

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 147 and your monthly roundup from across the UK.

I mentioned last month as to how nice the weather was, and it still is quite reasonable for the time of year. Looking back at previous editions of the magazine we have had some snow at the beginning of December in quite a few recent years.

Moving on and after the release of Class 91 119 in Intercity livery I was surprised not to see my inbox full of photos of it. Perhaps it is not as popular as I thought.

Interesting news this month that the long awaited TransPennine Express's fleet of CAF Nova 3 push-pull coaches is now expected to enter service later than planned in spring 2019. CAF had recently made it aware of a 'technical issue with a key on-board system' on the Mark 5A coaches, and was 'working hard to ensure this is addressed as soon as possible prior to delivery of the trains'.

Also news this month that the introduction of LNER's Azuma fleet would be delayed even further, the Class 230 Vivarail project is delayed introducing these trains from Bedford - Bletchley, and the woes of Hull Trains continues with the latest rumour that the 'borrowing' of a GWR HST might not happen due to there being nowhere to empty/fill the toilets....

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Submissions & Contributions

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

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

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

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Front Cover
Class 56 105 and 56 090 top'n'tail the 3J89 Stapleford to Toton (via Crewe-Worksop-Lincoln-Nottingham and Grantham) RHTT working past Pinxton on November 10th. *Mark Pichowicz*

This Page
The old meets the new on November 14th as Class 195 107 is held at signals at Winwick on a Crewe - Carnforth test run and is passed by 142 036 on an ECS from Chester to Newton Heath. *Jeff Nicholls*

Next Page
On November 10th, Caley No. 828 is seen working away from Bo'ness. *Shep Woolley*



Railtalk Magazine

Some appalling scenes from across the network this month as crowds try to get home after Christmas shopping trips to many of our towns and cities. I just cant believe that we treat passengers like 'cattle' and the ongoing dispute with Northern has certainly not helped. East Midlands Trains however did a fantastic job once again putting on extra services for the Lincoln Christmas market. But fundamentally does no-one realize that on the run up to Christmas people are going to go shopping and additional services are needed. All they are doing is forcing more and more people off trains and onto the already bursting roads

It would be remiss of me not to at this point wish all our readers and contributors a very Merry Christmas and a Happy New Year.

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

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

Andy Patten
Editor

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Shep Woolley and the guys at RailUK.

Ian Riley & Son (Railways)

The Citadel

LMS Stanier Black 5s Nos. 45212 and 45407 (running as 45157) make easy work of the surprising light load on the gradient towards Selside and Ribblehead with the inaugural 'Citadel' from Manchester Victoria to Carlisle. *Gerald Nicholl*

Ian Riley & Son (Railways)
The Citadel

LMS Stanier Black 5s Nos. 45212 and 45407 (running as 45157) head out of Bamber Bridge on November 10th with a Manchester Victoria - Carlisle charter. *John Sloane*



Ian Riley & Son (Railways)

The Citadel

LMS Stanier Black 5s Nos. 45212 and 45407 (running as 45157) pass Kirkby Stephen on November 10th, with the Manchester Victoria - Carlisle charter. *Michael Lynam*

UK Railtours
The Victory Javelin

On November 10th, and in appalling weather, South Eastern ran 'The Victory Javelin' charity special from London St. Pancras International to Southampton and return. Here the 1Z86 14:10 return service comprising Class 395 017 'Passchendaele' and 395 018 'Victory' pass Bursledon. *Stewart Smith*



Railway Touring Co.
York Yule-Tide Express

LMS Pacific No. 6233 ‘Duchess Of Sutherland’ heads for York on November 17th with the ‘York Yule-Tide Express’ near Bolton Percy. *Gerald Nicholl*

Railway Touring Co.
York Yule-Tide Express

Gresley A4 No. 60009 ‘Union of South Africa’ with the RTC’s 1Z40 ‘York Yule-Tide Express’, Norwich to York approaches Colton Junction on December 6th. The return, as 1Z43 would be in the capable hands of Stanier’s LMS ‘Coronation’ No. 6233 Duchess of Sutherland. *davempics*

Railway Touring Co.
York Yule-Tide Express

LMS Coronation 4-6-2 No. 6233 'Duchess of Sutherland' hammers past Harrowden Junction with the 1Z57 'York Yule-Tide Express' 07:10 Ealing Broadway to York on November 17th. *Derek Elston*

Railway Touring Co.
York Yule-Tide Express

LMS Coronation Pacific No. 6233 'Duchess of Sutherland' passes the site of the former station at Bolton Percy on the approach to York on November 17th with the 1Z57 'York Yule-Tide Express' from Ealing Broadway to York. The return was headed by Gresley A4 No. 60009 'Union of South Africa'. *davempics*





Charter Scene

Railway Touring Co.

York Yule-Tide Express

On November 17th, LMS Princess Coronation Class No. 6233 ‘Duchess of Sutherland’ brings the empty coaching stock of the ‘York Yule-Tide Express’ into York Station (having earlier bought the train in from Ealing Broadway). Once the LMS loco had detached, A4 No. 60009 “Union of South Africa” took over the train for the return service. *Ben Bucki*

LNER A4 Pacific No. 60009 ‘Union of South Africa’ waits for the (slightly delayed) right away from York with the southbound ‘York Yule-Tide Express’ to Ealing Broadway on November 17th. *Ben Bucki*

West Coast Railway Co.
Santa Special

On November 25th, brightening up the overcast weather conditions, 'British India Line' heads the inaugural 'Santa Special' through Hincaster en-route to Carlisle. *Shep Woolley*

Steam Dreams
The Cathedrals Express

On November 20th, LNER A4 No. 60009 'Union of South Africa' passes through Earley with a West Brompton - Gloucester charter.
Ken Livermore



Steam Dreams
The Cathedrals Express

LNER A4 No. 60009 stands at Gloucester after arrival on November 20th, with Class 47 746 on the rear. *John Scragg*

UK Railtours

Blackpool Illuminations - Pride of the North!

With Class 67 005 on the rear, Class 90 029 heads north through Winwick with UK Railtours 'Blackpool Illuminations - Pride of the North!' special on November 3rd. *Jeff Nicholls*

Northern Belle

Northern Belle

Class 57 601 and 57 316 pass Charnock Richard with a Newcastle - Chester outing on November 23rd. *John Sloane*

Vintage Trains
The Polar Express

GWR No. 4965 'Rood Ashton Hall' brings in the stock, hired in from the SRPS, for the 21:17 'Polar Express' test run to Tyseley for rail staff on November 24th. *Chris Morrison*

Vintage Trains
The Polar Express

Class 50 007 ‘Hercules’ stands at Birmingham Moor St. with a Vintage Trains ‘Polar Express’ test run for rail staff to Tyseley on November 24th. *Chris Morrison*

Belmond British Pullman
V.S.O.E.

On November 3rd, Class 67 024 leads a VSOE working into Clapham Jct. Class 67 027 was on the rear. *Richard Hargreaves*

ECS and Light Engine Moves

On December 1st, an immaculate LNER B1 No. 61306 'Mayflower' is seen on a light engine run to Barrow. *Shep Woolley*

Charter Scene





ECS and Light Engine Moves

Class 66 766 and 47 749 'City Of Truro' returning empty stock from the previous day's Cleethorpes - London Kings Cross GBRf private charter as 5Z49 Doncaster - Burton Nemesis arrives at the depot on November 25th. *Stuart Hillis*



On November 24th, LMS Black 5 No. 44871 and its support coach heads through a dull damp Andover heading back from the Swanage Railway to Southall via Southampton. *David Lindsell*



Class 40 145 hauls 40 012 'Aureol' and Saloon No. 8320 as 5Z40 from Bury to Butterley, Midland Railway Centre, passing through Burton on November 22nd. *Stuart Hillis*

Charter Scene

ECS and Light Engine Moves



Class 37 669 and 47 854 emerge from the slow line at Balshaw Lane Jct. with a Carnforth - Southall stock move on November 5th. *John Sloane*



Class 57 313 and 57 601 pass Euxton with a Carnforth - Liverpool Lime St. ECS working on November 3rd. *John Sloane*

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Chiltern Railways

Class 68 014 is seen on the blocks at Birmingham Moor Street on November 29th, with the 1H62 15:55 to London Marylebone.
Derek Elston

Colas Rail





Class 70 814 leads the Carlisle - Chirk loaded logs through Chester on November 13th. *Brian Battersby*

Class 70 813 heads through Carlisle on November 8th with a log train for Chirk, travelling via the Settle and Carlisle line. *Michael Lynam*

Class 37 099 passes through Sherburn-in-Elmet with 0Z37 Derby R.T.C. to York light engine move on November 8th. *Steve Chapman*

Colas Rail



Class 70 805 approaches Thorne South on November 14th with the 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*



Class 70 817 passes through Whitchurch on November 11th hauling the 6C05 07:30 St. Denys - Eastleigh Yard. *David Lindsell*



Class 66 849 stands at Chester, late on November 15th with a Chirk bound log train. *Brian Battersby*

CrossCountry



On November 24th, the 1M29 10:31 Birmingham New Street to Manchester Piccadilly formed of a four car Cross Country Voyager blasts through Longport. *Derek Elston*



Diverted via the Golden Valley route due to engineering works in the Bristol Parkway area, the 1V50 06:06 Edinburgh to Plymouth, formed of power cars Nos. 43321 and 43285, is seen at Swindon on November 10th. *Derek Elston*

CrossCountry

Class 220 006 heads along the Dawlish sea wall with a Plymouth - Birmingham New St. working. *Phil Martin*



With the driver clearly enjoying the Autumn sunshine, power cars Nos. 43357 and 43384 pass Cockwood Harbour with a Glasgow bound working. *Phil Martin*



A Class 220 passes Boat Cove, Dawlish with a Manchester Piccadilly - Paignton service. *Phil Martin*

CrossCountry

Power cars Nos. 43303 and 43207 speed past a sunny Cockwood Harbour with a Leeds - Plymouth service. *Phil Martin*

DB Cargo

Class 60 017 is seen at Mexborough on November 13th with the 6D94 Hull to Rotherham Masborough steel empties. *Steve Chapman*



On November 15th, Class 66 017 seen on the low level at Warrington working a Ditton Foundry Lane - Dollands Moor with a rake of containers destined for Germany. *Michael Lynam*



On November 10th, Class 60 019 approaches Nottingham with an Lindsey - Kingsbury working. *Richard Hargreaves*



Class 60 044 ‘Dowlow’ working 6M57 Lindsey -Kingsbury load oil tanks, heads through Burton on November 11th. *Stuart Hillis*

DB Cargo

On November 13th, Class 66 130 speeds through Acton Bridge with a southbound bin train . *Brian Battersby*



Class 66 161 is pictured at Tilts on November 14th with 6D79 Lindsey to Neville Hill fuel tanks. *Steve Chapman*



Class 60 044 threads its way through Lincoln on November 10th with an Immingham bound rake of discharged tanks. *Richard Hargreaves*

DB Cargo



On November 8th, Class 66 172 passes through Carlisle with a rake of empty tanks from Workington - Carlisle yard. *Michael Lynam*





Class 90 028 and 90 018 approach Acton Bridge on November 6th with a Mossend - Daventry intermodal working. *Brian Battersby*

Class 66 158 is pictured at Thorne South on November 14th with the 6H63 Immingham to Drax Biomass. *Steve Chapman*

DB Cargo

Class 90 040 and 90 018 pass through Charnock Richard on November 14th hauling the 4M25 Mossend - Daventry intermodal. *John Sloane*

Centenary Armistice Day Locomotive Naming

To commemorate the 100th anniversary of the end of World War I, DB Cargo UK held an official locomotive naming ceremony in Derbyshire.

On Friday 9th November staff and guests gathered at Midland Railway, Butterley to witness a Class 66 locomotive being officially named “Armistice 100 1918-2018”.

The aim of the event was to recognise all those who have served in the Armed Forces over the past 100 years and during the event the Last Post was played.

The event was the brainchild of a DB staff member, Andy Hogan from Tees, whose great grandfather was killed in action in 1915 and is buried in Bailleul in Northern France. Through the staff suggestions scheme, he suggested it would be very fitting for an Anglo-German company such as DB to mark this special anniversary.

