calling at Bamber Bridge on October 23rd. *Alan Naylor*

South Western Railway's Class 444 013 speeds towards Eastleigh with a London Waterloo service on October 8th. *John Sloane*





Units: DMUs and EMUs



▶ Northern's Class 150 271 calls at Helsby on October 9th with a service to Chester.

Brian Battersby



▶ South Western Railway's Class 444 001 and 444 015 pass Maritime Yard on October 9th with a London Waterloo bound service.

John Sloane



▶ Crossrail's Class 345 026 with the 15:40 Crewe CS - Rugby test run, approaches Heamies.

Nick Clemson



Units: DMUs and EMUs

Great Western's Class 150 202 stands at Tiverton Parkway with the 2C77 13:00 Cardiff Central to Exeter St Davids service on October 8th.
Derek Elston

Northern's Class 142 038 and 142 036 stand at Burnley Manchester Road station on October 12th working the 08:18 service from Blackburn to Southport. *Eddie Emmott*

A pair of Class 442 units on a test run from Bournemouth approach Eastleigh on October 9th. *John Sloane*



Units: DMUs and EMUs



▶ Southern's Class 377 458 departs Clapham Jct. on October 18th working a service to London Victoria. *John Sloane*

▶ Northern's Class 331 102 works the 5Z03 test train from Crewe to Carnforth through Leyland station on October 22nd. *Alan Naylor*

▶ On October 10th, Northern's Class 153 322 in the company of a Class 158 calls at Settle working a Leeds - Carlisle service. *Michael Lynam*





Units: DMUs and EMUs



▶ Northern's Class 319 446 working the 2B86 10:24 Manchester Piccadilly - Hazel Grove calls at Stockport. *Nick Clemson*

▶ Northern's Class 156 480 and 156 461 stand at Leyland on October 3rd. *Eddie Emmott*

▶ On October 18th, an abundance of South Western Railway EMUs can be seen stabled at Clapham Jct. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 319 372, in plain white livery, working 1N47 12:29 Manchester Airport - Blackpool North passes 319 383, in the new Northern livery, with 1U96 12:38 Blackpool North - Manchester Airport at Wigan North Western on October 1st. *Nick Clemson*

▶ New Northern CAF DMU Class 195 001 working a 5Z04 Carnforth to Warrington test run passes through Leyland on October 10th. *David Hollowood*

▶ Southern's Class 377 202 approaches Kensington Olympia on October 18th with a service from Milton Keynes Central. *John Sloane*



Units: DMUs and EMUs

▶ South Western Railway's Class 444 015 heads into the sidings at Clapham Jct. on October 18th. *John Sloane*

◀ On October 29th, London Northwestern Railway's Class 350 231 departs Acton Bridge with a service to Birmingham New St. *Brian Battersby*

◀ Northern's Class 319 365 stands at Leyland on October 3rd waiting to depart with a service for Manchester Airport. *Eddie Emmott*





Units: DMUs and EMUs

▶ London Northwestern Railway's Class 350 240 speeds past Willesden Jct. on October 18th working a London Euston - Tring service. *John Sloane*

▶ London Overground's Class 378 233 calls at Kensington Olympia on October 18th, with a service to Clapham Jct. *John Sloane*

▶ Northern's Class 144 012 departs Hellifield on October 10th working a Leeds - Morecambe service. *Michael Lynam*





Units: DMUs and EMUs

▶ Northern's Class 170 459 crosses Knaresborough viaduct with the 10:29 Leeds to York service on October 2nd. *Steve Chapman*

▶ Former GWR Class 153 373, now in service with Northern, departs Doncaster on October 11th with a service to Sheffield. *Michael Lynam*

▶ Northern's Class 331 001 on a 5Z54 Carnforth to Edge Hill test run, passes Leyland on October 17th. *David Hollowood*





Units: DMUs and EMUs



On October 24th, Great Western's Class 150 002 working the 2C43 Bristol Parkway - Penzance service departs Dawlish. *Steve Thompson*



Northern's Class 170 473 arrives at Knaresborough on October 2nd with the 11:11 York to Leeds service. *Steve Chapman*



Wigan North Western station on October 8th and Northern's Class 319 362 departs with the 14:32 Blackpool North - Liverpool Lime Street service, passing a pair of Class 142 Pacers stalled in the bay platform. *Keith Chapman*



Units: DMUs and EMUs

Merseyrail's Class 508 139 stands at Southport on September 20th. *John Sloane*



Northern's Class 142 016 departs Doncaster on October 11th working an Adwick - Sheffield service. *Michael Lynam*

Passing the switched-out signal box at Creswell, East Midlands Trains' Class 156 414 arrives with the 10:38 Worksop to Nottingham service on October 11th. *Steve Chapman*



Units: DMUs and EMUs

▶ Northern's Class 331 102 on a 5Z99 test run, speeds through Leyland on October 19th. *David Hollowood*

▶ On October 22nd, Class 150 207 pilots 153 329 on 2C67 Cardiff - Paignton service through Dawlish. *Steve Thompson*

▶ The 12:29 Northern service from Manchester Airport to Blackpool North enjoys some autumn sunshine as it heads north along the Down Fast at Bamfurlong on October 29th. *Jeff Nicholls*





Units: DMUs and EMUs



London Overground's Class 378 219 calls at Hampstead Heath with a Stratford bound service on October 18th. *John Sloane*



West Midlands Railway's Class 170 515 forming a Hereford to Birmingham New Street service is seen at Malvern Wells on October 23rd. *Neil Pugh*



On October 25th, London Northwestern Railway's Class 350 375 departs Crewe working a Liverpool Lime St. - Birmingham New St. service. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Northern's new CAF built EMU Class 331 001 speeds through Acton Bridge on test on October 29th. *Brian Battersby*

▶ Greater Anglia's Class 156 422 passes Needham Market with the 2L77 13:50 Peterborough - Ipswich service on October 23rd. *John Balaam*

▶ On October 17th, Northern's Class 150 128, a former GWR unit, approaches Long Eaton on a service to Leeds. *Michael Lynam*







Units: DMUs and EMUs

On October 10th, TransPennine Express Class 185 143 passes under the doomed station footbridge at Scunthorpe on 1B77 Cleethorpes - Manchester Airport. Work has started on the scheme to replace the footbridge with an 'accessible' one with lifts. *Steve Thompson*

Former Scotrail Class 158 871 departs Doncaster working a Northern service to Sheffield. *Brian Hewertson*

Merseyrail's Class 507 018 stands at Chester on October 26th. *Brian Battersby*



Units: DMUs and EMUs



▶ Southern's Class 377 211 leads a 12 car lash up through Willesden on October 18th, heading to Milton Keynes Central. *John Sloane*



▶ On October 29th, Northern's new CAF EMU Class 331 001 passes Winwick on a test run from Warrington Bank Quay - Edge Hill. *Alan Rigby*



▶ Great Northern's Class 387 102 heads northwards through Alexander Palace on October 18th with a service to Peterborough. *John Sloane*



Units: DMUs and EMUs



Thameslink's Class 700 053 calls at West Hampstead on October 18th, with a southbound service. *John Sloane*



Contrasting front ends at York station on October 23rd as unliveried Azuma set Class 800 201 having arrived with a diesel test run as 5Q54 from Newark North Gate stands alongside Northern's Class 142 068 waiting to depart with 2Y89 York to Sheffield. *davempics*

Northern's Class 319 368 is seen at Manchester Piccadilly on October 20th. *Brian Battersby*



Virgin Trains

Investment in bodycams by Virgin Trains sees staff assaults drop by more than half

Virgin Trains has become the first UK train operator to provide body worn cameras to cover all its frontline people, resulting in assaults on staff falling by more than half. Following a pilot scheme, Virgin Trains rolled out 275 cameras across the entire network. Since this was completed in February 2018, assaults on Virgin Trains staff have reduced month by month, from 20 in March 2018 to 6 in September. Results from a survey revealed that more than 80% of staff felt safer at work while wearing bodycams and nearly 90% would recommend them to colleagues. In another first for the rail industry, Virgin Trains has given the British Transport Police direct access to footage from the cameras, if needed, thanks to a state-of-the-art cloud-based system that allows them to view the footage when the cameras are docked – speeding up investigations and possible prosecutions.

The introduction of bodycams on Virgin Trains has already led to one conviction so far, where a man pleaded guilty in June to a public order offence following an incident in April this year on a train in Wolverhampton.

Research across the rail industry showed that when rail employees at station barriers wore bodycams as part of a trial last year, physical assaults against those wearing the technology fell by almost half (47%) and assaults against all employees fell by 26%.

This trial was commissioned as part of the rail industry's commitment to continually improve security and was conducted by the University of Cambridge with five train operators, including Virgin Trains, the British Transport Police (BTP) and the Rail Delivery Group (RDG), which represents the rail industry.

Work is now underway between rail companies and the BTP to develop a joint rollout of the technology across the country.

Lewis Komodromou, a Revenue Protection Team Leader for Virgin Trains, was assaulted by a passenger who had an invalid ticket at Euston station. Lewis was shoved, subjected to verbal abuse and threatened. Other colleagues intervened, and the man was arrested. The 26-year-old suffered a shoulder injury in the assault. He said: "I was extremely shocked after the ordeal. I hadn't really been in that type of situation before so I didn't know how to react. Luckily my Virgin Trains colleagues were there to make sure I was okay." He said that the rollout has addressed the safety concerns of his team. "My colleagues have said they feel much safer wearing the bodycams and they have more confidence in situations which could escalate. The response has been really positive," he said. "Since the bodycams have been introduced it has stopped lots of situations that could otherwise get out of hand. The bodycams have also been great for passing on evidence needed for the BTP."

Chief Inspector Lorna McEwan, of The British Transport Police, said: "The introduction of body worn cameras is an important step along the road in helping to ensure the safety of rail staff and passengers alike. Being assaulted or verbally abused simply for doing your job is completely unacceptable. No one should ever have to feel unsafe – especially when they are at work – and these cameras will help provide us with vital evidence should the inexcusable happen. We will continue to actively work with all rail companies to tackle this issue head on."

Paul Plummer, chief executive of the RDG, said: "We're proud of Britain's railway having such a strong safety record but as an industry we are always looking at ways we can make it even safer. One assault against a rail worker is one too many. Our research shows that body cameras can make a difference -- cutting assaults on staff by almost half. We're now working together as an industry to develop plans to roll out this technology nation-wide."

Class 221 101 heads out of London on October 18th leading a Holyhead/Chester bound service.
John Sloane



Virgin Trains



▶ Newly liveried Class 221 101 stands at Birmingham New St. on October 25th on the rear of a Shrewsbury - London Euston service.
Richard Hargreaves

◀ Rainbow liveried Class 390 045 with 1S82 16:30 London Euston - Glasgow Central passes Heamies. *Nick Clemson*



Virgin Trains

Virgin Trains helps to fight homelessness with 'life changing' coffee from Change Please

Virgin Trains has partnered with Change Please to offer a premium coffee range onboard, whilst supporting the social enterprise, to help tackle homelessness in the UK. The coffee, which won Great Taste Awards 2018, will see Virgin Trains expand its range in the onboard shop to include a Flat White, and introduce a new freshly brewed filter blend in First Class. In addition, Customers who bring along a reusable cup will benefit from 20p discount on their coffee.

Launched in 2015 with the support of Virgin StartUp, Change Please puts 100% of its profits towards reducing homelessness. They employ people without a place to live, provide full barista training, pay the Living Wage and support with housing, bank accounts and mental wellbeing.

Change Please will use their profits generated from their contract with Virgin Trains to train more baristas. It is estimated around 107 homeless people will be trained each year, as a result of the partnership. Virgin Trains will work with Change Please to include successful trainees in their recruitment process, to offer them a chance to use their new skills in a role with Virgin Trains.

In the last three years, Change Please has trained more than 84 people and expanded to 32 sites across London and Manchester. Their presence in Manchester will expand further with some profits from onboard coffee sales directed towards funding sites in the city.

Virgin Trains will use Change Please coffee beans to brew the one million cups it sells onboard each year, along with the countless cups poured in First Class. The beans, which are Rainforest Alliance certified, are carefully selected by master roasters and Virgin Trains to create a unique blend that has been taste tested by Virgin Trains customers.

In a further step to help tackle homelessness, Virgin Trains is encouraging its people to report rough sleeping at stations on its route to Change Please who will reach out and offer them support.

Cemal Ezel, founder of Change Please, said: "We're thrilled Virgin Trains has chosen Change Please to be their coffee provider, demonstrating their commitment to tackling the growing problem of homelessness. Not only does our partnership raise public awareness of this issue but with 100 percent of our sale profits going into our training programme, customers are literally changing lives with the simple gesture of buying a cup of coffee, every time they travel. What's more, because our coffee is an award-winning blend, they don't have to compromise on quality. So, they can sit back, relax and help change the world."

Sarah Copley, Executive Director of Commercial at Virgin Trains, said: "Coffee is a customer favourite and we're excited to be working with Change Please who produced this unique blend especially for Virgin Trains. This ethically sourced coffee gives something back to everyone involved in the process from the farming of beans to the first sip in the customer's cup."

Change Please share our values – they put people at the heart of everything they do and make a great tasting coffee that our customers will love. We're proud to be partnering with them to tackle homelessness - our new coffee range not only tastes good but will do good for the communities along our route."

Reliveried Virgin Voyager Class 221 101 heads south through Acton Bridge on October 23rd.
Brian Battersby



Virgin Trains

War widow discovers long-lost grave of war hero grandfather after chance encounter on Virgin Trains service

FOR Rita Armin, the whereabouts of her Grandfather's grave after he died fighting in World War One remained a 100-year-old mystery which her family had given up on solving. But thanks to a chance encounter with a Virgin Trains employee, Mrs Armin was able to piece together the final resting place of the man she never met. While travelling to London on a Virgin train from Stockport to Euston, the 85-year-old was assisted on her journey by Train Manager Wayne McDonald who just happened to be a war enthusiast.

The pensioner, who is a member of the War Widow's Association, was on her way to Buckingham Palace for a reception to mark Prince Charles' 70th birthday. Her husband, Corporal Henry Armin of the Royal Engineers (Airborne), died of the injuries he sustained in World War Two.

As Mrs Armin and Mr McDonald got chatting on the two-hour journey and it transpired that the family had been unable to find out where her Grandfather, Private Thomas Bryan of the 2nd Ox and Bucks Regiment, was buried since his death during the Great War in 1915.

She explained: "My Grandma used to talk about him fighting in France in the First World War, and she never saw him again after he left home to fight in his best suit.

"All she received after he died was a parcel with his suit in, full of French clay. This story had stayed with me, even though I was only a little girl when she talked about it."

She asked Mr McDonald if he could anything to help find out the full story as he had an interest in the history of the conflict. As they parted ways, Mrs Armin thought it was unlikely she would hear from the train employee again.

"I had tried previously but there were so many names the same as my Grandad, that I gave up," she said. "I gave Wayne as much detail as possible and he said he would come back to me if he found anything. A few days later I received an e-mail from Wayne with the most amazing information that he had tracked down the location of my Grandad's grave.

But Mr McDonald also discovered more surprising information: "Grandad had died in France, but unbeknown to me he was actually my Step-Grandad," she explained. "Grandma had married again after her first husband had died, leaving her with five children the youngest being my father."

"Never, in a million years, did I expect to receive all that lost information about my paternal Granddad. For years I have wondered what he was like, where his remains are. I am so grateful to Wayne, I'm having difficulty in expressing the words to thank him."

Not only this, but Mr McDonald visited Béthune Town Cemetery where Private Bryan was buried to pay his respects and take a photograph of the burial site for Mrs Armin.

Mr McDonald, who describes himself as an amateur war researcher, found the grave with the help of some old census data and the Commonwealth War Graves Commission website, ahead of his visit to the cemetery in Northern France.

He said: "It was fascinating listen to Rita's family stories and an absolute privilege to help solve the mystery of what happened to Thomas."

Class 390 134 speeds through Tamworth on October 27th with a London Euston bound service. *Richard Hargreaves*



ScotRail



▶ A pair of ScotRail Class 156 units depart Tyndrum Upper with the 10:10 service from Mallaig to Glasgow Queen Street in a brief patch of sunshine on October 17th. *Jeff Nicholls*

▶ On November 3rd, Class 385 013 on what is thought to be its first day in service on the Edinburgh - Glasgow services. It has just arrived (with 385 104) at Glasgow QS on the 09:00 from Edinburgh, ready to form the 1000 back to Edinburgh. *Kevin McCormick*

▶ Class 08 523 is parked outside Inverness depot on the wet and windy afternoon of Sunday October 7th. *Jeff Nicholls*



Blackpool Trams



Heritage Boat tram No. 600 departs North Pier on October 19th. *John Balaam*



Balloon tram No. 715 departs North Pier with a Pleasure Beach service on October 19th. *John Balaam*



Flexity tram No. 009 arrives at West Drive with a service to Starr Gate on October 19th. *John Balaam*









Thameslink and Great Northern to run 200 extra services from 10 December

An extra 200 services will be introduced each weekday on Thameslink and Great Northern from Monday 10 December.

There will be an additional 32 peak and 170 off-peak services operating. Most current services already in the timetable remain unchanged.

The boost takes the total number of daily services across the Govia Thameslink Railway (GTR) network to 3,600, from 3,400 in July.

Additional peak services will operate across the network from Cambridge, Peterborough, Brighton, St Albans, Horsham, Rainham, Luton, Orpington, East Grinstead, Bedford and on the Wimbledon loop.

Elsewhere on the GTR network, most Southern and Gatwick Express services will remain unchanged and there will be no change to weekend services.

Steve White, Chief Operating Officer of GTR, said: "Many passengers will benefit from more frequent services thanks to 200 extra weekday services on Thameslink and Great Northern."

"I would like to thank our customers for their patience as these improvements have been phased in and thank our staff for their hard work making this happen."

Passengers can find out more about the new services in advance as the information is on online journey planners and on www.thameslinkrailway.com and www.greatnorthernrail.com.



Fares Advice with RailUK

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

East Coast main line pricing - detached from reality?

Q: I've just come back from a return visit from London to Newcastle to see family, which I ended up doing by coach as the train fares were off the scale.

On the train, the so-called super-off peak return was about £135. (The off-peak return is, wait for it, £238!) I've also just done a bit of research for future trips and even booking over two months ahead, in January, I can't get the price below £113.

How many ordinary people earning ordinary money can pay that, just to go to Newcastle and back? And why does an only slightly shorter trip from London to Liverpool cost around £80 off-peak open return - and with much better availability of very cheap advance tickets, at least in my experience?

OK, the coach took about seven hours, but it was comfortable enough - and the money I saved paid for two slap-up meals for all the family.

A: It's basically like an airline: you pay a huge premium for walk-up travel and need to book ahead. Even short journeys like York to Newark are astronomical. Of course there are "loopholes" for such journeys but even the loophole fares I buy are too expensive really.

For a journey like York to London, you need to look at combinations of tickets if you travel at peak times (there are sites that will do this for you), book far in advance and commit to specific trains with Advance fares. I generally get 1st Advance fares at a discounted price that makes them slightly cheaper than the public standard fare, and I typically pay £19-£31. I will travel on trains that are not my first choice to bring the cost down, eg. recently I had to book York to London at relatively short notice but I discovered it was not too bad value to split at Newark on an all stations stopper, so paid about £45.

I also avoid the evening peak trains out of King's Cross, for example I will spend longer in London, or take a different route. The first trains after "peak" time are actually busier. So I will often be on the 2000, 2100 or 2200, so take advantage of reasonable fares.

People who need flexibility and travel at peak time and don't use ticket splitting sites must surely be on expenses for businesses with huge budgets, and are effectively subsidising the rest of us, but all users of LNER are effectively subsidising users of other lines, as the franchise pays a premium. Whether it should be that way or not is debatable but given the high load factors I cannot see this changing for the foreseeable future.

What would help would be if NR and TOC's got their fingers out of their backsides so that advance fares can be offered in a timely fashion. I'm still waiting for fares on one route to be released for 28th December. If the industry is going to be allowed to jack up walk-on fares to unacceptable levels, there must be some acceptance that AP is now the primary type of fare on some routes and there should be some level of regulation. This could be around releasing fares in a timely fashion, ensuring that once train companies decide on prices and quotas that are commercially advantageous, they stick to those prices and quotas and don't withdraw them all at the drop of a hat etc.

Ticket Advice for All

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



Railtalk Magazine

National Rail

At Hawes, No 12, a 1954 Robert Stephenson & Hawthorn Co. loco that worked at Hams Hall power station until about 1970, its number is fictitious for display purposes, slipped into a convenient gap in the former LNER numbers between the Wordsall G5 class and the Ivatt C12 class. *Allison Twycross*

Polos, starting from £14.99 each, minimal order of 2.



Had-It
£14.99

Heavyweight Hoodies starting from £27.50 each, minimal order of 2.



Had-It
£27.50

Soldiswell, from £27.00 each, minimal order of 2.



Had-It
£27.00

Worfs (inckowar), starting from £9.80 each, minimal order of 2.



Had-It
£9.80

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



Had-It
£3.00

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



Had-It
£12.75

Promotional print T-shirt, £10.50 each, minimal order of 2.



Had-It
£10.50

H-Ais, starting from £7.50 each, minimal order of 2.



Had-It
£7.50

Umbrellas, starting from £14.00 each, minimal order of 2.



Had-It
£14.00

Branded merchandise, Draw bags, mouse mats, coasters.



Had-It
£12.75

Branded T-shirts starting from £8.70 each, minimal order of 2.



Had-It
£8.70

Branded merchandise, Draw bags, mouse mats, coasters.



Had-It
£12.75

Clubs and Societies Apparel



Choosing your apparel is your opportunity, huddersfield@had-it.co.uk • 01484 500441 • had-print.co.uk

National Rail



Former Great Western power cars Nos. 43133 and 43136 head through Doncaster with an Ely MIF to Aberdeen Clayhills ECS working. *Brian Hewertson*

On hire to LNER, Class 67 012 stands at Peterborough on October 13th heading light engine to Doncaster. *Richard Hargreaves*



Greater Anglia introduces new Vegan range at the buffet car, and sees sales soar

A new vegan food range available on Greater Anglia trains is delighting rail passengers. The train operator has introduced a vegan sandwich, chocolate and orange cake and flapjack at the buffet car on its Norwich – London Intercity services.

One happy customer tweeted the company to say “Fantastic to see Greater Anglia has at least 3 Vegan options in the café bar on the Norwich to London line.”

The range has gone down well with customers, prompting the company to investigate more vegan alternatives.

Michael Wyatt, Greater Anglia’s Business Manager, On Board Catering said, “Veganism is growing rapidly in the UK and East Anglia is no exception. Therefore, we felt it was important to offer Vegan options on board our trains, and they are going down a treat. Even if you’re not a Vegan I encourage you to try them - we’ve sourced some great products which are really delicious.”

Dominika Piasecka, spokesperson for The Vegan Society, said: “The number of vegans in Britain has quadrupled in the last four years but some of us still find ourselves stuck in a three-hour train journey with just a packet of ready salted crisps. This is what sparked our Vegan on the Go campaign that encourages train companies to offer vegan options, and we are delighted that Greater Anglia are launching their exciting range of vegan products. Vegan food is inclusive as it constitutes a safe dietary option for most, as well as being a sustainable and animal-friendly choice.”

Did you know?

Demand for meat-free food increased by 987% in 2017 and going vegan was predicted to be the biggest food trend in 2018. Food accounts for about 20% of greenhouse emissions.

Cutting out meat and dairy could reduce an individual’s carbon footprint from food by up to 73%.

While train travel is a more environmentally friendly way to travel, Greater Anglia is committed to reducing its carbon footprint further still through initiatives such as installing LED lighting and free electric car charging points at stations and recycling food and other waste.

It is also cutting plastic waste thanks to the installation of free water fountains Ipswich, Colchester and Cambridge which have already saved over 10,000 single-use plastic bottles from being thrown away. Anglia Team.