DB Cargo UK has for years employed members of staff who have served in Her Majesty’s Armed Forces



DB Cargo



Class 66 020 hauls a couple of wagons past Cockwood Harbour, heading for Exeter Riverside Yard. *Phil Martin*



On November 22nd, Class 67 005 'Queens Messenger' passes Knottingley on driver training duties as 0D07 Doncaster - Doncaster via Leeds. *Michael Lynam*



Class 90 040 and 90 018 approach Lancaster on November 13th with a Mossend - Daventry intermodal. *Michael Lynam*

Direct Rail Services

Class 68 030, 68 033 and 68 034 stand on Crewe Gresty Bridge, November 10th. *Brian Battersby*



Class 68 009 ‘Titan’ hauls 66 424 and 66 434 through Coppull Moor on November 30th with a Carlisle - Crewe light engine move. *John Sloane*



Class 66 421 ‘Gresty Bridge TMD’ passes Balshaw Lane Jct. on November 5th working a Mountsorrel - Carlisle ballast. *John Sloane*

Direct Rail Services

Class 37 403 'Isle of Mull' arrives at Green Road near Millom with the 15:31 Barrow in Furness - Carlisle on October 15th.
Chris Morrison

Direct Rail Services



Class 37 401 arrives at Carlisle on November 1st with a service from Barrow. *Michael Lynam*





Class 66 424 working a very short 6U77 Mountsorrel - Crewe loaded stone heads through Burton on November 13th. *Stuart Hillis*

On November 13th, Class 88 008 heads north through Leyland with a Daventry - Mossend (TESCO) intermodal. *Michael Lynam*

Direct Rail Services

On November 1st, Class 88 008 passes through Carlisle with infrastructure wagons working from Carlisle - Crewe. *Michael Lynam*



Class 88 001 speeds through Coppull Moor with the 4S44 Daventry - Mossend on November 30th. *John Sloane*



On November 6th, Class 37 422 cruises through Warrington Bank Quay on a Crewe - Carlisle ECS move. *Mark Enderby*

East Midlands Trains



Power car No. 43043 on the rear of the 1C49 13:29 Sheffield to London St. Pancras International service passes Harrowden Junction on November 9th. *Derek Elston*



On November 27th, power car No. 43046 leads the 1D12 08:34 London St. Pancras International to Nottingham service through Wellingborough. *Derek Elston*



East Midlands Trains' Class 222 006 hammers past Harrowden Junction with the 1F40 14:02 London St. Pancras International to Sheffield service on November 9th. *Derek Elston*

East Midlands Trains



Class 222 007 passes Kangaroo Spinney with the 1D44 14:05 London St. Pancras International to Nottingham service on November 11th.
Derek Elston



Under the watchful eye of the train manager, passengers board and alight from the 1B51 14:12 Nottingham to London St. Pancras International service at Wellingborough formed of Class 222 013 on November 9th. *Derek Elston*



With it's first stop Leicester, Class 222 016 hammers through Wellingborough working the 1F43 14:31 London St. Pancras International to Sheffield service on November 9th.
Derek Elston

Freightliner



On November 17th, Class 47 830 is seen stabled at Crewe Basford Hall. *Brian Battersby*



On October 31st, Class 66 563 is seen slogging up the gradient at Appleby Bank on 6C75 IBT - Scunthorpe CHP coal. *Steve Thompson*



Class 66 559 heads through Doncaster with the 08:51 Leeds F.L.T. to Felixstowe North F.L.T. on November 13th. *Derek Elston*

Freightliner



On October 31st, Class 66 622 slogs up Appleby Bank working 6T24 IBT - Santon FOT iron ore. *Steve Thompson*





On November 13th, Class 66 561 approaches Doncaster with the 09:14 Ipswich S.S. to Lindsey Oil Refinery (Fl) empty tanks. *Derek Elston*

Class 66 565 heads north through Acton Bridge on November 20th. *Brian Battersby*

Freightliner

Class 66 953 is seen at Sansaw with the 4V22 09:30 Fiddlers Ferry power station - East Usk Yard on November 29th. *Keith Davies*



Class 66 956 is pictured at Sherburn-in-Elmet on November 8th with 6M17 Redcar to Fiddlers Ferry coal. *Steve Chapman*



Class 86 610 and 86 612 head a southbound liner through Acton Bridge on November 6th. *Brian Battersby*

Freightliner

Class 66 526 rounds the curve at Bayston Hill with 4V20 06:35 Fiddlers Ferry power station - East Usk Yard on November 13th. *Keith Davies*



Still carrying its Virgin livery, just!, Class 86 229 is seen awaiting its inevitable fate in Crewe Basford Hall yard on November 17th.. *Brian Battersby*



Another former Virgin loco, Class 86 251 sits next to long term resident Class 90 050 in the yard at Basford Hall. *Brian Battersby*

Freightliner



Class 86 628 and 86 605 pass through Acton Bridge on November 13th heading towards Crewe. *Brian Battersby*





Class 66 569 heads the 12:12 Lawley Street F.L.T. to London Gateway liner through Northampton on November 2nd. *Derek Elston*

Class 66 571 approaches Lincoln on September 17th with a diverted Felixtowe - Leeds liner. *Paul Godding*

Freightliner

On November 21st, Class 66 413 passes Smithy Bridge with a Redcar to Fiddlers Ferry power station loaded coal working. *David Wood*

Centenary Armistice Day Locomotive Naming

On Monday 5 November, in the lead up to Armistice Day, Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), named its recently re-liveried locomotive 66413 'Lest we forget' in recognition of The Royal British Legion's Thank You movement. The movement leads the nation in saying Thank You to the First World War generation who served, sacrificed and changed our world.

The loco naming ceremony took place at Freightliner's maritime terminal in Southampton and was attended by more than 50 guests; including the Mayor of Southampton, industry representatives and several ex-military colleagues from both Freightliner and sister company Pentalver.

Following a remembrance service, the name plate, which also features The Royal British Legion's Thank You logo, was unveiled by the winners of the staff loco naming competition.

"The Royal British Legion's Thank You movement provides a perfect opportunity to recognise and remember the crucial role the rail industry had to play during World War 1," said Adam Cunliffe, CCO of G&W's UK/Europe companies. "Trains transported troops, rations, coal, water, horses and artillery across Britain and Europe in a way never previously seen. Over 100,000 railway workers enlisted when the war broke out. By the end of the war, tragically 20,000 had lost their lives. We should never forget the ultimate sacrifice they made."

Catherine Davies, Head of Remembrance at The Royal British Legion, said, "We owe the World War 1 generation a huge debt of gratitude for helping to shape the world as we know it today. Not only the 1.2 million British and Commonwealth Armed Forces who lost their lives on the battlefield, but also those who kept the home front going.
Our 'Thank You' movement recognises all who played their part at home. We are grateful to those who ran the railway in the First World War and who helped keep the country moving during such difficult times."



Freightliner

Class 66 413 passes Apsley near Whitchurch, hauling a Southampton - Trafford Park liner. *Michael Bennett*



An increasingly rare scene ... 2 trains running round at Latchford sidings as Class 66 621 waits with a train of empty limestone hoppers heading for Fiddlers Ferry while 66 953 arrives on empty coal heading for York, November 30th. *Mark Enderby*



On November 17th, Class 66 597 heads through Lincoln with a diverted Leeds - Felixtowe liner. *Richard Hargreaves*

Freightliner



On November 18th, Class 66 546 passes through Scunthorpe working 0T02 IBT - Midland Road. Is that a tightrope spanning the tracks? It may appeal to the more intrepid of passengers! *Steve Thompson*





Class 66 511 arrives at Midland Road depot on a dull, damp and misty November 22nd. *Michael Lynam*

Class 90 047 leads 90 043 through Charnock Richard on November 5th with a Daventry - Coatbridge liner. *John Sloane*

Freightliner



Class 66 602 hauls 4E73 coal empties from Scunthorpe CHP to Hunslet Yard through Scunthorpe on November 2nd. *Steve Thompson*





Class 66 621 passes through Knottingley on November 22nd with a rake of empty hoppers from Drax Aes - Tunstead Sidings. *Michael Lynam*

Class 66 413 ‘Lest We Forget’ approaches Stockport on November 20th with a Redcar - Fiddlers Ferry loaded coal. *John Sloane*

Freightliner





Class 70 005 and 66 564 are seen on Leeds Midland Road depot on November 22nd. *Michael Lynam*



Class 66 618 passes Bradley on November 29th with a Hardendale - Tunsted working. *John Sloane*

On November 15th, Class 90 049 and 90 043 pass through Wigan North Western with a Daventry - Coatbridge intermodal. *Michael Lynam*

GBRf

On November 2nd, Class 66 715 passes Althorpe on 4R13 Down Decoy - HIT coal empties. *Steve Thompson*



Class 66 781 heads through Scunthorpe on November 15th with 4R79 Down Decoy - HIT empty coal. *Steve Thompson*



Class 66 738 'Huddersfield Town' working 4M11 Washwood Heath - Peak Forest empty hopper wagons, heads through Burton on October 29th. *Stuart Hillis*

GBRf



On October 31st, Class 66 711 heads up Appleby Bank working 6B72 HIT - West Burton loaded coal. *Steve Thompson*





Class 66 727 ‘Maritime One’ working 6E34 Southampton - Doncaster i port, passes Burton on November 24th. *Stuart Hillis*

On a damp November 20th, Class 66 753 eases a LBT - Drax Biomass through a wet Acton Bridge. *Brian Battersby*

GBRf



On October 31st, Class 66 783 descends the bank at Appleby with 4R15 Drax - HIT coal empties. *Steve Thompson*





Class 66 753 ‘EMD Roberts Road’ heads out of Stockport on November 20th with a Liverpool Bulk Terminal - Drax Biomass. *John Sloane*

On November 26th, Class 66 742 ‘Port Of Immingham’ working 4M11 Washwood Heath - Peak Forest empty hopper wagons passes through Burton on Trent. *Stuart Hillis*

GBRf







A race to Cardiff as Class 66 750 ‘Bristol Panel Signal Box’ working 6V78 Leeds Stourton - Cardiff Docks hopper wagons, passes DB Class 66 105 hauling the Burton Maurice Hill sidings - Cardiff Tidal steel carriers on November 20th. *Stuart Hillis*

Hauling a massive single wagon load, Class 60 085 and 66 770 head through Acton Bridge on November 6th. *Brian Battersby*

Class 66 784 ‘Keighley & Worth Valley Railway’ leads the 6E51 12:17 Peak Forest Cemex GBRf to Selby (GB Railfreight) round the back of Doncaster station on November 13th. *Derek Elston*

Class 20 905 and 20 901 pause at Leamington with the 7X08 15:40 Litchurch Lane - Banbury train of London Underground 'S' stock on November 10th. *Chris Morrison*

GBRf



Class 66 701 working 6M83 Tinsley - Bardon Hill empty stone hoppers is seen near Moira on October 31st. *Stuart Hillis*





Class 66 755 hauling a Clitheroe - Avonmouth rake of tanks, passes Charnock Richard on November 14th. *John Sloane*

Class 60095 passes light engine through Navigation Road on November 22nd, running from Tuebrook - Doncaster. *Michael Lynam*

GBRf



Class 66 783 approaches Sherburn-in-Elmet on November 8th with the 4N05 Drax to Redcar coal empties. *Steve Chapman*





On November 22nd, Class 60 096 approaches Knottingley working a rake of empty Biomass wagons from Drax Aes - Tyne Coal Terminal. *Michael Lynam*

Class 60 002 passes through Church Fenton on November 8th with 6H70 Tyne Dock to Drax Biomass. *Steve Chapman*

GBRf

Class 60 095 reverses into the Hanson Aggregates facility in Ashton In Makerfield on November 2nd with 6F27 loaded stone from Tuebrook sidings Liverpool. *Dave Harris*

GBRf



Class 66 745 is seen at Thorne South on November 14th with 6B72 Immingham to West Burton coal. *Steve Chapman*

Class 60 085 and 66 770 pause at Warrington Bank Quay on November 6th whilst on a wagon move from Tuebrook to Roberts Road . *Mark Enderby*

GBRf



On November 13th, the 6M31 09:29 Doncaster Down Decoy GBRf to Arcow Quarry GBRf eases round the back of Doncaster station behind Class 66 724 'Drax Power Station'. *Derek Elston*



Class 66 736 'Wolverhampton Wandrers' leads the 6D16 09:32 Cottam Power Station GBRf to Ferrybridge power station Gypsum GBRf through Doncaster on November 13th. *Derek Elston*



Class 59 003 'Yeoman Highlander' approaches a changing Harrowden Junction on 0Z60, the 09:42 Doncaster Robert Road Shed to Eastleigh H.S., November 7th. *Derek Elston*

GBRf

The weekly china clays from Wembley to Irvine passes a sunny Winwick on November 7th. *Jeff Nicholls*

Great Western Railway

Power car No. 43016 leads a Penzance - London Paddington service along an almost deserted sea wall at Dawlish. *Phil Martin*

Great Western Railway



Power car No. 43170 leads a Plymouth - London Paddington service past Cockwood Harbour. *Phil Martin*



Nine car IEP Class 800 304 passes Boat Cove, Dawlish with a London Paddington - Plymouth service. *Phil Martin*



Power cars Nos. 43186 and 43154 with three plug door fitted GWR liveried coaches, head through Burton on November 17th. *Stuart Hillis*



Great Western Railway

Power cars Nos 43131 and 43137 make an unusual sight as they pass through Lincoln on November 10th with a Ely - Glasgow working. *Richard Hargreaves*

L.N.E.R.