Railtalk Magazine

National Rail

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:

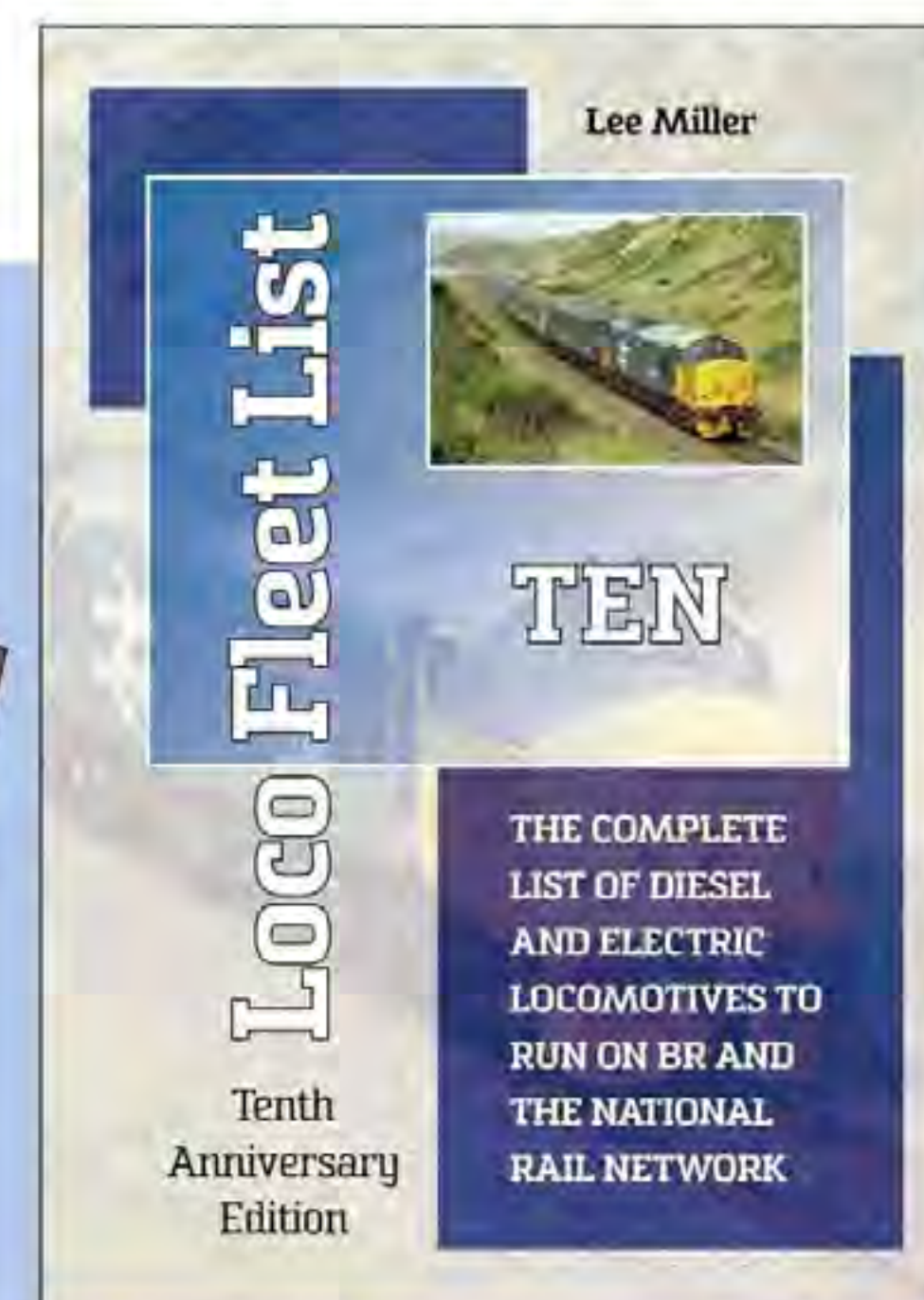
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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



Network Rail’s MPV No. DR98964 departs Eastleigh on October 8th on RHTT duties.
John Sloane



Arriva Group says Hwyl fawr (goodbye) to Arriva Trains Wales and joins them in celebrating 15 years of achievement

After 15 years of operation, Arriva has said goodbye to Arriva Trains Wales as from October 14th, when the contract to run the next Wales and Borders franchise transfers to KeolisAmey.

Since taking over and combining four separate franchises in Wales in 2003, annual passenger journeys have grown from 18 million to 33 million and the number of passenger trains per day from 620 to more than 1,000. Arriva's trains have carried more than 400 million passengers in total.

There has been major investment in key stations, including Cardiff Central, Swansea, Newport and most recently Bridgend Station, which has topped £100m. Further, the 2,300-strong team have hosted some of the world's biggest sporting events, including the Olympics, Champions League final and the Ryder Cup, which have put Wales on the international stage.

Other key milestones include:

- The reopening of the Ebbw Vale line in 2008, at a cost of £30m
- More than 800 people have worked through the full 15 year franchise, many of whom have notched up 20, 30 or even 40 years of service on the railway
- 135 people have achieved the Advanced Framework Modern Apprenticeships, a nationally-recognised qualification

Chris Burchell, Managing Director, UK Trains, Arriva Group, said: "On my visits to Wales, it has been evident just how much people care about the railway and how much passion our people have in giving customers the best possible experience. I am proud of all we have achieved.

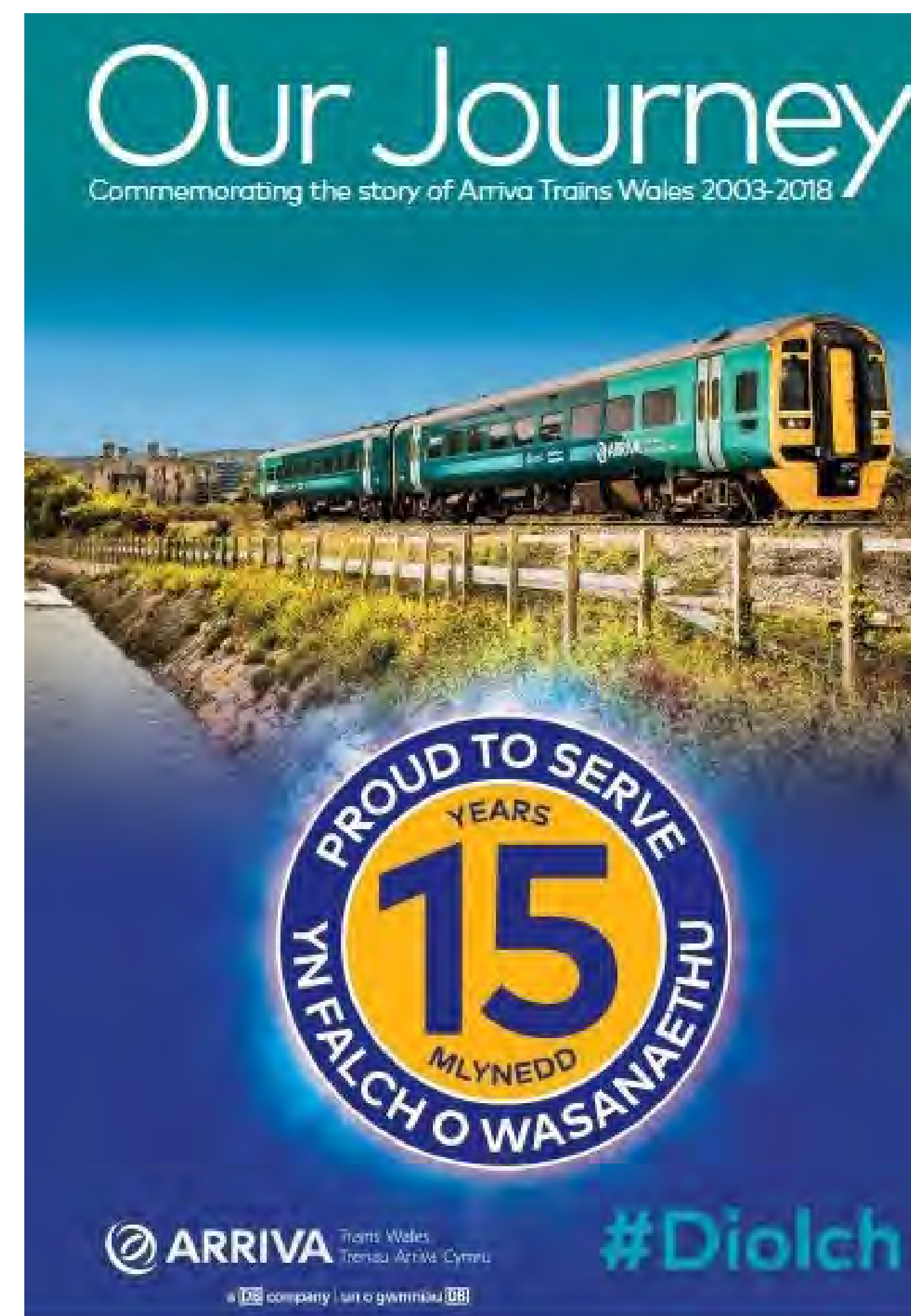
"We have invested over £33m in the past fifteen years and created over 500 jobs, so we are leaving the Welsh railway network much stronger and safer than we found it."

Ken Skates, Welsh Assembly Cabinet Secretary for Economy and Transport, said: "Arriva Trains Wales staff have shown real commitment to excellent customer service in the face of many challenges, including battling with the repercussions of the 'Beast from the East' snow storms in early 2018". Tom Joyner, Managing Director, Arriva Trains Wales, added: "Looking back over the past 15 years, we have well and truly defied expectations. Certainly, we have faced challenges along the way, but working with our partners in Welsh Government, the Department for Transport and Network Rail, we have always come through for our passengers. "I would like to thank our customers and stakeholders for their valued support, loyalty and custom, and especially our 2,300 colleagues who have shown determination, reliance and ingenuity on the journey."

Bill Kelly, Acting Route Managing Director, Network Rail, Wales & Borders, also commented: "We deliver a better railway when we work together and I hope track and train will continue to work closely in Wales and Borders". Professor Stuart Cole, CBE, Emeritus Professor of Transport at the University of South Wales, reflected: "Wales and its border counties were served by 4 separated rail franchises up to 2003. Passenger real time information screens have been installed in over half the stations, new passenger services were opened to Maesteg, Ebbw Vale and through the Vale of Glamorgan along upgraded freight lines – all of which have achieved passenger growth rates to justify that confidence in the railways; to move from a static, even declining railway, was no mean feat.

Arriva Trains Wales are rolling out their #diolch Campaign to Customers, Colleagues and Stakeholders highlighting the major achievements of last 15 years and thanking all who

have contributed to making this period a successful one.



GWR Pannier Tank No. 6412 and Autocoach are seen in action at the Battlefield line on October 24th. *John Alsop*

Following repairs at Longport, Captrain's Class 66 No. 66 999/6601 has emerged from the shed and is seen on October 29th being prepared for departure back overseas. *Brian Battersby*

Bristol Upgrades Filton Bank

Great Western Railway (GWR) is reminding passengers that trains will not be able to run between Bristol Parkway and Bristol Temple Meads from until Sunday 18 November. Network Rail is laying new track in the Bristol area for two additional railway lines that will relieve congestion at a major bottleneck on the network. When complete these additional lines will provide four tracks – two in each direction – between Bristol Temple Meads and Bristol Parkway stations from early 2019; and will allow for more frequent and punctual services. With enabling works having already taken place, contractors now need to lay the track between Lawrence Hill and Filton Abbey Wood stations.

Trains will be unable to operate between Bristol Temple Meads and Bristol Parkway, including services towards Severn Beach via Clifton Down and Avonmouth from Saturday 27 October until Sunday 18 November, including weekdays. Buses will replace trains between the stations affected and Bristol Temple Meads and Bristol Parkway stations will both remain open.