Class 67 028 hauls 91 101 through Lincoln on November 17th with a diverted London Kings Cross - Leeds service. *Paul Godding*



Under a very dark sky, Class 91 106 is seen on the rear of a London Kings Cross service, heading through Lincoln. *Richard Hargreaves*



EMT hired in power car No. 43075 heads northwards through Lincoln on November 10th, leading a diverted LNER service. *Richard Hargreaves*

L.N.E.R.

Power car No. 43318 heads out of Lincoln on November 10th with a diverted London Kings Cross - Leeds service. *Richard Hargreaves*



On November 6th, Class 90 029 on hire to LNER, waits to depart Doncaster with a Leeds - London Kings Cross service. *Michael Lynam*



DB Class 67 012 leads a diverted LNER service south through Lincoln on November 10th. The Class 67 hauling the train as far as Peterborough. *Richard Hargreaves*

L.N.E.R.



On November 10th, Class 67 022 hauls 91 119 through Lincoln with a diverted London Kings Cross - Leeds service. *Richard Hargreaves*



IEP Class 800 201 rushes through Doncaster on November 13th working 5Q25 13:07 Peterborough to York test run. *Derek Elston*



On November 20th, Class 90 039 departs Doncaster working a Leeds - London Kings Cross service. *Michael Lynam*



Class 800 107 rushes through Doncaster with a test working from Leeds, the 5Q32 11:45 to London Kings Cross on November 13th.
Derek Elston

Are you sitting comfortably? New research reveals the lengths Brits will go in order to bag a seat on the train

We all want a seat when we board a train, but if you don't have a reservation how do you bag the best spot onboard? We did some research to find out what your best seat finding tactics are...

What we found out

Almost two-thirds (64%) of us deliberately linger near seated passengers just before the train pulls into a station. Over a third of us (39%) use the tactic of "kestrelling" (hovering over an apparently vacant seat to wait and see whether it's free). Thirty per cent regularly "coach patrol – walk up and down train carriages to search for an available seat – while 65% of us use the ping-pong tactic (frantically turn left and right to figure out which way to go to find a seat).

The awkward seat moments

Almost half of us make sure we have a seat reservation to avoid run-ins with other passengers. If you're not a reserver you will relate to these awkward seat moments:

•Over a half (56%) have felt too awkward to ask another passenger to move out of their reserved seat or move bags off seats.

•36% per cent sat elsewhere because someone was sleeping in their reserved seat

•Nearly a quarter (24%) moved coaches following a 'seat altercation'

•Half of the nation (51%) would actually prefer to stand or look for an alternative seat than ask a passenger to vacate their reserved seat...

Donna Dawson, psychologist, says "Brits put a premium on good manners in public and don't want to become embroiled in any embarrassing scenes or come across to others as selfish and pushy. Developing 'seat strategies' is a way to avoid all of this, even if you have already booked your seat, and it is your personality type which will decide which strategies you employ!"

There has to be a better way to avoid those awkward seat-searching moments.

Introducing Seat Sensor, our new seat finding tech onboard

Seat Sensor, a world-first innovation, is now live on all LNER trains displaying reservations above the seats using a traffic light system. The sensor records the current and future status of a seat's availability: green when a seat is unreserved for the whole journey; amber when a seat is reserved for part of the journey (you can check the screen above the seat to check which parts of the journey the seat is reserved for before taking a seat); and a red light when a seat is reserved for the whole journey.

Sounds great doesn't it? The best bit is that you don't need to walk through the train to find a green or amber seat. Instead you can use the seat finder tool from the onboard Wi-Fi pages to view a map of each coach and the seat status. Fingers crossed for a forward-facing window seat...

Network Rail

Colas 37 099 ‘Merl Evans’ departs Tyseley with a diverted test train to Bristol North Siding on October 31st. *Chris Morrison*

Network Rail

On November 2nd, hired-in Class 20 205 and 20 007 are seen working the 3S13 Wrenthorpe - Pasture St. RHTT through Althorpe. Inset: 20 007 leads 20 205 with the 3S14 Pasture St - Bridlington return working through Scunthorpe. *Steve Thompson*

Network Rail

On November 10th, Class 20 305 passes Kiveton Park with the 3S12 08:49 Sheffield - Gainsborough - Sheffield RHTT working, Class 20 302 is on the rear. *Mark Pichowicz*

Network Rail







Class 67 002 and 67 018 top'n'tail a Mossend - Derby test train through Charnock Richard on November 14th. *John Sloane*

On November 1st, Class 66 428 and 66 433 head through Carlisle with a railhead cleaning train from Barrow. *Michael Lynam*

On October 31st, Class 20 303 and 20 305 working 3S14 Pasture St. - Bridlington RHTT heads up Appleby Bank. *Steve Thompson*







Network Rail

Class 56 087 and 56 078 top'n'tail the North Wales RHTT through Chester on November 10th. *Brian Battersby*

Class 37 607 and 37 612 head through Lincoln on November 10th with a March - Doncaster - Derby working. *Richard Hargreaves*

Network Rail







Class 56 090 and 56 105 attract the enthusiasts at Lincoln on November 10th heading through the station on an RHTT working. *Richard Hargreaves*

Network Rail's New Measurement Train stands at Derby on November 10th with power car No. 43013 leading for its trip north. *Richard Hargreaves*

Class 37 610 and 37 219 are seen stabled at Carlisle on November 1st with Network Rail's PLPR Track Inspection train. *Michael Lynam*

Network Rail







On November 20th, Class 37 175 (with 37 099 out of sight on the rear) arrives at Derby, working a Derby RTC (Network Rail) - Carlisle Track Inspection Train. *Michael Lynam*

Class 37 059 and 37 218 top'n'tail a RHTT working through Carlisle on November 1st. *Michael Lynam*

Class 20 302 and 20 305 pass Tilts on November 14th with 3S13 Wakefield to Grimsby RHTT. *Steve Chapman*

Network Rail







Class 37 424 and 37 422 pass through Carlisle on November 8th with a RHTT working from the Newcastle area. *Michael Lynam*

On November 15th, Class 67 018 and 67 002 top'n'tail a test train, seen arriving into Crewe. *Richard Hargreaves*

On November 3rd, Class 73 136 and 73 212 top'n'tail a London Victoria bound RHTT working through Clapham Jct. *Richard Hargreaves*

Network Rail







Class 20 305 and 20 302 pass Thorne South on November 14th with 3S14 Grimsby to Bridlington RHTT. *Steve Chapman*

Class 73 961 leads a Derby bound test train working into Clapham Jct. on November 3rd. *Richard Hargreaves*

Class 97 304 and 97 303 pass Hadnall with the 3S71 21:20 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard RHTT on November 1st. *Keith Davies*

Network Rail







On November 13th, Class 67 018 and 67 002 top'n'tail the northbound 1Q18 Derby - Mossend test train working through Preston. *Michael Lynam*

Smog monsters Class 70 812 and 70 809 depart Wellingborough after a stop for a crew change with the MML Hogsquirts Express, 3J92, the 23:42 Toton T.M.D. to West Hampstead North Jct. RHTT on November 27th. *Derek Elston*

Network Rail





Class 20 302 and 20 305 stand at Sheffield on November 13th before setting off on South Yorkshire RHTT service. *Derek Elston*



Class 67 027 ‘Charlotte’ and 67 023 ‘Stella’ top’n’tail the 11:53 West Hampstead North Junction to Toton T.M.D. RHTT at Wellingborough on November 9th. *Derek Elston*

On November 17th, Class 66 176 and 66 188 top’n’tail a RHTT working through Lincoln. *Paul Godding*

Network Rail







Class 20 305 and 20 303 are seen at Gascoigne Wood on November 8th with 3S14 Sheffield to Hull RHTT. *Steve Chapman*

On November 2nd, Class 37 038 stands in Colchester yard on the 09:03 Stowmarket D.G.L. to Stowmarket D.G.L. RHTT alongside 37 607 stabled on a Network Rail test train. *Derek Elston*

Class 66 510 and 66 522 pass Preston Road underground station on November 3rd, with a RHTT working to London Marylebone. *Class47*

Rail Operations Group







On November 2nd, running 106 minutes late, Class 37 800 'Cassiopeia' passes Northampton on 5Q66, the 05:22 Ilford E.M.U.D. to Kingsbury Sidings with Class 315 845 and 315 846 making their last trip. *Derek Elston*

Class 37 800 'Cassiopeia' trundles through Northampton as it transfers Class 319 002 from storage at Wolverton Works as 5Q99, the 11:00 from Wolverton Centre Sidings to Loughborough Brush on November 16th. *Derek Elston*

The 5Q56 09:34 Old Oak Depot to Old Dalby heads through Harrowden Junction with Class 37 601 'Perseus' in charge and 345 019 in tow, November 9th. *Derek Elston*

Rail Operations Group







On November 3rd, Class 47 812 hauling GWR green power cars Nos. 43040 and 43153, along with a couple of refurbished and plug door fitted carriages head through Burton working from Doncaster Wabtec to Plymouth Laira. *Stuart Hillis*

On November 22nd, Class 37 884 passes Bradley on a Carlisle - Leicester light engine move. *John Sloane*

Northern Belle liveried Class 57 305 passes Tyseley with a train of plastic wrapped CAF Mk 5 stock en-route from Portbury Docks to Longsight. *Chris Morrison*

Rail Operations Group







Class 37 884 'Cepheus' transferring Class 321 418 as 5Q08, the 12:19 Ilford E.M.U.D. to Kilmarnock (Barclay Sidings) passes Church Brampton, a location this unit would have passed many times, on November 16th. *Derek Elston*

Class 37 800 'Cassiopeia' dragging 365 505 as 5Q50 the 06:58 Crewe South Yard to Ilford E.M.U.D. passes Church Brampton on November 9th. *Derek Elston*

On November 23rd, a very dreary Doncaster was brightened up only by the condition of Class 47 815 hauling Scortail power cars Nos. 43150 and 43164 and 4 Mklll coaches, still in wavy-lines livery. The train was 5S03 Ely - Millerhill. *Steve Thompson*

TransPennine Express



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



Class 68 024 pushes a Carlisle - Longsight test run through Charnock Richard on November 12th. *John Sloane*

Transport for Wales



Class 67 020 arrives into Crewe on November 10th with an ECS working. *Brian Battersby*



Class 175 009 calls at Stockport on November 20th with a Cardiff bound service. *John Sloane*



Class 175 107 stands at Chester on November 15th working a service to Manchester. *Brian Battersby*

Transport for Wales



Class 158 822 calls at Stockport on November 20th working a service to Manchester Piccadilly. *John Sloane*



Newly reliveried into 'Transport for Wales' colours, Class 175 003 waits at Manchester Piccadilly with the 10:31 service to Milford Haven on November 6th. *Jeff Nicholls*

Units: DMUs and EMUs

South Western Railway's Class 455 723 departs Clapham Jct. on November 3rd, working a service to London Waterloo. *Richard Hargreaves*



Northern's Class 331 001 passes through Leyland on November 15th on driver training duties working from Crewe - Carnforth. *Michael Lynam*