GWR Operations Manager Rob Mullen said: “I would like to thank customers in advance for their patience during this further period of works. The work to double the tracks in north Bristol will in time allow for more frequent and quicker journeys between Bristol and London, and more punctual services; enabling us to offer the full benefits of new Intercity Express Trains. The trains are already operating on routes between London and South Wales and London and Bristol Temple Meads; providing thousands more seats every day than the trains they are replacing.”

Customers travelling towards Bath Spa from South Wales, Bristol Parkway, Cheltenham Spa or Gloucester can travel via Swindon instead of Bristol Temple Meads.

Further work to connect the new track to the existing railway is expected to take place on Saturday 24 and Sunday 25 November as well as Saturday 1 and Sunday 2 December.

Network Rail Project Manager Kate Trevorow said: “This upgrade will transform rail travel for passengers across Bristol. It will enable GWR to run more frequent and quicker services between Bristol and London Paddington providing more seats and better journeys. It will also ease congestion on the network between Bristol Temple Meads and Bristol Parkway. We thank passengers and the communities that live near the railway for their patience whilst we carry out this vital upgrade.”

Photos: © Brian Turner



Railtalk Magazine

National Rail

On October 9th, Class 50 008 'Thunderer' hauling 50 015 'Valiant' from Kidderminster SVR to Butterley MRC after the Class 50 gala, passes Burton on Trent. *Stuart Hillis*

Class 73 133 is seen in Eastleigh Works on October 8th. *John Sloane*



Greater Anglia appoints first female yard controller at Norwich depot

Train operator Greater Anglia is trying to recruit more women into its workforce, across a variety of roles. The rail industry is very male-dominated, however each year more women are recruited. Since 2013, the number of female staff at Greater Anglia has increased. Now the organisation has appointed its first-ever female yard controller at Crown Point depot in Norwich.

Helen Dickerson is responsible for train movements in the yard, and making sure trains are refuelled, kept up to date with maintenance exams, and ready for service in the morning. Helen, who has worked on the railway for 17 years, started out on a work experience placement before joining full-time when she left school. She did various jobs on the railway including posting tickets to customers, working in customer relations and telesales.

However, having worked at the depot for the past nine years as a production control assistant, Helen felt she was ready for a change and applied for the job as a yard controller earlier this year.

Helen said: “There are more than 100 men at Crown Point and I am the only woman working in a front line engineering role. I trained as a shunter, where I direct movements around the yard and can attach carriages to trains. I’m the person who gets your train out to you at the morning. I am really enjoying my new job. There’s a lot of job satisfaction – you can come into work and the yard can be very busy.

“The job is all about communication and it’s great to know you’re helping people get to work, school or important appointments every day. The railway is a brilliant place to work – not many people would stay at the same job since they left school.”

Helen’s job has become more challenging recently, with changes to the depot underway. Greater Anglia is investing over £40 million in a project which will see the depot transformed to accommodate some of the company’s brand new trains, which are longer than existing trains

The depot is getting better facilities to house and maintain the 58 new trains being built by Stadler, as well as a new train washing facility, improved servicing equipment and the ability to store and dispense more fuel. Although Helen is the first female yard controller at Crown Point, Greater Anglia is taking steps to encourage more women to work in the rail industry. Earlier this year, a new group called Up was formed to attract and retain more women in the railway. Currently just 22% of Greater Anglia employees are female, something the company is working to address along with the rest of the industry.

The organisation has recently launched an internal recruitment campaign to increase the number of female train drivers. Currently, less than 5% of Greater Anglia train drivers are women.

Drivers are based at Ilford, Southend, Norwich, Cambridge, Bishops Stortford, Liverpool Street, Ipswich, Colchester,



Clacton and the company is encouraging more people to apply and train as drivers.

More than 60 women attended an event at Greater Anglia’s Stratford office, where they were split into three groups.

They attended sessions on training, where they learned the intricacies of being a driver and were shown inside the driver simulators. Another session which explored a typical day in the life of a driver, where female drivers from across the network shared their own experiences. The other session was focused on recruitment, where they found how to apply for roles and what would be expected of them through each process - from applying to the medical exam.

▶ A ‘then and now’ pair of photographs of Class 40s as Class 40 033 steam heats a Bangor - Manchester service through Kenyon Cutting, on the Chat Moss route, on March 31st 1984.

Jeff Nicholls

▶ Thirty four years later, Class 40 No. D213 ‘Andania’ thunders through the same cutting, now cluttered with trees and catenary, with ‘The Yorkshire Coast Merrymaker’ on October 6th. Class 47 No. D1924 brought up the rear of the train. *Jeff Nicholls*

Immediate step to protect vital railway ‘artery’ in the south west

Repairs to four breakwaters, which protect the coast from the force of waves, will begin in November to immediately improve protection for the Dawlish sea wall and the railway running along the coast

The work is expected to take six months and community events will be held in Dawlish, Teignmouth and Holcombe in the coming weeks for local communities to find out more

World leading engineers in coastal, tunnel, cliff and railway engineering are to carry out vital repair work in Dawlish, Devon, in November as Network Rail continues work to safeguard the stretch of railway that connects the south west with the rest of the country. Repairs will be made to four breakwaters, which are the barriers built out to sea to protect the coast from the force of waves, by expert engineering teams from Network Rail and BAM Nuttall with the vital work set to take six months.

Protecting the route through Dawlish is a national priority and these immediate short-term improvements to the resilience of the railway will be made whilst Network Rail continues with the £15m detailed development of longer term options for government to consider.

As a result, repairs to breakwaters at four locations along the coast will start next month after the structures were identified as being in a poor state of repair and not providing the protection that the coast and, therefore, this iconic stretch of railway line requires. The breakwaters that require repair are at Boat Cove, Coastguards Point, Colonnade Underpass and Langstone Rock.

Along with the breakwater repairs by BAM Nuttall, Arcadis, another leading engineering company, will continue to investigate whether loose material from the top of the cliff above Parsons Tunnel at Holcombe may be removed to stabilise the cliff and therefore reduce the risk of land slips in the short-term.

Such is the scale and importance of the challenge that Network Rail has now established a dedicated South West Rail Resilience Programme to identify and implement the best options to improve rail resilience of this iconic stretch of railway. This is to avoid a repetition of the events of 2014 when the line was closed for eight weeks after extreme weather washed away the seawall and a massive landslide blocked the railway with 20,000 tonnes of material.

The South West Rail Resilience Programme has seen world-leading engineers conducting detailed studies along the route between Teignmouth and Dawlish which will determine what is happening to the cliffs and coastline, in order that the viability of a number of alternative solutions can be established. These options will help to secure the long-term future of this vital rail artery, which serves communities and businesses in South Devon and Cornwall, and connects the region to the rest of the UK.

Mike Gallop, director of route asset management for Network Rail said: “This section of the railway is vital for many residents and communities in Devon and Cornwall and we are committed to safeguarding it for future generations. However, it’s going to take us time to work out the best ways to protect the railway and then deliver these works, so we wanted to find ways now to make the railway more resilient than it currently is. By repairing the breakwaters we can give some immediate protection to the sea wall, the railway and town behind it, and we are looking at how we can put in place immediate, short term measures to reduce the risk of a landslide on the cliff at Holcombe. Alongside this, we will continue to work up longer-term options for us to present to the local community, local councils and government in 2019. We are acutely mindful of the need to consider the views of the local community, the long-term needs of the environment as well as the need to provide a sustainable railway for Devon and Cornwall.”

Cllr Humphrey Clemens, Teignbridge District Council’s portfolio holder for planning and coastal management, said: “Teignbridge has been working closely with Network Rail since the Dawlish 2014 event and remains keen to assist this regionally important infrastructure being made resilient for the future. It is vitally important to ensure that residents’ opinions and suggestions, together with enhancements to the public realm, are incorporated within the medium-term plans. Short term we also recognise the need for ongoing works to the existing breakwaters which should continue to offer some protection from storm events.”



Railtalk Magazine

National Rail



On October 7th, at the Birkenhead Bus & Tram show was a mock up of the new Merseyrail EMUs. Here is an interior and exterior photo.

Brian Battersby

Thomas the Tank Engine to teach children railway safety

Network Rail has teamed up with Thomas the Tank Engine to help educate children about railway safety.

The 'Stay Safe with Thomas' book sees the mischievous Thomas misbehaving on the railway - putting both himself and his friends in danger.

Thomas learns valuable lessons on the dangers of not stopping at a level crossing when the red light shows, leaving gates open to allow animals on the tracks, and when people stand too close to the edge of a platform.

Network Rail, along with British Transport Police, hopes the book will encourage parents to discuss rail safety with their young children to help keep them safe when they are on or near the railway.

The books will be distributed to local schools, libraries, nurseries and doctors' surgeries across the country.

A free, electronic version of the book will be available to download, from mid-October 2018, at www.networkrail.co.uk/thomas.

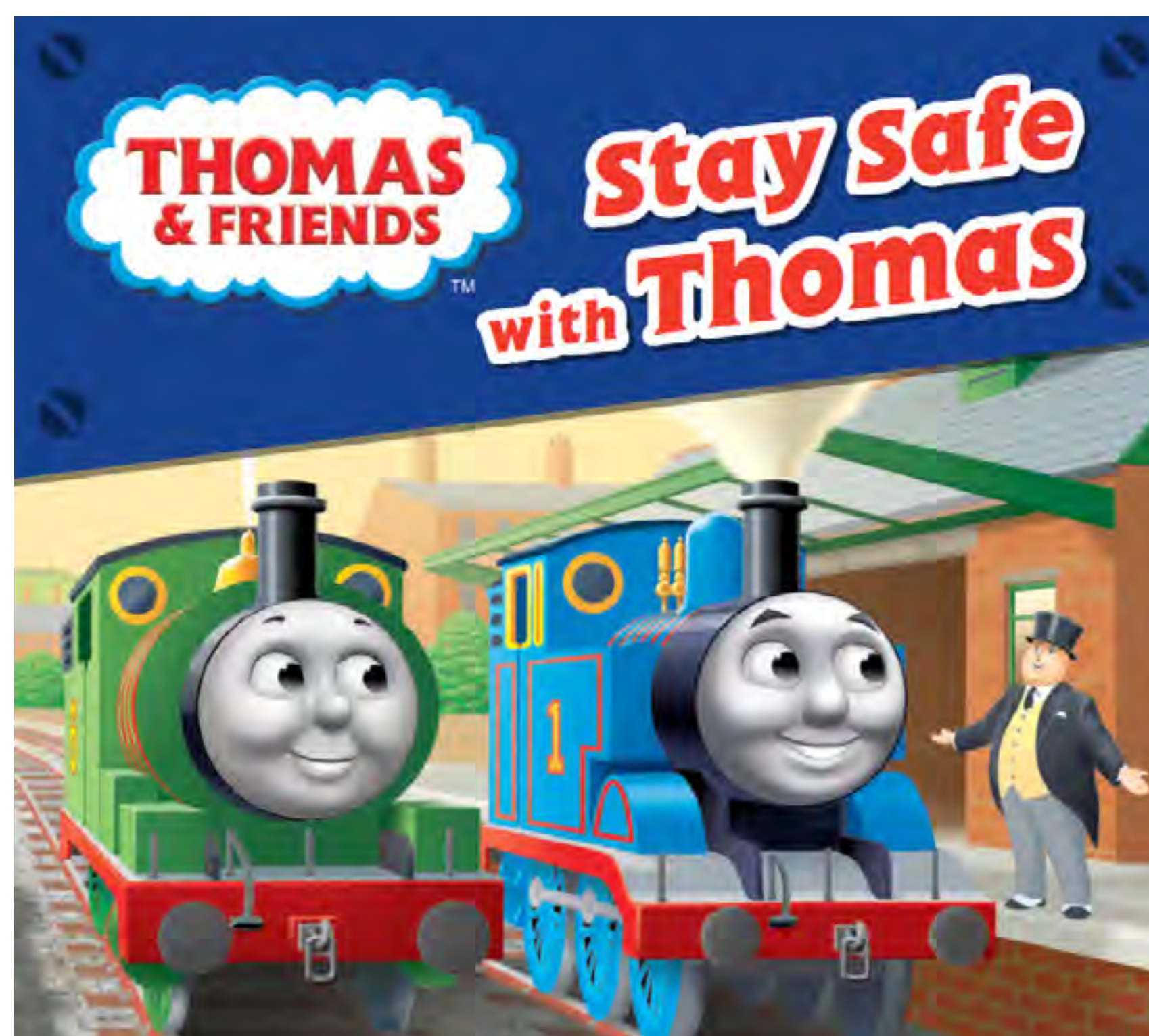
Allan Spence, head of public and passenger safety at Network Rail, said: "The railway is full of both obvious and hidden dangers. By offering parents an engaging and fun way to talk to their children at a young age about safety on the railway, we hope children will grow up knowing the dangers and keep themselves and their friends safe."

Superintendent Susan Peters of British Transport Police said: "We are delighted to be collaborating on this initiative, our focus is keeping people safe and working with such a well-known children's television character is exciting. This Thomas the Tank engine story book gives us

an engaging and accessible way to ensure essential safety messaging is reaching young children. Although BTP runs activity through the year to educate the public of the seen and unseen dangers in and around the railway tracks, we hope that being able to discuss this subject through the use of these books will make our safety messages go further."

Senior regional licensing manager, publishing at Mattel Consumer Products, Maribel Le Gelebart, said: "We are thrilled to be partnering with Network Rail on the launch of the Stay Safe with Thomas storybook. Thomas & Friends™ has been teaching life lessons for over 70 years through storybooks as well as its exciting content and product ranges. So, it was a natural fit to collaborate on a rail safety storybook which leverages and reinforces the brands' key values of friendship, teamwork and safety."

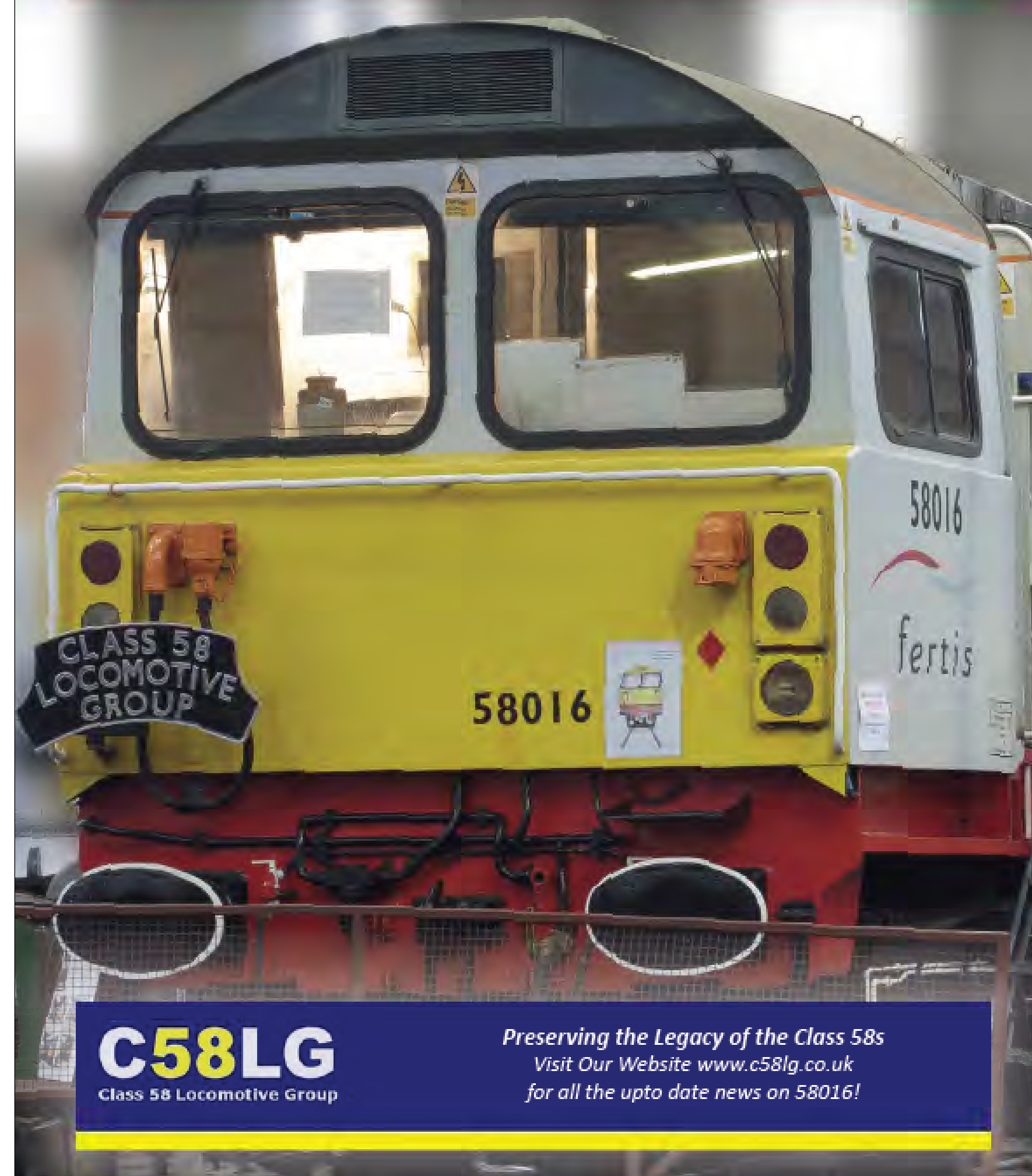
The launch of the story book comes off the back of the 'You vs Train' campaign, ran by the rail industry and the British Transport Police (BTP), which targeted older children and teenagers to warn them of the dangers of the railway and that it isn't a playground. In the last five years, the number of young people taking risks on the railway has gone up by almost 80 per cent.



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



Railtalk Magazine

National Rail

Having done its railhead treatment duties, MPV No. DR98904 returns to base at Springs Branch on a gloomy October 24th, using the new headshunt and scissors crossing installed as part of the work being done to prepare the site for use by Northern Rail. *Jeff Nicholls*

Rail freight upgrade between Doncaster and northern Lincolnshire ports to boost local economy

Work is underway to upgrade the rail route between Doncaster and Immingham in an exciting new project which looks to boost businesses while keeping traffic off the regions roads. Network Rail is partnering with the Humber LEP and North Lincolnshire Council to invest more than £15m to support the growth of rail freight in the region. The project will allow high cube shipping containers to run between Doncaster and Immingham/Killingholme on standard height wagons. While high cube containers can be accommodated on the Immingham – Doncaster routes, it currently requires special low wagons of which there is a limited supply. Low Floor wagons are also more expensive to run and to maintain.

Rob McIntosh, Route Managing Director for Network Rail, explained: “Rail freight is vital to our economy. It contributes £870m to the economy and plays a big role in reducing congestion and carbon emissions. The northern Lincolnshire ports are an essential part of the freight network and this improved route will allow onward distribution from Doncaster to Scotland, the Midlands and beyond. This in turn will support the growth of local businesses at the ports and in the distribution network as well as preventing the need for goods to be transported on the road network.”

Cllr Rob Waltham, Leader of North Lincolnshire Council, added: “These much-needed enhancements to the rail network throughout North Lincolnshire will open up further business opportunities for the area by reducing the limitations on freight being brought to and from our ports. These works are critical to enhancing the port infrastructure on the south Humber bank.

“This significant investment from the council, Network Rail and the Government through the Humber LEP, shows commitment to securing the future of our area and will boost the local economy by opening up more opportunities and creating jobs in North Lincolnshire.”

The project involves 29 “interventions”. These include platform alterations at stations and trackside changes. Work is also needed on three road bridges. These are Armthorpe Lane (between Barnby Dunn & Kirk Sandall, Doncaster), East Halton Road and Eastfield Road (North Killingholme, Immingham). Work will also be carried out underneath the bridge which carries the railway over the A18 (Near Althorpe Station, Scunthorpe).

In order to create the space needed on the railway the bridges at Armthorpe Lane, East Halton and Eastfield Road need to be replaced. This will mean some road closures with diversions in place for traffic. Pedestrian access will be maintained through a temporary bridge. Full details of the road closures and diversion routes will be publicised as soon as they are available.

This project has an in-principle allocation (subject to final Business case approval) of £7.2m from the Humber LEP’s Local Growth Fund programme which has been secured through its Growth Deals with Government and is part of the Government’s commitment to the Northern Powerhouse.



Railtalk Magazine

National Rail



On October 29th, Class 56 301 is seen shunting at Peak Forest. *Alan Rigby*

The massive proportions of LMS Stanier Pacific No. 6233 ‘Duchess Of Sutherland’ attracts attention whilst arriving at the ELR on October 16th from the Swanage Railway for the Autumn Steam Gala. *Gerald Nicholl*

Did you Know - Ken Mumford

Some more of the nations oddities this month:

Tunnel Duty

There were two private sidings at the tunnel entrance from Blaenau Ffestinog to Llandudno Junction branch - on the left serving Oakeley Slate Quarry and on the right Llechwedd. As shunting those sidings required the locomotive to remain in the tunnel for a lot of the time it was not a popular duty!

Severn Valley Railway

British Railways had already informed the Severn Valley Railway in July 1965 that the bridge over Hollybush Road would be removed shortly and as an exercise for the SVR working parties it was decided to recover ballast in Bridgnorth tunnel, with BR's permission.

At the beginning of the 'restoration' of the Bridgnorth to Kidderminster line in the early 1960s, a BBC crew spent time at Bridgnorth filming the volunteers weeding the track, which took place during blizzards.

GWR v LNWR

The GWR company directors, when challenged on why it was that the LNWR could built THREE 4-6-0s for the price of TWO 'Star' class 4-6-0s, Churchward (the GWR Chief Mechanical Engineer at that time) is reputed to have replied: "Because ONE of mine could pull TWO of their ***** things backwards!"



Pigtail Driver? One winter's day Driver Bill Hoole [see photo alongside] was driving 60033 'Seagull' on the 10.40 Kings Cross - Grantham. At Hitchin his fireman was talking with two soaking young wet girls passengers - wet due to having been caught in a snowstorm. Bill offered to let them come up on the loco to dry off in front of the fire. We shall never know whether it was by accident or design - but beyond St. Neot's this train usually overhauled a down 'WD' headed freight, and, the freight driver being a friend of Bill's, waved greetings were normally exchanged.

As the freight appeared ahead, Bill and his mate stood back on the tender, out of sight **but** able to sight signals, and sat a girl in each seat. Imagine the shock of the 'WD' driver on seeing 'A4' 60033 'Seagull' racing past with a girl in pigtails at the regulator!!



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



On October 2nd, Class 50 008 and 50 015 pass through Stockport on their way to the SVR Class 50 gala from the East Lancs Railway.