TransPennine Express Class 350 405 passes Bradley on November 13th with a Glasgow - Manchester Airport service. *John Sloane*

Units: DMUs and EMUs



Northern's Class 195 107 heads north through Acton Bridge on November 20th with a test run to Lancaster. *Brian Battersby*



Northern's Class 153 332 and 153 331 arrive at Sherburn-in-Elmet on November 8th with the 08:54 service from Sheffield to York. *Steve Chapman*



East Midlands Trains Class 156 401 and 153 379 wait departure time at Lincoln on November 10th. *Richard Hargreaves*

Units: DMUs and EMUs



London Northwestern Railway's Class 350 262 heads south through Acton Bridge on November 13th with a Liverpool Lime St. - Birmingham New St. service. *Brian Battersby*





Northern's Class 319 361 stands at Wigan North Western on November 15th working a Wigan - Liverpool Lime Street service. *Michael Lynam*

Northern's Class 150 132 arrives at Stockport on November 20th with a Wigan North Western - Alderley Edge service. *John Sloane*

Units: DMUs and EMUs







TransPennine Express Class 350 410 is seen stabled at Carlisle on November 1st following cancellation of its Manchester Airport - Glasgow service due to track issues north of Carlisle. *Michael Lynam*

Northern's Class 319 373 climbs Boars Head Bank out of Wigan whilst working a Liverpool - Blackpool service on November 21st. *John Sloane*

East Midlands Trains' Class 158 854 departs Lincoln on November 17th working a service to Leicester. *Richard Hargreaves*





Units: DMUs and EMUs



Northern's Class 153 351, 153 360 and 156 426 are seen at Manchester Victoria on November 1st working a service to Selby. *John Sloane*

Great Western's Class 150 126 and 150 221 approach Dawlish Warren with a Paignton - Exmouth service. *Phil Martin*

A pair of Northern Pacers led by Class 142 057 enters Platform 1 at Manchester Piccadilly in some afternoon sunshine on November 15th. The combination was working in from Rose Hill Marple and seemed to be one of the few 'on time' workings that day. *Jeff Nicholls*







Units: DMUs and EMUs

On November 1st, Northern's Class 144 008 waits to depart Rotherham Central working an Adwick - Sheffield service. *Michael Lynam*

Great Western's Class 153 325 and 150 221 depart Dawlish and head along the sea wall with an Exemouth service. *Phil Martin*

With a very stormy sky above, an unidentified Northern Class 319 crosses Chat Moss with the 07:13 service from Crewe to Liverpool Lime Street via Manchester Piccadilly on November 9th. The chimney seen in the distance belongs to an old mill in Leigh, a town which is reputedly the largest in England with no railway station!. *Jeff Nicholls*

Units: DMUs and EMUs



On November 15th, Northern's Class 319 377 arrives into Crewe with a service from Manchester. *Richard Hargreaves*





On November 27th, Northern's Class 150 218 arrives at Navigation Road on a Manchester Piccadilly - Chester service. *Michael Lynam*

East Midlands Trains' Class 158 799 arrives into Peterborough on November 2nd with the 1L03 07:45 Nottingham to Norwich service. *Derek Elston*

Units: DMUs and EMUs



On November 13th, Northern's Class 153 315 and 153 352 arrive at Lancaster with a service from Leeds. *Michael Lynam*





GreaterAnglia'sClass321318departsColchester on November 2nd working the 2F38 12:26 to Walton-on-the-Naze. *Derek Elston*

East Midlands Trains' Class 153 383 (with 153 368 just creeping into the photo) stands at Lincoln on November 17th working a service to Peterborough. *Paul Godding*

Units: DMUs and EMUs

Heathrow Express Class 332 004 stands at London Paddington on November 3rd. *Richard Hargreaves*



West Midlands Railway's 1M58 08:39 Hereford to Birmingham New Street service is seen arriving into it's destination formed of Class 170 503 and 170 506 on November 10th. *Derek Elston*



East Midlands Trains' Class 153 386 eases to a stand at Longport with the 1K10 11:07 Crewe to Derby service on November 24th. *Derek Elston*

Units: DMUs and EMUs

South Western Railway's Class 450 034 heads into the sidings at Clapham Jct. on November 3rd. *Richard Hargreaves*



Chiltern Railway's Class 165 028 stands in Birmingham Moor Street with the 2L62 15:35 Leamington Spa service on November 29th. *Derek Elston*



Merseyrail's Class 508 137 stands at Chester on November 13th waiting departure time with a service to Liverpool Central. *Brian Battersby*

Units: DMUs and EMUs

Low winter sunlight catches London Overground's Class 378 136 at Clapham Jct. on November 3rd, waiting departure time with a service to Dalston Jct. *Richard Hargreaves*



Greater Anglia's Class 360 109 and 360 114 depart Colchester with the 2Y16 12:48 to Ipswich on November 2nd. *Derek Elston*



Grand Central's Class 180 105 working a diverted Sunderland - London Kings Cross service, speeds through Lincoln on November 17th. *Paul Godding*

Units: DMUs and EMUs

Class 458 521 departs Clapham Jct. on November 3rd, heading into London Waterloo. *Richard Hargreaves*



Ex works East Midlands Trains Class 158 806 working 5Z88 Bristol Barton Hill - Nottingham Eastcroft, passes Burton on November 11th. *Stuart Hillis*



London Northwestern liveried Class 350 257 arrives into Northampton on November 5th working the 2Y08 11:54 Birmingham New Street to London Euston service. *Derek Elston*

Virgin Trains



Class 221 115 leads another Class 221 south through Acton Bridge November 13th, heading to London Euston. *Brian Battersby*

Virgin Trains boosts services to Manchester for festive period

Virgin Trains has increased its weekend services from Macclesfield to Manchester for customers wanting to enjoy the city's festivities in the run up to Christmas.

Every Saturday until Christmas selected departures from London Euston will call additionally at Macclesfield – an increase of nearly 50%.

On a typical Saturday, Virgin Trains operates 14 services from Macclesfield to Manchester Piccadilly, which equates to one train per hour. The additional services will benefit Macclesfield with two services per hour between 11am and 5pm, offering those wanting to experience the Markets or do some Christmas shopping more options on Virgin Trains for their journey to Manchester.

Virgin Trains are now fully gearing up for Christmas with the recent launch of their Turkey and Bacon Sandwich and Festive Hummus and Pomegranate salad wrap in the onboard shop, as well as making festive film, It's A Wonderful Life, available on BEAM – Virgin's onboard entertainment portal.

Gaynor Stewart, General Manager at Virgin Trains, said: "Manchester is a very popular destination on our route and each year more people are making the journey to the city to get into the festive spirit. At Macclesfield our team recognised the opportunity for additional services and we're pleased to be delivering these by serving the town more frequently in the lead up to Christmas, offering a better experience for people making the short train ride to enjoy festivities in Manchester."

Sheona Southern, Managing Director at Marketing Manchester, said: "Manchester is an incredibly popular Christmas destination and continues to attract an increasing number of visitors every year with the biggest Christmas Markets in the UK. Excellent transport links make Manchester a great place to visit for a day trip or weekend break, and it is fantastic to see Virgin Trains operating extra services from Macclesfield, allowing more people from across Greater Manchester and beyond the opportunity to come and explore the city and its wonderful festive events."

Fares for journeys between Macclesfield and Manchester with Virgin Trains start from £7.60 for an Off-Peak day return.

Virgin Trains



Reliveried Virgin Pendolino Class 390 039 passes south through Acton Bridge on November 13th with a London Euston bound service.
Brian Battersby

Businesses set to benefit from Virgin Trains and Eurostar collaboration

Businesses are set to benefit from a new collaboration between Virgin Trains and Eurostar which creates an end to end rail booking service between major routes and mainland Europe. In the first partnership of its kind between Eurostar and a UK train operating company, the initiative offers a “one-stop shop” service targeting the Meetings, Incentives, Conferencing and Exhibitions (MICE) market, removing the logistics of having to book separate journeys. This will enable customers to book a through-fare with Virgin or Eurostar from destinations such as Manchester, Liverpool and Birmingham to Paris, Lille and Brussels. The service also gives organisations and planners the ability to change or transfer tickets between delegates and to book out entire train carriages for events at discounted travel rates.

Groups can choose from Standard or First Class exclusive carriages or a combination of both, including personal branding as well as a variety of catering options.

VIP hosts will guide customers to and from St Pancras on the Virgin Trains leg of the journey.

Customers can now book the entire trip directly through either the Virgin Trains Red Carpet team or Eurostar’s groups team.

There is also an option to book a variety of unique experiences on board Eurostar, tailored for the event or destination, with activities including cheese and wine tasting, discovering artesian history and art classes.

The partnership has already been positively welcomed by European business travellers in Barcelona as it was officially unveiled on November 27th at IBTM World exhibition, with Visit Britain encouraging the overseas market to take advantage of the service.

Head of Offline Channels for Virgin Trains, Adrienne Nankivell, said: “This partnership provides the ideal solution for the business traveller searching for the best way to travel between destinations in the United Kingdom and mainland Europe.By creating a “one-stop shop” booking service we are able to offer a convenient way to travel for large groups who want an excellent customer experience. We are very much looking forward to developing this service for those intending on visiting Europe or the UK for business.”

Head of Sales, Simon Tyler, at Eurostar, said: “We are pleased to extend our MICE offer working with Virgin trains to make it even easier for groups to discover a wider range of destinations. Our dedicated MICE experiences have proved popular since they launched this summer, with passengers able to relax and enjoy tailored activities in their exclusive Eurostar carriage. We look forward to launching this partnership and offering even more MICE travellers a journey to remember.”

Visit Britain’s Head of Business Events Kerrin MacPhie said: “We are excited to be part of a collaboration to drive growth to more destinations across the UK for the international MICE market, giving event planners and their delegates the chance to easily explore our wider business events offer.

“This new booking experience provides convenience for the MICE market, easing the planning process and encouraging more international meetings to take place right across our nations and regions. Travelling is part of the meeting experience and by offering seamless transport options it positions the UK another step closer to being the leading destination for international MICE events.”

Virgin Trains



Class 390 049 passes Standish on November 3rd with a Glasgow Central bound service.
John Sloane

Inspirational quotes on station platforms prove a hit with passengers



A Virgin Trains employee has been motivating passengers at Crewe Station with a selection of self- penned motivational messages. The inspirational quotes are regularly shared by Virgin Trains Welcome Host, Aaron Koduah, on the notice boards at the station – which has become popular with passengers. He has now published a book, entitled 'Developing a Strong Mindset: 500 Motivational Quotes That Are Designed To Help You Through Bad Times' which is on sale at Amazon.

He joined the Virgin Trains team in 2015 and began sharing his own words-of-wisdom and some more famous quotes on the notice boards at Crewe station in January 2016. They were an instant hit with passengers on the route. Previously Aaron, 38, served in the British Army for seven years with the Royal Logistics Corp with tours in Afghanistan and parts of Europe after moving to the UK from Ghana. During his time in the army Aaron sought comfort and drew strength from words of wisdom.

He explained: "I've always loved a good quote and would often search online for motivational quotes to help me get through darker times. I began writing down my own quotes which I shared with friends and family on social media and eventually on the boards at the station."

Customers began to photograph and tweet the notice boards, thanking Aaron for brightening their days. "I was really chuffed when I began receiving positive feedback from people and felt proud that my own words were now helping others through their bad times," he said. "The reactions from customers has been overwhelmingly positive. The idea for the book actually came from people asking me where I get my ideas from and if I could compile them for future reference."

Now the book has been published, customers are getting their copies signed at the station by Aaron. "If I can help just one person to develop a stronger mindset, my goal is achieved," he said.

Aaron's inspirational quotes: "It's ironic how people accept, love and appreciate the beauty of different colours in nature but refuse to accept the diversities within their own human race."
"Everybody hopes things will get better, but what they forget is, the future doesn't get better by hope. It gets better by plan and action."
"When everything is going wrong and you feel like giving up, always remember that, there is someone going through worse and who would willingly rather walk in your shoes."