Steve Stepney





A Different View



Poster at Alresford station, Mid Hants Railway.
Richard Hargreaves

The beautiful station building at Knaresborough,
in the autumn sunshine on October 2nd.
Steve Chapman



Photographed across one of the fishing ponds
at Taylors Lane, Wigan, Class 60 095 waits for
a path to Tuebrook with empty wagons from
Ashton in Makerfield to Tuebrook on October
24th. *Jeff Nicholls*



A Different View

▶ Halloween week saw large crowds visiting the Warner Brothers Studio Harry Potter tour near Watford. The “Hogwarts Express” (formerly “Olton Hall”) in the recreation of Platform 9 and 3/4 was proving a very popular exhibit as ever. The ex-GWR loco is seen in a rare moment not surrounded by admiring crowds. *Ben Bucki*

▶ A former Midland Railway engine shed has been refurbished and is in use at the UoN Waterside Campus as part of the students union facilities. *Derek Elston*

▶ A model of a Class 3F complete with flowers now stands on Leyland station. *Alan Naylor*



Preserved Railways

Mid Hants Railway

On October 20th, GWR 5101 Class Large Prairie 2-6-2T No. 5199 departs Ropley with a service to Alton. *Richard Hargreaves*

SR West Country Class No. 34105 'Swanage' and British Railways Standard Class 4MT 4-6-0 No. 75079 are seen under repair at the lines Ropley workshops. *Richard Hargreaves*

Great Western Railway 4-6-0 Manor Class steam locomotive No. 7822 'Foxcote Manor' waits departure time at Ropley on October 20th. *Richard Hargreaves*







Preserved Railways

Mid Hants Railway

▶ BR Standard Class 4 2-6-4T No. 80078 stands at Alresford, October 20th. *Richard Hargreaves*

▶ Out of traffic Stanier Black 5 No. 45379 is seen on display at Alresford on October 20th. *Richard Hargreaves*

▶ British Railways Standard Class 9F No. 92212 arrives at Ropley with a service from Alresford on October 20th. *Richard Hargreaves*



Preserved Railways

Mid Hants Railway

BR Standard Class 4MT No. 76017 simmers at Ropley. *Richard Hargreaves*

British Railways Standard Class 4MT 4-6-0 No. 75079 is seen under repair in the shed at Ropley. *David Lindsell*

British Railways Standard Class 4MT Tank Engine No. 80150, one of the final 'Barry 10' and one of the newest additions to the lines fleet. A lengthy restoration awaits. *Richard Hargreaves*





Preserved Railways

Mid Hants Railway

BR Standard Class 4 2-6-4T No. 80078 prepares to depart the siding at Alresford and back onto its next working. *Richard Hargreaves*

Great Western Railway 4-6-0 Manor Class steam locomotive No. 7822 'Foxcote Manor' departs Ropley on October 20th with an early afternoon train for Alton. *David Lindsell*

On October 20th, Southern V Class (Schools) No. 925 'Cheltenham' approaches Ropley in the Autumn sunshine with a train from Alton. *David Lindsell*





HISTORIC LOCOMOTIVE THAT HEADED THE LAST BRITISH RAIL STEAM TRAIN IN 1968 HAULED TRAINS IN PURBECK DURING HALF TERM WEEK

An historic main line steam locomotive that headed the last British Rail steam train 50 years ago hauled passenger trains between Norden, Corfe Castle, Harman's Cross, Herston and Swanage – during Half Term Week.

Built in 1945, the powerful 74-ton London Midland and Scottish Railway Stanier 'Black 5' class No. 44871 operated on the Swanage Railway from Saturday, 20 October, to Saturday, 27 October, 2018, inclusive.

And on Sunday, 28 October 2018, No. 44871 hauled the Swanage Railway's popular 'Dorsetman' Sunday lunch train.

The main line certificated 4-6-0 wheel arrangement steam locomotive – which is based on the East Lancashire Railway and hauls excursion trains on the national railway system – took part in the Swanage Railway's recent three-day, eight locomotive Autumn Steam Gala which attracted visitors from across the country.

Swanage Railway Company executive chairman Trevor Parsons said: "It is very exciting to have such a special piece of national railway history from half a century ago haul passenger trains on the Swanage Railway.

"We are very grateful indeed to the locomotive's owner – Riley and Son (E) Limited – for allowing us to continue to use the 'Black 5' after its popular appearance at our recent Autumn Steam Gala. It is a lovely locomotive and it is a real privilege for our footplate crews to work on her.

"Fifty years ago, No. 44871 was one of the steam locomotives that hauled the last British Rail-operated steam train in the country – the '15 Guinea Special' that ran between Liverpool, Manchester and Carlisle in August 1968.

"That last British Rail steam train 50 years ago marked the end of an era that had started in 1825 when the first steam locomotive ran on the Stockton and Darlington Railway.

"Back in August, 1968, that summer day was a very sad one as people across the north of England saw main line steam trains disappear into the history books," added Trevor who is also a volunteer train guard and signalman on the Swanage Railway.

Designed by William Stanier of the London Midland and Scottish Railway Company for hauling both passenger and freight trains, 'Black 5' No. 44871 was built at Crewe in March, 1945.

No. 44871 was withdrawn from service by British Rail's

Carnforth locomotive depot in Lancashire at the end of August, 1968.

Appearing on the Swanage Railway courtesy of Riley and Son (E) Limited, the 'Black 5' was moved by rail to the Swanage Railway courtesy of West Coast Railways.

The Swanage Railway's recent Autumn Steam Gala was staged on the theme of the historic locomotive exchange trials in 1948 which took place on the newly nationalised British Railways network to evaluate different classes of steam locomotives



from the previous 'Big Four' railway companies.

Drawing visitors from across the country, the successful Gala saw eight steam locomotives in action through the Isle of Purbeck during the three-day event including three visiting locomotives – London Midland and Scottish Railway Stanier 'Black 5' No. 44871, 1938 London Midland and Scottish Railway No. 6233 'Duchess of Sutherland' and 1954 British Railways Class 4 Tank No. 80078.

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



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

Between Saturday, 20 October, and Saturday, 27 October, 2018, inclusive, No. 44871 hauled six trains a day in each direction – six trains from Norden station and six trains from Swanage station – with the Swanage Railway's blue timetable being in use.



Railtalk Magazine

Preserved
Railways



Preserved Railways

Swanage Railway

On October 10th, SR Rebuilt Battle of Britain No 34053 'Sir Keith Park' was back in action after almost 3 months out for repairs. Seen here departing Corfe Castle, heading to Norden.

Ken Livermore

London and South Western Railway T9 Class 4-4-0 No. 30120 is seen on the turntable at Swanage on October 10th in light steam.

Ken Livermore

SR Rebuilt Battle of Britain No 34053 'Sir Keith Park' is seen upon arrival at Norden.

Ken Livermore





Preserved Railways

East Lancs Railway

▶ LMS Class 8P, No. 6233 'Duchess of Sutherland' works the 1J56 Rawtenstall to Heywood service on October 19th. *Alan Naylor*

▶ GWR 4200 Class 2-8-0T No. 4270 works the 1J55 Heywood to Rawtenstall service calling at Irwell Vale on October 19th. *Alan Naylor*

▶ GWR 2800 Class 2-8-0 No. 2857 built at Swindon in 1918 approaches Irwell Vale working the 1G51 Bury to Rawtenstall service. *Alan Naylor*





Preserved Railways

East Lincs Railway

Wall-to-wall blueskies greet No. 32 'Gothenburg' as it crosses Brooksbottom Viaduct with the 13:10 shuttle service from Bury to Ramsbottom on October 20th. *Jeff Nicholls*

The Severn Valley's GWR 2800 Class No. 2857 storms out of Ramsbottom with the 10:50 from Heywood to Rawtenstall on Saturday October 20th, the second day of the Autumn Steam Gala. *Jeff Nicholls*

Great Western Super Power in Action! Sixteen coupled wheels of heavy freight power leave Summerseat with the 13:50 from Heywood to Rawtenstall during the Autumn Gala as No. 2857 leads No. 4270 in a symphony of noise and smoke on October 20th. *Jeff Nicholls*





Preserved Railways

East Lancs Railway

BR Standard Class 4MT 2-6-4T loco No. 80097 is seen at Bury on October 19th, its first week in steam since 1964. *Steve Stepney*

Former Manchester ship canal loco No. 32 'Gothenburg' shunts the dining stock at Bury on October 19th. *Steve Stepney*

London, Midland and Scottish Railway (LMS) Princess Coronation Class 4-6-2 'Pacific' No. 6233 'Duchess of Sutherland' stands at Bury working a service to Heywood. *Steve Stepney*





Preserved Railways

East Lancs Railway

Visiting GWR 4200 Class 2-8-0T No. 4270 departs Irwell Vale, heading to Rawtenstall with SR West Country Class No. 34092 'City of Wells' on the rear. *Michael Lynam*

BR Standard 4 No. 80097 pictured undergoing steam trials around Bury station during the gala. This was the first time for 53 years that the loco had moved around under its own power following a 30 year restoration. *Michael Lynam*

London, Midland and Scottish Railway (LMS) Princess Coronation Class 4-6-2 'Pacific' No. 6233 rounds the curve at Bury heading for Heywood. *Michael Lynam*





Railtalk Magazine

Preserved Railways

Great Central Railway

SR West Country Pacific No. 34092 'City of Wells' passes Kinchley Lane with the 13:45 Loughborough - Leicester North during the Autumn steam gala, October 7th. *Mark Pichowicz*



SPECIAL WEEKEND TO BRING EVOCATIVE TASTE OF LONG CLOSED SOMERSET & DORSET MAIN LINE RAILWAY TO PURBECK

An evocative taste of the long-closed and much-missed Somerset and Dorset line, axed more than 50 years ago in the infamous Beeching railway cuts, is coming to the Isle of Purbeck – thanks to a special weekend on Saturday and Sunday, 17 and 18 November, 2018.

Appearing at the two-day ‘Somerset and Dorset Weekend’ event will be three classes of steam locomotives that worked on the former main line that linked Bournemouth and Poole with Blandford Forum, Templecombe and Bath. The 102-mile line was closed in March, 1966, with the tracks being lifted between 1967 and 1970.

Hauling trains between Swanage, Herston Halt, Harman’s Cross, Corfe Castle and Norden will be 1945 London Midland and Scottish Railway ‘Black 5’ No. 44871, Southern Railway-designed 1948 Battle of Britain class Bulleid Pacific No. 34072 ‘257 Squadron’ and 1955 British Railways Standard Class 4 Tank No. 80104.

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



4 tank steam locomotive.

Swanage Railway Company executive chairman Trevor Parsons said: “The controversial closure of the Somerset and Dorset main line 52 years ago was probably the most contentious action recommended by Dr Richard Beeching in his infamous ‘The Reshaping of British Railways’ report.

“The Somerset and Dorset line still has a special place in the hearts of railway enthusiasts countrywide because of the length of the line – more than 100 miles, some of it double track – the pretty countryside through which the railway wound and also the variety of steam locomotives used to haul the line’s passenger and freight trains.

“The line from Blandford Forum to Templecombe was lifted in 1967 while the line from Blandford Forum to Broadstone – where the Somerset and Dorset joined the Brockenhurst to Poole line via Ringwood and Wimborne – was lifted in 1970.

“With most of the Somerset and Dorset’s route lost under trees and dense undergrowth, very little trace of the line remains – for much of its length – with bridges demolished, cuttings filled in and much of the railway land having been built on or buried under road schemes. Thankfully, the Somerset and Dorset’s Shillingstone and Midsomer Norton stations have been preserved by dedicated volunteers.

“Somerset and Dorset trains from Bath, Templecombe and Blandford Forum ended their journeys at the old Bournemouth West station in Westbourne where the large Victorian station was demolished in 1970 with part of the Wessex Way town centre by-pass being built in its place,” added Mr Parsons, a Swanage Railway train guard and signalman.

Opened in the 1860s, the Somerset and Dorset line was closed in March, 1966, after being included in the infamous ‘The Reshaping of British Railways’ report by Dr Richard Beeching published in March, 1963.

Known as the ‘Beeching Axe’, the aim of the report – commissioned by the then Conservative government – was to



stem large financial losses being incurred by British Railways, in the face of increasing competition from road transport, and reduce the amount of financial subsidy from the Government to British Railways. Appearing on the Swanage Railway courtesy of Riley and Son (E) Limited, the main line certificated ‘Black 5’ No. 44871 –which hauls excursions on the national railway system – was moved by rail to the Swanage Railway courtesy of West Coast Railways.

The ‘Somerset and Dorset Weekend’ will see 12 passenger trains a day operate in each direction between Swanage, Harman’s Cross, Corfe Castle and Norden. 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: S&D Blandford Forum station 1954 © Andrew PM Wright



Railtalk Magazine

Preserved
Railways



‘Black 5’ class steam locomotives hauled passenger and freight trains on the Somerset and Dorset line while Bulleid Pacific class steam locomotives hauled long through trains on the Somerset and Dorset carrying holidaymakers from the midlands and the north down to the popular seaside resort of Bournemouth.

Standard Class 4 tank class steam locomotives, like No. 80104, hauled passenger trains on the Somerset and Dorset line in its final years while the last timetabled passenger train on the doomed line was hauled by a Standard Class



Preserved Railways

Severn Valley Railway

Class 50 008 approaches Highley station with a rake of ballast wagons on October 4th.

Neil Pugh

Class 50 011 approaches Highley station during the Class 50 Golden Jubilee weekend on October 4th. *Neil Pugh*

The signalman exchanges the token with the crew of Class 50 035 at Highley working a service to Kidderminster on October 4th. *Neil Pugh*





Preserved Railways

Severn Valley Railway

▶ Class 50 044 heads along the line at Eardington on October 6th with a Kidderminster bound service. *Phil Martin*

▶ Class 50 050 passes Chelmarsh on October 5th, heading to Bridgnorth. *Phil Martin*

▶ LMS Ivatt Class 4 2-6-0 Mogul No. 43106 passes Haybridge on October 29th with a service from Kidderminster. *Phil Martin*





Preserved Railways

Severn Valley Railway

On October 29th, Class 40 106 heads down the bank at Eardington working the 13:30 Bridgnorth - Kidderminster service. *Phil Martin*

Class 50 033 runs light engine out of Kidderminster on October 6th. *Andrew Wilson*

Class 50 017 waits departure time at Kidderminster on October 6th. *Phil Martin*





The A1 Steam Locomotive Trust
New Steam for the Main Line

APPEAL LAUNCHED TO CELEBRATE TORNADO'S 10TH BIRTHDAY AND IMMINENT RETURN TO MAIN LINE

The A1 Steam Locomotive Trust, the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado, has launched a new fundraising campaign to mark Tornado's 10th birthday this year and imminent return to main line operations.

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 Winton' train to commemorate the 70th anniversary on the Kinder Transport; the rescuing of stranded commuters in Kent; 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.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "It's hard to believe that No. 60163 Tornado has now been in traffic for over 10 years – and what a decade it has been! Throughout these years we have had many highs and a few unfortunate lows; we have travelled the length and breadth of Great Britain, hauling main line charters and Royal Trains, visiting dozens of heritage railways & centres and making countless appearances in the press, on TV and even in a movie! The nation – and indeed people way beyond our shores – seem to have taken Tornado to their heart.

"Unfortunately, Tornado's 10th Birthday year didn't quite work out as planned and 2018 has been a challenging year for The A1 Steam Locomotive Trust following No. 60163's failure on 14th April 2018 hauling her first 90mph train, 'The Ebor Flyer'. Although much of the repair costs and loss of earnings have been covered by our insurance, unfortunately not all those costs could be recovered.

"In response to the many offers of help we have received, we have decided to establish the 'I love 60163' appeal to help close the funding gap and raise £60,163 from 100 people each donating £601.63 in up to six payments. And, now Tornado is back in steam, we would like to take the opportunity again to thank our supporters for their patience and continued support."

The repairs to Tornado following her failure on 14th April 2018 hauling 'The Ebor Flyer' have included:

- Reboring the outside valve liners
- Manufacturing and fitting of new valve heads
- Remetalling and machining of outside valve spindle crossheads
- Rebushing of the outside valve chest covers
- Renewing the left had outside union link and pins
- Boring of, and replacement of pins in, the inside reversing gear
- Exchanging and overhauling the front air pump
- Replacing the blow down valves
- Overhauling the mechanical lubricator and atomisers
- Replacing some of the lubrication pipework
- Fitting of three-pawl ratchet mechanism to lubricator in order to improve reliability
- Following recent tyre turning, acquisition of a replacement set of coupled wheel tyres

In response to the many offers of help the Trust has received, we have decided to establish the 'I love 60163' appeal to help close the funding gap and raise £60,163 from 100 people each donating £601.63 in up to six payments.

By donating £601.63 to the 'I love 60163' appeal, supporters will receive:

- An exclusive 'I love 60163' car sticker
- Access to view Tornado at all reasonable times
- The Trust's newsletters on a regular basis
- The opportunity to attend the Trust's Annual Convention
- A special 'I 60163' day with No. 60163 Tornado
- Their name inscribed on the Roll of Honour at Darlington Locomotive Works.

Repairs Update

Following two weeks of successful running-in on the Nene Valley railway during which a total of 772 miles were covered, made up of 225 miles light engine and 547 miles loaded, DB Cargo carried out an audit of the condition of the locomotive and the relevant paperwork which accompanies it including test certificates for the boiler and air reservoirs, ultrasonic testing of the axles, spring weights etc. No significant defects were found, although there were a number of minor deferred defects mostly arising from two weeks of continuous activity which will be attended to during the A exam scheduled to start on 11th October.

This represents a major milestone in the programme to return Tornado to the main line after the damage to the inside valve gear whilst hauling 'The Ebor Flyer' on 14th April 2018. The Trust also made the decision to refurbish and renew parts of the outside cylinder valve gear whilst the locomotive was out of service.

The repair has proved to have taken rather longer to complete than we anticipated due to a number of factors, including having the locomotive based a long way from the Trust's own engineering resources; and that the parts of the British mechanical engineering industry that we rely on being very busy. This resulted in long lead times to have specialist machining and welding work done.

Notwithstanding this, the Trust owes particular thanks to Arthur Stephenson Engineers Ltd of Atherton who were able to forge and machine a new union link and combination lever in a short period of time for the inside valve gear, and to Durham Precision Engineering Ltd of Newton Aycliffe who rapidly CNC machined a new crosshead drop link.

The Trust was fortunate in having a casting for a new crosshead "on the shelf" one of three which had recently been delivered by William Cook Cast Products Ltd of Sheffield for our new Gresley class P2 No. 2007 Prince of Wales. The Trust also owes thanks to the Nene Valley Railway which has made us most welcome and have gone out of their way to accommodate moves round the yard and the use of their railway to run in Tornado. Whilst the Trust is grateful for the assistance of many other firms and individuals, our sincere thanks goes to David Wright's Locomotive Maintenance Services Ltd of Loughborough and his staff, particularly Andy Morgan and Andy Meredith who have spent many hours at Loughborough and Wansford manufacturing new components, fettling existing parts and fitting them to the engine.



Railtalk Magazine

Preserved
Railways



Preserved Railways

Gloucestershire Warwickshire Railway

▶ Class 117 No. W51360 stands at Toddington Station during the GWSR's Autumn Diesel Weekend on October 7th. *Neil Pugh*

▶ Class 37 215 approaches Hayles Halt during the diesel gala on October 7th. *Neil Pugh*

▶ Freightliner liveried Class 47 376 departs Toddington station with a Cheltenham bound service on October 7th. *Neil Pugh*





Preserved Railways

Gloucestershire Warwickshire Railway

On October 20th, SR Merchant Navy Class Pacific No. 35006 'Peninsular & Oriental SN Co' heads towards Hayles Halt. *Neil Pugh*

Class 117 DMU formed of Nos. W51363(DMBS), W59510 (TCL), W51360 (DMBS), passes Hayles Halt on October 20th. *Neil Pugh*

GWR Manor Class No. 7820 'Dinmore Manor' heads away from Toddington on October 20th. *Neil Pugh*



Preserved Railways

Ribble Steam Railway

On October 6th, Class 03 No. D2148 and Class 05 No. D2595 crosses the Marina Swing Bridge working to Strand Road. *Michael Lynam*

On October 6th, Waggon & Maschinenbau Railbus No. 79960 crosses the Marina Swing Bridge with the first service train of the day to Strand Road. *Michael Lynam*

Sentinel No. 10282/1968 'Enterprise' outside the depot in the company of 1956 English Electric built Netherland Spoorwagen (NS, Dutch Railways) Class 600 No. 663 looking very smart in its green livery. *Michael Lynam*





Preserved Railways

Great Central Railway (North)

▶ Intercity liveried Class 47 828 is seen in the yard at Ruddington on October 28th. *Andrew Wilson*

◀ Class 08 784 along with HST power car No. 41001 stand in the platform at Ruddington on October 28th. *Andrew Wilson*

◀ Class 08 114 (13180) stands with a Mk 3 coach in the yard at Ruddington. *Andrew Wilson*





Preserved Railways

Wensleydale Railway

On a dull October 13th, HNRC liveried Class 20 166 is seen at Leeming Bar, having just arrived with a service from Redmire. *Allison Twycross*

Class 33 035 is seen at a wet Leeming bar. *Allison Twycross*

Also stabled at Leeming Bar, out of use is Class 47 715 in its attractive Network SouthEast livery. *Allison Twycross*





Preserved Railways

Isle of Wight Steam Railway

➤ O2 Class No. 24 'Calbourne' is seen shunting the goods at Packsfield Crossing, Wootton on the morning of October 7th. *David Lindsell*

➤ BR 2-6-2T Ivatt Tank No. 41298 is seen in the yard at Havenstreet. *David Lindsell*

➤ Built in 1953, Hunslet Austerity 0-6-0ST No. WD198 'Royal Engineer' is seen at Havenstreet on October 11th. *David Lindsell*





Railtalk Magazine Preserved Railways

Spa Valley Railway

On October 20th, Class 31 430 'Sister Dora' is seen at Eridge during the lines Autumn diesel gala and beer festival. *Mark Pichowicz*









Railtalk Magazine

Preserved Railways

North Yorkshire
Moors Railway

Approaching Darnholm, 'Black 5 No. 5428 'Eric Treacy' puts on a fine display during a Matt Fisher charter. *Shep Woolley*



The A1 Steam Locomotive Trust
New Steam for the Main Line

WINTER STORM EXPECTED IN PETERBOROUGH!

The A1 Steam Locomotive Trust, the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado, is delighted to announce that the locomotive will be spending the remainder of 2018 and early 2019 on the Nene Valley Railway near Peterborough hauling its Santa Steam Specials, Mince Pie Specials, Winter Steam Specials and conducting some Driver Experience days.

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 Winton' train to commemorate the 70th anniversary on the Kinder Transport; the rescuing of stranded commuters in Kent; 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.

Tornado has been based on the Nene Valley Railway undergoing repairs since failing on 'The Ebor Flyer' on Saturday 14th April. With the repair work to Tornado now complete, the locomotive has been running in on the Nene Valley Railway whilst awaiting recertification and a main line test run. Delays to the latter have resulting in Tornado being available to haul her first Santa Specials since the locomotive's completion in 2008. Tornado will be operating Santa Specials on the following dates:

- Saturday 24th and Sunday 25th November - Yellow Ticket Prices
- Saturday 8th and Sunday 9th December - Red Ticket Prices
- Saturday 15th and Sunday 16th December - Red Ticket Prices
- Saturday 22nd, Sunday 23rd and Christmas Eve Monday 24th December - Red Ticket Prices

Classic Santa (£15.00 for Yellow days and £20.00 for Red days): the children will have visited Santa's grotto and received their presents before sitting down in a heritage carriage for the exciting Tornado-hauled steam train trip. Drinks and a mince pie will be served to the adults and the children will receive a drink, a cracker and some sweet treats too along with a second opportunity to meet Santa.

First Class (£20.00 for Yellow days and £25.00 for Red days): allocated table seating in the NVR's historic Belgian carriages and a luxury service with additional refreshments and crackers plus the option of a pre-booked platter served at the table (breakfast for four people at £20.00, festive nibbles selection for 2-3 people at £25.00 or traditional buffet board for four people at £35.00)

Premier First Class Compartments (£200.00 for Yellow days and £240.00 for Red days): an opportunity to experience rail travel from a bygone age in your own private compartment for up to six people. The inclusive price includes a sandwich platter, hot mince pies, hot sausage rolls and pigs in blankets - always a hit with the children! Unlimited hot drinks, two rounds of alcoholic and non-alcoholic beverages and fruit juice for the children are also included.

The St Nicholas Lounge (£550.00): a premium service for groups of up to 16 people, with room to spread out and relax and its own personal steward. Incorporating all the features of the Premier First Class service, additionally the exclusive well-stocked bar will host a selection of complementary alcoholic and non-alcoholic beverages. To truly celebrate Champagne and cocktails are available for purchase during the trip.

All of the Nene Valley Railway's Santa Trains depart from and return to Wansford station and cannot stop at any stations along the line to collect passengers. For more details or to book online visit www.nvr.org.uk or telephone 01780 782833/784444 between 09:30hrs and 15:30hrs. Infants under the age of one-year travel for free and also receive a gift from Santa.