Manchester Metrolink



American Express advert tram No. 3014 stands at Sale on November 27th working a service to Piccadilly. *Michael Lynam*



Another advertising liveried tram, this one for Mars 2/National Geographic, No. 3007 is also seen at Sale on November 27th. *Michael Lynam*



Tram No. 3022, sporting a 'Spirit of Manchester' livery is seen at Altrincham with tram No. 3058 on November 27th, working a service to Piccadilly. *Michael Lynam*

Sheffield Supatram

Vossloh/Stadler tram Class 399 203 departs Rotherham Central with a service to Rotherham Parkgate on November 6th. *Michael Lynam*

Vossloh/Stadler tram Class 399 205 departs Cathedral with a service to Meadowhall on November 6th. *Michael Lynam*

Siemens/Duewag tram No. 118, in Pretty Little Thing livery, departs Castle Square with a service to Halfway. *Michael Lynam*

Sheffield Supatram



Siemens/Duewag tram No. 104 approaches Sheffield Station stop en route to Halfway on November 6th. *Michael Lynam*



Vossloh/Stadler tram Class 399 203 departs Rotherham Parkgate with a service to Cathedral. *Michael Lynam*



Siemens/Duewag tram No. 107 approaches Meadowhall South/Tinsley working a Meadowhall - Middlewood service. *Michael Lynam*

Going Underground

With a friendly wave from the driver, Poppy fitted ‘D’ stock RAT rushes through Preston Road on November 3rd. *Class47*

Going Underground

A train of Piccadilly Line 1973 stock for Rayners Lane arrives at Sudbury Hill on November 17th. *Chris Morrison*

Going Underground

Bakerloo line '1972' stock No. 3560 departs Waterloo with a service to Queens Park on November 3rd. *Class47*



Going Underground

A Bakerloo line service to Elephant and Castle fromed of ‘1972’ stock No. 3533 arrives into Willesden Jct. *John Sloane*

Docklands Light Railway

A DLR service to Stratford is seen ready to depart Canary Wharf station on November 3rd. *Class47*



Nottingham Express Transit

'Just Eat' liveried tram No. 210 departs Nottingham Station on November 10th with a service to Phoenix Park. *Richard Hargreaves*

Blackpool Trams

Blackpool Flexity tram No. 004 departs North Pier with a service to Fleetwood Ferry on November 9th. *John Balaam*

Greater Anglia engineers win awards for improving train reliability

Greater Anglia has won two rail industry awards for the reliability of its trains in Norfolk, Suffolk and Essex. The train operator's engineering teams received 'Golden Spanners' for the Norwich – Ipswich – Colchester - London Intercity and Stansted Express services - which beat other train fleets in their class to clock up the most miles before developing faults that needed fixing.

As a result, Greater Anglia's Intercity fleet, with 58,323 miles between faults, is the most reliable in the UK. Its Class 379 trains which operate the Stansted Express service achieved 76,898 miles before developing faults that needed fixing. The awards are given based on independent industry-accredited statistics using the Rail Delivery Group's moving annual average data for the 12 months ending mid-October 2018.

Roger Ford, Industry & Technology Editor of the trade magazine Modern Railways which organises the Golden Spanner Awards commented, "For Greater Anglia to win Golden Spanners in the categories covering former British Rail trains and the latest electric trains is a tribute to the engineering teams at Crown Point and Ilford maintenance Depots.

"The team at Crown Point Depot has now won the ex-BR Intercity category three years in a row."

Jamie Burles, Greater Anglia's Managing Director, said: "I am delighted that the improvement in performance has been recognised at the Golden Spanners Awards and would like to congratulate our depot and fleet teams on their hard work which has had a big impact on train reliability, leading to better service for customers. This is even more impressive considering that it has been achieved during the major redevelopment of Norwich Crown Point Depot so that it can accommodate the longer new trains, which has meant a period of significant transition, upheaval and logistical issues for both Crown Point and Ilford depots in maintaining the existing fleet while this work is being carried out."

"We are replacing every single train with brand new trains from 2019, but until then we will continue to make our existing trains as reliable as possible, which is why we have invested over £23 million in reliability improvements to provide the consistent and improving levels of train service performance that our customers expect."

The Golden Spanners awards – in which the trophies feature that archetypal element of train maintenance, a spanner – celebrate the best of rolling stock maintenance and are handed out to train companies who make the greatest strides in train reliability.



Fares Advice with RailUK

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

Retailers are being forced to sell impossible itineraries, due to incorrect GTR timetable data

Q: On Saturdays in January, the line would appear to be closed between Hitchin and Peterborough to some degree, meaning that LNER are diverting via Cambridge and Ely.

While their revised timings are in the system, GN's are not, and the standard WTT is currently all that's in there.

Tickets for the first Saturday, 05/01, are now out. Hence, the LNER website is suggesting that passengers wanting to leave London as late as possible catch a 20:16 GN service to Peterborough from London, overtake the diverted 19:46 to Newcastle, and connect at Peterborough. Not only that, but they're actually selling AP tickets with this suggestion. Logic would suggest that GN likely aren't going to be running through via Huntingdon if LNER aren't. Anyone rocking up at King's Cross with tickets for this route towards York, Northallerton, Darlington, Durham and Newcastle is going to find themselves in a right old mess.

They can also book the direct trains, but at xx16 every hour, the 'overtake' option is offered. Some serious disjointed planning going on here?

A: The plan has changed several times but during some of the work GTR are running through while LNER terminate short.

Logic doesn't come into it. If GTR have uploaded these trains into the timetable data feed then tickets must be sold against them. It would be remiss of LNER not to sell valid tickets in accordance with the timetable and fares data over their website.

If they're known not to be going to run, GTR shouldn't have uploaded them. If they're cancelled or amended between now and the date of travel in a way that causes delays, GTR may need to pay Delay Repay or arrange alternative transport.

From experience I've never known GTR to run through while LNER are sent on a much longer trundle, but if this is the case then good on LNER for giving a same priced option to travel later. Grand Central are however also down as still running an 1818 to Sunderland as usual via Huntingdon, I wonder whether same applies?

It also revealed yet another bug in the website. The "Go Faster" option said I could save 702 minutes - even though my selected trains only totalled 404 minutes. Strangley, trying it again just now, it will only save me 672 minutes. Either way, it looks like time travel is possible with LNER, so the new name really is appropriate ;)

If this train is retimed or cancelled this does not invalidate the fact the train companies are contracted to convey the customer at those times. GTR would be liable for the cost of any taxis and/or overnight accommodation, along with Delay Repay, if the passenger turns up at the contracted time and finds there is no train running at that time. The itinerary provided at the time of booking is evidence of a contract. Some train companies have been known to erroneously blame retailers which is absolute nonsense. The timetable data is set by the TOC operating the train, in this case GTR. If single line working is in place it's very possible GTR will be the only operator using the line, while LNER run their diesel trains via Cambridge, so the data cannot be assumed to be incorrect.

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!

An assortment of diesels are seen stabled at the UKRL depot, Leicester. *Derek Elston*



National Rail



Class 56 037 and 56 032 are seen at EMD Longport on November 24th. *Derek Elston*



LMS Class 5MT Nos. 45212 and 45157 head through Bamber Bridge on November 10th working the 1Z50 07:27 Manchester Victoria - Carlisle charter. *John Balaam*



Loco Fleet List Ten

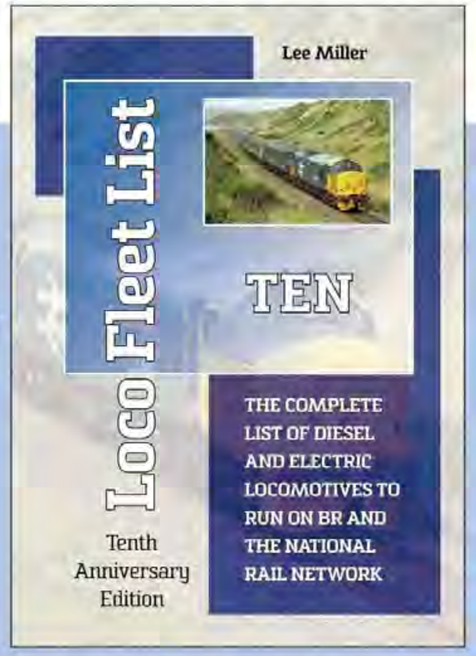
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Greater Anglia installs new signage to improve rural stations

New signs have been installed at rail stations in Suffolk to help improve their appearance and promote the local area.



Working with the Wherry Lines and East Suffolk Lines Community Rail Partnerships, new signage has been installed by Greater Anglia at Lowestoft, Oulton Broad North, Oulton Broad South, Saxmundham and Wickham Market stations.

Greater Anglia's Community Partnerships Manager, Paul Haynes, said, "We are pleased to have worked with our local Community Rail Partnerships to upgrade signage at several stations in Suffolk, where the existing signs were looking a bit tired and in need of replacement. It's all part of a wider programme to promote and market travel with the help of community rail partnerships, by improving stations and service standards in advance of the major benefits that new trains will bring over the next couple of years. The new signs will create a much smarter welcome at these stations, adding to other recent improvements such as our installation of ticket vending machines with new help point facilities.Greater Anglia is committed to upgrading stations across the network to make customers' journeys better."

Martin Halliday, Community Rail Partnership Officer, said, "As work progresses at Lowestoft, we're delighted that the station was chosen as the first in the region to receive the new station signage, complementing the works to convert the redundant station parcels office into a new public exhibition space, its recently painted heritage colour scheme and the installation of vintage-style concourse lighting. With new signage at some other East Suffolk line stations too, complimenting other upgrades, we're seeing real improvements at stations on local lines in Suffolk and Norfolk."

Newly restored back to operating condition on the Keighley and Worth Valley Railway, 2MT No.78022's first day on revenue-earning trains saw it in charge of services during the Haworth Steampunk Weekend. The loco is seen arriving at Haworth in the early afternoon with a train for Oxenhope, November 24th. *Ben Bucki*





First of Greater Anglia's new trains now in East Anglia

The first of Greater Anglia's brand new Swiss trains has now arrived in East Anglia. The four-carriage bi-mode train, which will ultimately run on regional lines across the Greater Anglia network arrived in late November. It was pulled to Norwich by a locomotive and will now undergo a programme of testing around the network before it is passed as ready to go into service.



Ian McConnell, Greater Anglia Franchising and Programmes Director said: "It's so exciting to see one of our new trains here in East Anglia. I'm sure people will be impressed when they see it – it is very different to our existing trains. People will be able to see for themselves that we really are transforming the railway in East Anglia. Over the next few weeks, we'll be taking delivery of more of these trains so customers will see them around and about our stations. I'm afraid they're not in service yet – we need to carry out lots of tests to make sure they complete all of our standards for safety and performance before passengers can use them."

Technicians have already carried out a number of tests on the train in Europe including testing brakes, pantographs, noise levels, emissions, operational safety, automatic train protection systems and testing on special curved tracks against derailment.

Now the train has to be tested on the Greater Anglia network to make sure it passes strict regulations for being safe to carry passengers in the UK.

Over the next few months, a number of tests will take place, including testing the train's pantograph (the equipment which connects the train to the overhead wire to get power), passenger information system and automatic selective door opening – for when the train is longer than a station platform.

After a period of classroom-based training, which will include sessions on new multi-million pound simulators, Greater Anglia's drivers will then be undertaking test runs using the new trains on routes across Norfolk, Suffolk and Cambridgeshire.

Greater Anglia is getting 38 bi-mode trains – 24 four-carriage and 14 three-carriage trains - which switch from diesel to electric power - from Swiss train manufacturer Stadler.

They will run between Norwich and Cambridge, Sheringham, Lowestoft and Great Yarmouth; Ipswich and Cambridge, Lowestoft, Felixstowe and Peterborough; and Marks Tey and Sudbury. The company is getting ten Intercity and ten Stansted Express trains from Stadler. It is getting a further 111 electric trains from Bombardier, in Derby, to run on commuter routes into London Liverpool Street from Essex, Ipswich, Cambridgeshire and Hertfordshire.

All of the trains will have plug and USB sockets, fast free wifi, air conditioning, accessible toilets, wheelchair spaces and bicycle spaces. They should all be in service by the end of 2020.



Ralf Warwel, UK sales director at Stadler, said:
"The arrival of the first Greater Anglia train on British soil is a highly symbolic moment, both for the project and for the Stadler business. We've made no secret of the fact that we are keen to make headway in the UK market. This order placed two years ago was our first major contract for passenger trains, paving the way for subsequent orders with Strathclyde Partnership for Transport, Merseytravel, and most recently, for Wales & Borders. These new trains, all of which are FLIRTs, one of Stadler's most popular and versatile products. They rely on state-of-the-art, environmentally-friendly technology and feature low floor and level boarding, vastly improving the customer experience. We are delighted to have reached this significant point in the project, which brings the trains one step closer to passenger roll-out next year."

The new Stadler trains are financed by Rock Rail East Anglia, a joint venture between Rock Rail, Aberdeen Standard Investments and GLIL Infrastructure and will be leased to Greater Anglia.

The new Bombardier trains are financed by Angel Trains.

Class 315 845 and 315 846 being dragged through Northampton on their last trip to the breakers behind Class 37 800 'Cassiopiea' as 5Q66, the 05:22 Ilford EMU Depot to Kingsbury sidings on November 2nd. *Derek Elston*

Colas Rail's Matisa track machine No. DR75407 heads away from Dawlish with a move to Exeter. *Phil Martin*

GTR and The Prince's Trust help eight disadvantaged young people find work on the railways

Govia Thameslink Railway (GTR) has offered eight young people jobs with Thameslink and Southern Rail, after they graduated on Monday from a four-week work experience programme run in partnership with The Prince's Trust. The scheme — 'Get into Railways' — gives young people aged 18-25, who are struggling to get into employment, vital learning and skills needed to help them find work on the railway. Many have never been given such an opportunity, so the programme becomes much more than a job, it becomes a family and support system.
The eight individuals will start their new roles across the GTR network in the coming weeks, with four joining Thameslink and another four joining Southern Rail. They will also have access to a network of GTR progression mentors who support the young people as they begin their new roles. The programme sees a team of 100 GTR staff members orchestrate three intakes per year, often creating specific roles for participants following their graduation. To date, well over 100 young people have been given the chance at having a career in the industry as a result of the seven-year partnership.

During the four-week course, candidates are taught about and experience many aspects of a career on the railway. The first two weeks are spent in a classroom learning presentation skills, crisis management, first aid, security protocols, and customer service skills that are all vital when working at stations. The other half takes place on the network, working with staff to gain practical work experience in roles such as gateline staff or customer service.

The graduates offered roles with GTR include:

Baski Gwen, 19, from Kenley, Croydon, who has been offered a position with Southern Rail, said: "The programme has given me a lot more confidence and improved my skills - some of which I didn't even know I had before! There wasn't a single day on my placement that I didn't want to go in and do the job at hand. Every day I've been so motivated to do my best and it's been a great experience that I've loved from start to finish."

Bianca Bhebhe, 18, from Bedford, who has been offered a position with Thameslink, said: "Being part of The Prince's Trust programme has been life changing and really helped me to focus on what I want to achieve. From here I just want to progress even further and one day I'd like to become a train driver, and even work my way up to management."

Cynthia Bosombi-Mandete, 26, from Barnet, who has been offered a position with Southern Rail, said: "This whole experience has been amazing and taught me so much. I'm a full time mum of two and I think us mums can sometimes put ourselves in boxes where we don't feel we can grow, but now I know I can excel. Being part of the scheme has given me the determination to have a successful career, for myself, my kids and for the other mums out there."



Paula Hillard, Engagement Manager at Govia Thameslink Railway and co-ordinator of the scheme, commented: "At GTR, we believe that everyone should have the chance to embark on a stable and rewarding career. Today, far too many young people are struggling to find work and, as a result, they're giving up hope for the future. Working with The Prince's Trust allows us to provide these young people with this opportunity — helping them to build their skills, confidence and motivation to enter employment on the railway. We share many of the same values with The Prince's Trust when it comes to training up the next generation. And as our partnership with them continues, we look forward to providing more young people with the chance join our GTR family. I want to thank everyone involved in this most recent programme and wish our most recent graduates every success in the future."

Andy Bindon, HR Director of Govia Thameslink Railway, said: "Working with The Prince's Trust and seeing these young people flourish is always the highlight of the year for me. The young people who take part in this programme are an inspiration to all, with an infectious desire to make a career for themselves. I want to congratulate all who have been offered a permanent role and I look forward to welcoming them into the GTR family."

Janet Craven, who manages the programme at The Prince's Trust, added: "At The Prince's Trust, we work with the hardest-to-reach young people who deal with challenges that are negatively impacting their life. We know that most young people have the determination and willingness to find a job, but that they often lack the opportunities to do so. GTR's scheme is really leading the way when it comes to helping young people into things they never thought they'd do. It just shows what you can achieve when given the opportunity."
Photo: Cynthia Bosombi-Mandete and fellow Prince's Trust 'Get Into Railways' programme graduates celebrate their job offers from GTR. ©GTR





A Network Rail Stoneblower heads along the West Coast main line at Charnock Richard on November 23rd. *John Sloane*

Class 325 016 passes Northampton on the 11:20 Crewe T.M.D. (E) to Willesden PRDC stock move, November 5th. *Derek Elston*





Passenger's diamond wedding ring rescued by rail workers from being lost forever

When passenger Eileen Lawrence lost her wedding ring over the platform edge at Bloxwich North station early one morning she thought it was gone for good. That's until the Network Rail track team came to her rescue.

As Mrs Lawrence waited on the platform on a cold and dark November morning, for her usual 7.03am train to Birmingham New Street, she decided to moisturise her dry hands.
So out came her hand cream, off came her diamond wedding ring, and in no time it vanished from sight. Slipping from her fingers, she heard the priceless piece of jewellery ping as it hit the busy station platform, then bounce out of sight onto the railway track below.

Eileen said: "Every day I stand by the same people waiting for my train and when they saw the commotion they couldn't believe that I'd dropped my wedding ring. People came rushing over to help – one lady even suggested using her umbrella as a hook to find it.

"But it was nowhere to be seen. I didn't have time to get really upset, because my fellow commuters were so supportive."

As soon as Eileen arrived at Birmingham New Street station, panicked she'd never see her diamond-studded wedding band again, she reported her mishap to staff and the hunt to find it began.

Efforts were made on the day at Bloxwich North to see where the ring had landed, but they were without luck and hope began to fade.

It was only when Network Rail's track section manager for Walsall, Phil Heeley, was alerted the next day, he was able to get his track technicians Adrian Callaghan and Matt Hayes to meet Mrs Lawrence exactly where she last had her hands on her precious wedding ring.

Phil said: "In all my 40 years' service I have never had a request like this one. I told Matt he would have to stop the movement of trains with a 'line block' before going on to the track, and if the wedding ring wasn't visible he'd have to move the ballast stone by stone. I even considered trying to get a metal detector if that didn't work.

"But almost as soon as Matt and Ade went down onto the track, luckily the wedding ring was sat there, pointing up towards the sky. I know how precious a wedding ring is and I really felt as if Network Rail had done a really good deed. I know that on that day there was one lady who was a very happy customer."



Eileen added: "I felt completely overwhelmed when my ring was finally found. When you hear about Network Rail in the news it's often negative, so I really wanted to share my story about the lengths its staff went to reunite me with my wedding ring.

"I am really grateful for the team at Network rail who acted so promptly, and to the two men Adrian and Matt and their boss Phil who helped retrieve it from the track. It can only be described as splendid customer service which reached far beyond my expectations."

It was only after the ring was safely back in its rightful position that Eileen plucked up the courage to tell her husband of 31 years all about its unexpected overnight stay on the tracks.

Mrs Lawrence also says that she's very much learned her lesson; now she's vowed to never take it off - or moisturise her hands on her early morning commute again.

Photo: Eileen Lawrence and track worker Adrian Callaghan.
© Network Rail

Withdrawn Class 56s Nos. 56 077, 56 038, 56 007, 56 065 and 56 060 stabled alongside the Midland main line at Leicester. *Derek Elston*

Network Rail's Robel unit Nos. DR97507, DR97607, DR97807 working from Wakefield Kirkgate to Rugby OT Plant passes through Burton on November 16th. *Stuart Hillis*

East Sussex passengers advised to plan ahead as railway closes for four days

East Sussex passengers are advised to plan ahead as work to complete a major upgrade of the line between Lewes and Seaford means buses will replace trains on all routes via Lewes – including those to and from Haywards Heath– for four days in March 2019.

Network Rail engineers will be working around the clock to complete the final phase of work on a project to upgrade the old signalling system on the line between Lewes and Seaford with modern, more reliable technology to reduce delays for passengers.

The final commissioning, when the current system will be disconnected and the new system switched on, can only be carried out with a closure of the railway in the Lewes area. Services between Brighton and London are not affected but there will be no trains west of Eastbourne via Lewes as far as Brighton, Seaford and Haywards Heath from Thursday, 7 March to Sunday, 10 March 2019.

A rail replacement bus service will operate throughout the affected area to keep passengers moving during the four days.

Paul Harwood, Network Rail director of investment, South East, said: "This is a much-needed upgrade to some of the oldest signalling in the country, with new state-of-the-art equipment providing passengers with more reliable journeys for many years to come.

"I'd like to thank people for their patience while we complete the upgrade in March. There is never a good time to close the railway and the alternatives would've meant impacting services over the Easter or May bank holiday weekends. Following our recent discussions with local stakeholders we know this would've been unacceptable to the leisure and tourism industry here on the south coast.

"We're working closely with our colleagues at Southern to ensure people are fully aware of the closures and the alternative travel options available to them."

Keith Jipps, Infrastructure Director for Southern's parent company Govia Thameslink Railway, said: "This major investment will improve the reliability of signalling and therefore our services for passengers travelling on one of our key coastal routes. Working with Network Rail, we will publish detailed travel advice as soon as it is available."



The upgrade will see signalling control of the Lewes, Newhaven and Seaford areas moved to Network Rail's state-of-the-art route operating centre at Three Bridges, meaning that the signal boxes at Lewes, Newhaven Town and Newhaven Harbour will close.

The project will also increase the number of trains able to use the diversionary route for London–Brighton services via Lewes to three trains per hour, helping to keep passengers moving during planned and unplanned disruption.

A rail link for the new aggregates facility at Newhaven Marine will also be provided, helping to take hundreds of heavy goods vehicles of local roads.

Photo: Lewes signal box. © Adrian Backshall





A view of Nemesis Rail's black shunter, No. 13236 (Class 08 168). *Stuart Hillis*

Manchester Metrolink tram No. 3030 in all over advertising livery, departs Manchester Victoria on November 1st with a working to Shaw via Oldham. *John Sloane*

First electric train for Stirling-Dunblane-Alloa line

Network Rail achieved another key milestone on the Stirling-Dunblane-Alloa Electrification Project overnight with the first electric test train running on the route on November 28th. The train (a class 380) successfully completed test runs at line speed along the newly electrified lines to Dunblane and Alloa overnight on Tuesday into Wednesday.

Further test trains will run during the weeks ahead of the introduction of ScotRail electric passenger services on the line from December 9.

Over the last two years engineers have installed over 2,000 stanchions and structures supporting more than 300km of overhead wires along the 50km route.

Major modifications have also been carried out to bridges along the route to create enough space for the new overhead lines and accessibility is being improved for customers at Stirling with the installation of a new footbridge and lifts providing step-free access to all platforms.

Delivered on-time, the Scottish Government-funded project will enable:

•The introduction of class 385 electric trains which will offer a better travelling experience and reduce some journey times from Stirling to Glasgow and Edinburgh

.

•More seats on services between Alloa, Dunblane, Bridge of Allan and Stirling to Glasgow and Edinburgh.

•A reduction of noise and better air quality for those who live and work near the railway.

Iain McFarlane, Network Rail's delivery director for the Stirling- Dunblane-Alloa project, said: "Successfully running this first test train brings the railway a step closer to being able to introduce electric services for customers.

"Electrification will transform travel across the central belt of Scotland – increasing the number of seats, reducing journey times and cutting emissions by introducing more modern and greener trains to the route."







Network Rail's Plasser & Theurer 09-3X-D-RT Tamper / Liner No. DR73117 and USP 5000-RT Ballast Regulator No. DR77907 head north through Acton Bridge on November 20th.
Brian Battersby

New railway technology - used for the first time in the UK - will give Network Rail more time to carry out vital maintenance work on the South Western Railway route

New technology being rolled out across the South Western Railway route is set to give track workers an extra 1,600 hours a year to carry out vital overnight maintenance and renewal work.