In addition, Tornado will be hauling the Winter Warmer Mince Pie Specials on Saturday 29th and Sunday 30th December with a complementary mince pie for adult passengers and sweets for children. Tornado will also be hauling the Winter Steam services on Sunday 6th and Saturday 12th January 2019. Tornado can also be booked for Driver Experience courses on Saturday 5th and Friday 11th January 2019. The starter package includes theory and practical driving of Tornado and is priced at £295 per person and the advanced course is an in-depth experience of over three hours for two participants and is priced at £840.00 – an ideal Christmas present.

Paul Roe, Locomotive Superintendent, Nene Valley Railway commented:

"The Nene Valley Railway is delighted to be the first heritage railway to operate Tornado working Santa Steam Specials. With Tornado now back in service, the locomotive will be hauling a variety of trains over the festive season and will even feature in our Driver Experience courses in January – an ideal Christmas present for the railway enthusiast in your family!"

Graeme Bunker-James, Trustee, The A1 Steam Locomotive Trust, commented:

"We are very grateful for the Nene Valley Railway hosting Tornado since April. We are pleased to be working our first ever Santa Steam Specials on the NVR and look forward to meeting lots of excited boys and girls of all ages as they get to meet Santa and travel behind Britain's newest main line steam locomotive. Tornado will be conducting her main line test run from the Nene Valley Railway later in January and will pick up her exciting 2019 programme of main line steam excursions on Saturday 9th February with 'The North Briton' from the East Midlands to Carlisle via the Settle & Carlisle Railway."

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photo: Tornado on the Nene Valley Railway. ©A1SLT/ Ian Macdonald



Railtalk Magazine

Preserved
Railways



Preserved Railways

Lynton & Barnstaple Railway

Baldwin 2-4-2 No. E762 'Lyn' departs Woody Bay station platform. *Stewart Smith*

'Lyn' and 'Lyd' double head a service heading back to Woody Bay from Killington Lane. *Stewart Smith*

Drewry diesel 'Pilton' 0-6-0 150hp diesel mechanical locomotive No. 2393 of 1952 with the Festiniog Railway's built No. E190 'Lyd' behind are seen at Woody Bay on September 29th. *Stewart Smith*







Railtalk Magazine

Preserved Railways

South Devon Railway

At Buckfastleigh on October 26th, Class 33 No. D6501 is seen shunting Class 35 No. D7535, whilst 'Bubble Car' No. W55000 waits for its next job. And what's that Class 14 doing there? is it D9526?

Steve Thompson



Preserved Railways

Ffestiniog Railway



Contrasting motive power at Porthmadog Harbour station, as Ffestiniog Railway Double-Fairlie 'David Lloyd George' waits to depart with a train for Blana Ffestiniog, whilst alongside Garratt No. 138 waits to re-attach to a Welsh Highland service to Caernarfon after coaling and taking on water. *Ben Bucki*

During a pleasant autumn afternoon, October 27th, Double-Fairlie 'David Lloyd George' departs Tanybwllch with a train for Porthmadog Harbour. *Ben Bucki*

On October 22nd, Baguley-Drewry diesel loco 'Criccieth Castle/Castell Criccieth' waits in the loop at Porthmadog Harbour station, ready to return to Boston Lodge with a single hopper wagon. *Ben Bucki*





Preserved Railways

Dartmouth Steam Railway

BR Standard 4 No. 75014 runs round its train at Kingswear on October 11th. *Derek Elston*

Class 03 371 is seen stabled at Churston on October 11th. *Derek Elston*

Carrying an 82C Swindon shed plate, Class 03 No. D2192 'Titan' is seen stabled at Churston. *Derek Elston*





Railtalk Magazine

Preserved Railways

Welsh Highland Railway

On October 20th, Garratt No. 138 brings a train from Caernarfon into Porthmadog. *Ben Bucki*



Victorian “Gem of a Carriage” Booked for Sheffield’s Armistice Ceremony



At the heart of the City of Sheffield to add focus to the Armistice Commemoration on 11 November was a 130-year old recently-restored Victorian railway carriage. This was prepared for its first visit to Sheffield Victoria Station in over 100 years and it is finished in the London Extension colours of the new Great Central Railway which opened its doors in 1900. And it came by road to stand outside the former Victoria Station and the Royal Victoria Hotel, following a massive 15-year rebuild.

This little carriage, of which near 500 were built, is an almost unique survivor and has been dedicated to The Royal Scots Regiment and the employees of the Great Central Railway who fell in the Great War of 1914-1918, has a ticket to ride by road to Edinburgh as part of the Nation’s Centenary commemoration of the end of the First World War in November. Being prepared for the 600 mile return journey from the Midlands, MS&LR No. 946 was honoured as the focus of a solemn assembly of the former Royal Scots Regiment in the heart of the home community of Leith, Edinburgh, as well as coming direct to Sheffield on Sunday 11 November.



Ken Grainger, Vice President of the Great Central Railway Society and a leading light in the recovery of the War Memorial to the fallen Sheffield employees of the Great Central Railway, now sited outside the Royal Victoria station, explained: “It is wonderful that the GCR Rolling Stock Trust has brought their beautifully restored carriage to be a part of this Armistice Day commemoration. Dedicated as a war memorial in its own right, it is typical of the type of carriage in which many of our Great Central war dead would have left home for the last time.”

Tony Keeble, Trustee and Deputy Chairman of the owning charity, GCR Rolling Stock Trust, in revealing the details of the event, added: “We are grateful and deeply honoured to be invited to take our gem of a carriage to Sheffield and

to take part in such a vital commemoration, organised by our friends of the Great Central Railway Society. This carriage is one of the last of the type in existence, identical to those involved in the horrific rail disaster at Quintinshill when some 435 troops and passengers were killed, burned horribly or maimed in a 5-train disastrous collision on 15 May 1915. Just 50 officers and men of the 7th battalion of Royal Scots survived of the 500 who set out from Larbut station to continue a delayed journey to Liverpool docks to embark here for the ill-fated Gallipoli campaign.”

In November 2015, this carriage, which has been fully restored in Nottingham from a near total wreck, was formally dedicated to The Royal Scots at a ceremony in the presence of HM The Deputy Lord Lieutenant of Nottinghamshire and The Royal Scots led by Col Brian de la Haye OBE. It now carries specially cast plaques remembering the Quintinshill disaster. Then in 2016 it was rededicated to the railway employees of the old Great Central Railway lost in that same tragic War.

The last time such a 50-seat vehicle was carrying passengers in Scotland was when conveying troops during the Great War when they were conveyed from their barracks to embark at Liverpool and other docks to each WW1 war zone a century and more ago.

By the time they were called up for war service by the Government’s Railway Operating Division, most of this type of carriage had already been withdrawn from regular passenger service on the former Great Central Railway, closed by Dr Richard Beeching’s Report, a trunk route that ran from Manchester to Sheffield, then on through Nottingham to London.

As they were substantially wooden bodied on a mostly timber frame, with tanks beneath the floors to supply the gas-lighting, they were considered a big fire risk – and that they proved. Some however survived into the service as camping coaches and engineers’ wagons. No. 946 continued at London’s Stratford Locomotive works until the end of steam in British Railways ownership in the late 1960s.

As Tony Keeble, Deputy Chairman of the owning GCR Rolling Stock Trust and a lead in the 15-year carriage restoration, explains further: “We are so pleased to be able to support the tribute that is to take place adjacent to the Royal Victoria Hotel at the recently restored Memorial to those of the Great Central Railway lost in the dire conflict that ceased one hundred years ago.”



Railtalk Magazine

Preserved Railways





FIRST CYLINDER COMPONENTS DELIVERED FOR GIANT NEW STEAM LOCOMOTIVE

Significant Progress on Cylinder Block Design



The project to build Britain's most powerful steam locomotive is delighted to announce that the first components for the cylinder block for No. 2007 Prince of Wales have been delivered. The three cylinder cover castings which were made from Spheriodal Graphite Iron were produced by H. Downs & Sons foundry in Huddersfield from a pattern produced by John Hazlehurst of Swineshead near Boston. In the meantime, work continues on the redesign of the original Gresley class P2 No. 2001 Cock O' The North's monobloc cylinder casting to a welded fabrication incorporating the improved version of the Lentz rotary cam poppet valve gear developed by the Franklin Company in the USA in the mid-1940s. No. 2007's cylinder block design will also include improvements along the lines of famous French railway engineer André Chapelon to increase maximum power and improve economy.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed, and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous 100mph new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The work involved in designing and manufacturing No. 2007's new cylinder block includes:

- Converting the original class P2 one-piece casting into a welded fabrication including Finite Element Analysis (FEA) to check for structural integrity
- Improving the layout of the valves to reduce the clearance volume (which affects cylinder efficiency)
- Re-routing the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust
- Increasing the size and improving internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy
- Reducing the overall width of the cylinder block to provide Prince of Wales with the widest possible route availability on the main line.

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

To date the Trust has completed the conceptual design of the cylinder block and it is expected that an order will be placed for its fabrication in the first quarter of 2019 for delivery before the end of 2019. The delivery of the three cylinder cover castings coincides with the money spent to-date on the new Gresley class P2 No. 2007 Prince of Wales passing the £2.1 million mark – 42% of the estimated £5m total required. In March 2018, the Trust announced that The Cylinder Club, established to pay for the cylinder block, had reached its 100 members target and pledges of £100,000 plus Gift Aid. The funding of the cylinder block will help to ensure that the project remains on schedule for completion in 2021.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axleboxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; engine wheelset assembly complete, balance weights manufactured and fitted, tender axles delivered
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves; order placed with DB Dampfkloswerk Meiningen to update the design to incorporate modifications and improvements fitted to Tornado's boiler over the last 10 years
- Study into ride and suspension completed using rail industry standard Vampire® software; Finite Element Analysis completed on re-designed crank axle to ensure it complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed, details made and door completed; door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings delivered; connecting and coupling rods ordered and manufacture started
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets made and trial fitted to the engine's frame
- Tender frame construction under way, axleboxes and other tender castings delivered from William Cook Cast Products; tender tank procurement process underway
- Nameplates and chime whistle delivered.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented:

"We are delighted to announce that the first cylinder components for No. 2007 Prince of Wales, in the shape of the three cylinder cover castings, have been delivered to Darlington Locomotive Works having been cast by H. Downs & Sons Ltd of Huddersfield. This follows on from our announcement in March 2018 that The Cylinder Club, founded to pay for the cylinder block, had reached its 100 members target two months early. This meant that this critical part of No. 2007 Prince of Wales is now fully funded through the £100,000 plus Gift Aid donated by our supporters. Our engineering team continues to work on the technical design of the cylinder block with the intention for placing an order for the fabrication in the first quarter of 2019 for delivery towards the end of 2019.

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

Photo: ©A1SLT/David Elliott



Railtalk Magazine

Preserved
Railways



Preserved Railways

Seaton Tramway

Tram No. 11 having arrived at Collyton, from Seaton on October 10th. *Derek Elston*

Tram No. 9 arrives at Collyton station. *Derek Elston*

Tram No. 2 was built in 1964 at Eastbourne. Based on the London Metropolitan Tramways type A design. *Derek Elston*

Tram No.10 was built in 2002-7 at Bolton and Seaton. Hybrid design based on elements of the old Plymouth and Blackburn trams. Seen here approaching Seaton station. *Derek Elston*





From the Archives



Class 03 078 and Class 55 005 are seen being scrapped at Doncaster on May 10th 1981.

John Sloane



Class 27 005 stands at Aberdeen on May 23rd 1981.

Brian Hewertson

Class 37 415 working the 1V77 Manchester Piccadilly - Cardiff passes Wooferton on April 6th 2002.

Carl Grcott





From the Archives



LNER Class V2 Class No. 60836 at St. Margaret's (Edinburgh) Motive Power Depot just before closure of the depot on March 25th 1967.

Dave Felton



Class 20 903 on a weed killing train is seen stabled at Castleton on September 11th 1991.

Michael Lynam



Class 47 702 'St. Cuthbert' calls at Haymarket on July 11th 1981 with an Edinburgh - Glasgow service. *John Sloane*