The extra hours – equal to 66 days a year – will mean infrastructure on one of the busiest and most congested parts of the railway is more reliable, with fewer delays for passengers.

Known as 'faster safer isolations', the technology allows for a more efficient, safer way to turn off the power on the railway line. It brings an end to the outdated and laborious practice of 'manual strapping' which typically requires two people having to walk out onto the live railway line, carrying more than 30kg of kit.

The new approach requires one person to drive out to a local control panel, away from the live railway, and operate a series of switches.

Currently, around 2,500 work hours a year are spent doing manual strapping on this part of the railway.

Becky Lumlock, route managing director for Network Rail's Wessex route, said: "The window of time where our track staff are able to work on the railway overnight is one of the shortest in Britain, with the last and first train times on a weekday night of typically 1:00am and 4:30am.
This incredible time saving technology will allow us to be more productive in this short window so we can carry out more vital maintenance work on our railway, giving our passengers more reliable journeys. It is also much safer for our workforce, keeping them off the live railway more of the time."

Across the country, more than 20 members of Network Rail staff are injured each year when using the traditional manual strapping method to turn off the power. The new approach reduces the time staff come into contact with the live railway, so is much safer for our workforce.

The technology has been successfully trialled in the Guildford area and is now being rolled out across the network.

More than 450 of the devices required for this technology will be installed by March next year, with a further 400 to be installed over the coming three years.







The view of Scunthorpe station's 'new' (temporary) footbridge. It opened on November 15th, having taken about three weeks to construct at goodness-knows-what cost, completely unnecessary in my view! As you can see, the view from the bridge is somewhat better than the view of it! *Steve Thompson*

On November 18th, and there it was…. gone! TransPennine Express Class 185 131 arrives at Scunthorpe on 1B72 Manchester - Cleethorpes, past a suddenly-vacant west end of the station. The old footbridge had literally disappeared overnight. *Steve Thompson*

Passengers experience faster and more reliable journeys after £21million Sevenoaks tunnel refurbishment

One of longest tunnels in southern England given biggest overhaul in 150 years
Work results in a 20% reduction in delay incidents through the tunnel nearly halving journey times for passengers
Drainage systems improved with track and sleepers replaced



Passengers are experiencing more reliable and faster journeys on one of the busiest routes in South East England as a two-year renewal of infrastructure on the two-mile long Sevenoaks tunnel nears completion. The tunnel has been given a £21million refurbishment which has included the replacement of thousands of sleepers, the laying of several miles of new track and the installation of new drainage systems. The completion of the main works has resulted in a reduction in delays for passengers of nearly 20% with journey times through the tunnel up to 64 seconds quicker due to the lifting of speed restrictions. The work on the 150 year-old tunnel began in 2017 and has included partially lining 13 ventilation shafts, measuring up to 120 metres deep below the Sevenoaks Weald, which has stopped water flooding the tracks below and causing delays. Engineers have also overhauled its electrical systems to make them more reliable and ensure that other lines in the area can operate if there is a power issue in the tunnel.

The work will improve reliability for Southeastern as well as Thameslink services, which are affected by knock-on delays and congestion when Southeastern's London services need to be diverted.

The team have employed several innovations during the project, including 3D modelling to prove the suitability of special padded sleepers for reducing stress to the Victorian structure and enabling faster train speeds, while safe access methods have allowed the tunnel to stay open during most of the works to the ventilation shafts, where previously line closures would have been required.

Journeys through the Sevenoaks tunnel are now smoother and faster now that the work has allowed speed restrictions to be removed with trains able to travel at up to 90mph instead of 50mph, nearly halving journey times through it.

John Halsall, Network Rail South East route managing director, said: "We're pleased to have delivered this project to upgrade one of the country's oldest and longest rail tunnels using the investment provided by Government through the Thameslink Resilience Programme. Delays due to flooding had become a regular occurrence through the Sevenoaks Tunnel but we've been able reduce delays by a fifth, giving passengers well-earned relief to their journeys, and I'd like to thank them for their patience while we've carried out this vital work."



Ellie Burrows, Southeastern's train services director, said: "We're very pleased that this major work on the Sevenoaks Tunnel has been carried out and will improve the reliability of services for our passengers. I'd like to thank passengers for their patience during the 15 weekend closures of the line which have been necessary to allow this work to be carried out."

Other improvement works have also been carried out locally to maximise the use of line closures including structural improvements to adjacent tunnels, ballast cleaning, repairing small areas of worn track in more than 36 locations and the replacement of 700 yards of sleepers suffering from 'concrete cancer' degradation outside the southern end of the tunnel.

The project has been a major element of a £300m government-funded programme to tackle delay hotspots and improve railway reliability for the new Thameslink timetable.

Vintage vans delight hungry customers at Cambridge railway station

Passengers at Cambridge station now have a choice of Kumpir, coffee and French hot dogs thanks to three new colourful food trucks.

A trio of colourful vintage vans are parked on station square outside the Old Ticket Office pub selling coffees, hot dogs and Turkish cuisine.

Coffeelink is based in a red van and sells coffee and snacks, Flavour Station operates from a black and gold van and sells freshly made Kumpir (Turkish jacket potatoes), sandwiches, salads and hot drinks, while Saucisse Mon Amour in the yellow van specialises in baguettes, French hot dogs and pulled meats.

Simone Bailey, Greater Anglia's Asset Management Director, said: "Cambridge is the busiest station on our network and the new food trucks are providing popular with customers throughout the day. We are very pleased to welcome Coffeelink, Flavour Station and Saucisse Mon Amour to Cambridge station, together they bring a great variety of food to the thousands of people who use the station every day. The three food trucks look very effective parked next to each other and help to brighten up the area."

Earlier this year a brand new pub and restaurant The Old Ticket Office, opened in station square.

Located in the old ticket office, visitors can enjoy the bright heritage railway colours, dining booths with seating in the style of vintage train carriages and railway memorabilia.







Did you Know - Ken Mumford

Some more of the nations oddities this month:

SIR NIGEL GRESLEY'S 'Automatic Pilots'

On the London to Edinburgh non-stop run, in the DOWN direction, crews changed north of York, and in the UP direction just south of Wiske Moor troughs - both using a Gresley's corridor tender. The sight of a driver and fireman walking through the train never failed to give at least one American tourist palpitations and another chance of the antique jest about automatic pilots!

Slip Coach

Whilst travelling, in 1923, on a Ravenglass & Eskdale Railway, I travelled in the rear of the coach next to the slip portion (when there was slip-coach working). The slip guard, who reminded me of a postal telegraph boy, pulled the pin out by means of a rope and then presumably, reduced speed by a brake application. To my surprise he then leapt off his train and raced ahead and seconds after we cleared the point, he threw it over allowing his following vehicle to leave the main line and come to rest at its appointed place. (Eric Shimmon - Derby.)

FGW's new toy?

A replica of Stephenson's 'Rocket' was at the Avon Valley Railway for running-in in early February 2010. One person's comment was:- "I hope they keep it locked up overnight as FGW are desperate for motive power!"

Really!!

[1] In 1913 there were about 600 rail-connected collieries in South Wales.

[2] After 1963 the occasional wagon of coal for St. Ives (Cornwall) was towed in and shunted by a DMU!!

[3] A fireman working on the 'Duchess' Pacifics recalls with enthusiasm how once they had reached 120 mph as a result of his shovelling!

Pannier Tank to the rescue

In August 2000 a very unusual working for pannier tank No. 9600 (when it was part of the Birmingham Railway Museum collection) was to exchange 3 Mark 1 compartment coaches for 3 mark 1 open ones from Peak Rail in Derbyshire. 9600 was the only locomotive (steam or diesel) approved by Network Rail that had an axle load that could be used on the line between Ambergate and Matlock.

Don't use the WD for passenger work!

WD 2-8-0s were only pressed into passenger service IF nothing else was available as they were renowned for 'shuttling' - the loco's reciprocating masses were only partially balanced, causing violent fore and aft movements between the loco and tender at over 40 m-p-h!





On November 10th, Class 60 054 passes Kirkby Stephen with empty box wagons from New Biggin. *Michael Lynam*



A Different View

One wonders what IKB would make of these new IEPs. Class 800 003 is the latest to carry the name 'Isambard Kingdom Brunel' although no longer a name plate - just stickers. *Richard Hargreaves*



A Different View

Once a common sight on the rail network, a Post Office tractor is seen at Crewe Heritage Centre on November 10th. *Brian Battersby*

Preserved Railways

Crewe Heritage Centre







LMS Patriot Class No. 5551 'The Unknown Warrior' is seen being named by Simon Weston CBE at an event on November 10th.
Brian Battersby

Crewe Heritage Centre

Edging ever closer to completion of its restoration, Class 37 108 is seen in the yard at Crewe on November 10th. *Brian Battersby*

Preserved Railways

Crewe Heritage Centre



Built in 1959 and former Hull shunter, Class 03 073 now resides at the heritage centre. *Brian Battersby*



Undergoing a repaint, Class 47 192 is seen rubbed down awaiting its top coat. *Brian Battersby*



Former Anglian DBSO No. 9711 is currently the only one of its type to be preserved and is based at Crewe. *Brian Battersby*

Preserved Railways

Isle of Wight Steam Railway



Stroudley A1X Terrier Class 0-6-0T steam locomotive No. W11 'Newport' is seen at the 'Train Story' exhibition. *David Lindsell*



Built to the design of William Stroudley, E1 Class 0-6-0T No. W2 'YARMOUTH' arrived at the line in British Railways livery as No. 32110. *David Lindsell*



LB&SCR A1X Class W8 'Freshwater', originally numbered 46, and named 'Newington', it was built by the London, Brighton and South Coast Railway (LB&SCR) at their Brighton works, being delivered in January 1877. *David Lindsell*

Preserved Railways

East Lancs Railway



Class 110 BRWC 3 car Nos. E51813, E59701 and E51842 depart Summerseat with a service to Bury on November 3rd. *Michael Lynam*



Class 122 Gloucester Bubble Car No. W55001 approaches Summerseat with the Stove Van in tow. *Michael Lynam*



Class 104 BRCW 2 car Nos. M50455 and M50517 departs Rawtenstall for Heywood. *Michael Lynam*

Preserved Railways

East Lancs Railway



Class 104 Nos. M50517 and M50455 clatter south through Burrs with the 11:05 from Rawtenstall to Heywood on November 4th. *Jeff Nicholls*



On the Sunday of the ELR's DMU weekend, Class 105 Nos, E56121 and Sc51485 cross Roch Viaduct on the outskirts of Bury with the 10:15 from Rawtenstall to Heywood. *Jeff Nicholls*



Class 104 DMU Nos. M50455 and M50517 leave a haze of blue smoke over Burrs as it departs from Burrs Country Park station with the 12:15 from Heywood to Rawtenstall. The autumn leaves of the adjacent tree mask the eyesore that is the caravan park at this spot. *Jeff Nicholls*

East Lancs Railway

In a scene that could be on a branchline anywhere some time in the 1970s or 1980s, 'Bubble Car' No. 55001 departs Bury with the 10:10 service to Heywood on November 4th, the second day of the lines 'Scenic Railcar Weekend'. *Jeff Nicholls*

Preserved Railways

East Lancs Railway

Class 122 Gloucester Bubble Car No. W55001 crosses the River Irwell at Summerseat with the Stove Van in tow. *Michael Lynam*



Sulzer type 2 No. D7629 drags Class 117 Pressed Steel DMU Nos. W51339 and W51382 away from Irwell Vale with a train to Rawtenstall.
Michael Lynam



Class 117 Pressed Steel DMU Nos. W51339 and W51382 prepare to depart Rawtenstall on November 4th with a service to Bury.
Michael Lynam

East Lancs Railway

Class 105 Cravens 2 car DMU Nos. E51485 and E56121 passes Wood Lane crossing Summerseat en route to Rawtenstall. *Michael Lynam*

Severn Valley Railway

On November 18th, Class 40 106 waits departure time at a sunny but chilly Kidderminster. *Richard Hargreaves*

Preserved Railways

Bo'ness and Kinneil Railway

On November 10th, 'Caley 828' is seen crossing Avon Viaduct during a photo charter.
Shep Woolley



'Caley 828' heads away from Bo'ness.
Shep Woolley



'Caley 828' is seen departing Bo'ness.
Shep Woolley

Preserved Railways

West Lancashire Light Railway

Pudsey at the, Children in Need Fund Raising Day on November 4th sees 'Joffre' Kerr Stuart No. 2405/1915 and Pudsey at Becconsall terminus. *Michael Lynam*

'Irish Mail' Hunslet No. 823/1905 stands at Becconsall terminus. *Michael Lynam*

Didcot Railway Centre

On November 17th, the first public appearance of the new build 'Saint' Class at the Didcot Railway Centre. The loco was presented in BR black livery for the occasion, but will be finished in full Edwardian GWR lined green livery for its formal launch in 2019. Not in steam and carrying the nameplates of No. 2908 'Lady of Quality' and No. 2983 'Redgauntlet'. *Ken Livermore*

Didcot Railway Centre

On November 17th, GWR 1400 Class 0-4-2-T No. 1466 is seen 'dirtied up'. *Ken Livermore*

Keighley and Worth Valley Railway

On November 24th, Railfreight-liveried Type 1 No. 20 031 is seen running light-engine through Damems Loop, from the rear cab of the Class 101 which was working the morning passenger services.
Ben Bucki

Keighley and Worth Valley Railway

On November 24th, the lines Class 101 (which was in charge of the morning services) is seen at Oxenhope station with a train for Keighley. The DMU was fulfilling a freight as well as passenger role, with the goods compartment loaded with Christmas decorations to be taken to Haworth station. *Ben Bucki*



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO TO HAUL 'THE WHITE ROSE' EXCURSION FROM LONDON TO YORKSHIRE ON SATURDAY 27TH APRIL 2019

100mph new steam locomotive's first railtour to Harrogate

The A1 Steam Locomotive Trust, the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado, has announced a new railtour which will take the locomotive on a railtour to Harrogate for the first time. 'The White Rose' will run from London King's Cross picking up at Potters Bar and Peterborough to Leeds, Harrogate and York on Saturday 27th April 2019. 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. In its original incarnation, 'The White Rose' express ran from London King's Cross to Leeds Central and Bradford Exchange stations. It was frequently hauled by Peppercorn class A1s as well as other former LNER express passenger steam locomotives and even the iconic prototype Deltic diesel locomotive. The train ran from 23rd May 1949 to 13th June 1964 when it was replaced by 'The White Rose Pullman' which was withdrawn on 4th March 1967. Between 2001 and 2005, 'The White Rose' was briefly revived by Great North Eastern Railway (GNER) using three former Regional Eurostar trains sets. Initially the GNER 'White Rose' services ran between London King's Cross and York, then, after clearance was given, between London and Leeds.

Tornado's celebration of the 70th anniversary of the first run of 'The White Rose' will be on Saturday 27th April 2019 – with three attractive Yorkshire destinations in one train. No. 60163 Tornado will be at home heading north from London King's Cross along the East Coast Main Line (ECML). The train continues north through Grantham and Doncaster, the latter where the Peppercorn class A1s were designed and 26 of the original 49 constructed, before leaving the ECML at Hambleton Junction to head west. Tornado then climbs Micklefield bank and descends into Leeds where passengers can choose to alight and explore the city for around five hours. Tornado then takes 'The White Rose' north through the suburban scenery and out into the Yorkshire countryside towards the spa town of Harrogate - a first visit for the locomotive - where passengers have around four hours to explore. The train then departs from Harrogate and heads to York where passengers will have around three hours to visit the city as Tornado is turned and serviced for the return journey. Tornado will then retrace her steps from York via Hammerton and Knaresborough to pick up passengers from Harrogate. 'The White Rose' will then head through Horsforth and Headingley before arriving into Leeds station. From here Tornado will steam east as far as Doncaster where our steam locomotive will be replaced by an electric locomotive to return 'The White Rose' via the ECML to London King's Cross. 'The White Rose' offers the opportunity to relive a bygone age of steam travel, evoking the glamour of the 1930s. Heritage carriages provide a nostalgic journey back in time, where passengers can enjoy the beautiful scenery as plumes of steam drift past the windows, and Tornado's whistle can be heard.

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

Leeds: shopping in Leeds is a treat, with its many stunning Victorian arcades, Europe's largest indoor market, Kirkgate Market, and the magnificent Corn Exchange, all steeped in the history of Leeds. In the Victoria Quarter, you'll also find Harvey Nicholls – the first outside of London, and the perfect spot for a mid-afternoon cocktail. For more history and culture, Leeds has a wealth of museums many within walking distance (or a short taxi ride) of the city centre. These include Leeds Art Gallery, the award winning Thackray Medical Museum and Leeds City Museum which explores a million years of history, taking you from the Egyptians to the Romans and beyond.



Harrogate: this is the definitive boutique spa town in the heart of Yorkshire. Its thriving streets buzz with busy Harrogate shops, cafes and restaurants, a favourite being Betty's Café Tea Rooms which celebrates its centenary in 2019. There is nowhere better for a brew than the home of Yorkshire Tea! Possibly the most distinctive feature of Harrogate is its pretty open space that surrounds the town centre, known locally as the Stray, at 200 acres this gives Harrogate town centre a green and spacious feel unique to the town.

York: passengers visiting York can take time to explore the city centre with the historic Minster and Shambles, or enjoy the many riverside bars, cafes and restaurants. For a real railway adventure, the National Railway Museum stands close to York station and passengers may wish to visit the steam giants of the past.

Times (Provisional)	Depart	Return	Ticket Prices (starting from)	
London King's Cross	08:15hrs	22:10hrs	First Class Dining	£249.00
Potters Bar	08:30hrs	21:45hrs	First Class Non-Dining	£169.00
Peterborough	09:30hrs	20:30hrs	Standard Class	£109.00

- First Class Dining: seats a table for two or four in a First Class carriage - Includes the Great British Breakfast, a light lunch and a four course dinner.
- First Class Non-Dining: seats a table for two or four in a First Class carriage - Includes complementary tea and coffee. A buffet car is available.
- Standard Class: seats a table for four in a Standard Class carriage. A buffet car is available.
- Guaranteed Table for Two: £25 per seat to guarantee a table for two in First Class.

For further details about Tornado-hauled trains and how to book can be found via www.a1steam.com/railtours or call ticket agent UK Railtours on 01438 715050.

Graeme Bunker-James, Trustee, The A1 Steam Locomotive Trust, commented:
"We are delighted to announce 'The White Rose' special steam-hauled train from London King's Cross to three destinations in Yorkshire in celebration of the train's 70th anniversary. Hauled by our famous new 100mph steam locomotive No. 60163 Tornado, the train will travel at high speed along the East Coast Main Line and on to Leeds, Harrogate and York - an unforgettable day out for all who travel. There is even the option to dine on-board and enjoy fabulous dishes using the very best Yorkshire ingredients prepared by our on-board chefs."
This tour is promoted by The A1 Steam Locomotive Trust with UK Railtours acting as ticket agents. All profits will go towards keeping Tornado on the main line in future years. All timings are provisional and intended only as a guide.

Photo: Tornado on the East Coast Main Line ©A1SLT/ Marcus Gilmour

A NEW STEAM LOCOMOTIVE FIT FOR A PRINCE

Project to build Gresley class P2 No. 2007 Prince of Wales has raised 50% of its £5m target

The project to build Britain's most powerful steam locomotive, Gresley class P2 No. 2007 Prince of Wales, is delighted to announce on the 70th birthday of HRH The Prince of Wales, that the campaign to raise £5m to build the new locomotive has passed the half way point. The A1 Steam Locomotive Trust - also the builders, owners and operators of 100mph famous new steam locomotive No. 60163 Tornado - has now spent over £2m on construction of the new locomotive and received over £2.5m in donations with over £3.1m pledged. 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 (a registered charity) 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 news that the project to build No. 2007 Prince of Wales has raised £2.5m of the required £5m comes five years after the announcement that Britain's most powerful steam locomotive would be named in honour of HRH Prince Charles, The Prince of Wales, to coincide with his 65th birthday celebrations – HM The Queen kindly approved the use of His Royal Highness's name for the new locomotive. The A1 Steam Locomotive Trust's first new steam locomotive, Peppercorn class A1 No. 60163 Tornado, was completed in 2008 and officially named by TRH The Prince of Wales and The Duchess of Cornwall at York station on 19th February 2009. There have been many steam locomotives named after The Prince of Wales over the years. These included Gresley class A3 No. 2553 (later No. 60054) Prince of Wales, sister locomotive to No. 4472 Flying Scotsman, which was named by HRH The Prince of Wales (later King Edward VIII) on a visit to Doncaster Works, where the original Gresley class P2s were designed and built, on 11th November 1926. This locomotive was scrapped in 1964.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high with almost 900 people having already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) Covenant scheme since its launch. In addition, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Cylinder Club (the target of 100 people to each pledge £1,000 each achieved – now closed), The Boiler Club (over 165 people have pledged £2,000 each - target of 300 people), The Mikado Club (the target of 200 people to each pledge £1,000 reached – now closed), Dedicated Donations (over £315,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already raised – including Gift Aid – £2.5m and received pledges of £3.1m of the required £5m.

Over the next 12 months, the Darlington based team aims to:

- Complete the pony truck
- Select the manufacturer and place the order for the boiler
- Make substantial progress on the tender tank and frames
- Finish the detailed design of the electrical system
- Complete the overhaul of and fit two steam driven air pumps
- Manufacture and take delivery of most of the coupling and connecting rods
- Complete the cylinder block design with construction nearing completion
- Start manufacture of the valve gear.



Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "HRH The Prince of Wales has been a fantastic supporter of Tornado and along with HRH The Duchess of Cornwall formally named the new locomotive in 2009. Since then, Tornado has hauled the Royal Train on no less than three occasions on behalf of Prince Charles, so we were only too delighted to be able to name No.2007 in his honour. It is well known HRH has a passion for our heritage and a particular interest in steam, but also the skills and craftsmanship required to build a steam locomotive from scratch. It is a clear demonstration that the UK can still turn its hand to quality heavy engineering, making use of modern design and construction techniques whilst engaging and inspiring a new generation that nothing is beyond the realms of possibility."

"The past five years have seen dramatic progress towards our aim of completing new Gresley class P2 No. 2007 Prince of Wales by 2021 and there could be no more appropriate occasion than HRH The Prince of Wales's 70th birthday to announce that our fundraising has passed the halfway point. 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

Preserved Railways

Seaton Tramway





Tram No. 9 Built in 2002-7 at Bolton and Seaton. is a hybrid design based on elements of the old Plymouth and Blackburn trams, passing No. 11 here near Colyford. *Phil Martin*

Tram No. 2, based on the London Metropolitan Tramways type A design departs Colyton. *Phil Martin*

Great Western Railway (GWR) 6400 Class 0-6-0PT No. 6412 stands at Buckfastleigh ,working a service to Totnes. *Phil Martin*

Class 33 No. D6501 departs Buckfastleigh with a service to Totnes.
Phil Martin

SANTA TAKES TO THE TRACKS WITH A SPECIAL TRAIN FOR CHILDREN WITH CANCER



Local businesses raise more than five thousand pounds to give hundreds of children a treat

The Great Central Railway welcomed hundreds of children living with cancer on Saturday 24th of November. They travelled on board a steam train with their families, meeting Santa and starting the festive season in style.

The railway has worked with local charity PASIC to welcome the children. PASIC gives families in the East Midlands practical and emotional support at what can be a really difficult time. With the Great Central Railway being charity funded itself, it could not have afforded to shoulder the entire cost whereupon more than five thousand pounds has been donated by local businesses towards the total cost. They include Next, Tarmac, Smooth Radio, William Davis, EFS, Magna Signs, Nationwide Windscreens, OCS and its customers, Bond Street Car Service, Mortons and Caterpillar Staff.

Michael Stokes of the Great Central Railway said, “Our Santa trains are always popular and this year we wanted to make the event extra special. We enjoyed welcoming the children and their families on board our special trains to meet Santa. We could not have invited them all without so much support from the business community. Along with PASIC we are very grateful.”

Heidi Bucknall, Event’s co-ordinator at PASIC said, “It’s amazing to have this kind of help from Great Central Railway, it will have a real impact on families living with childhood cancer in the East Midlands. We’re very excited about the Santa train and would like to thank everyone who’s contributed. The group of nearly 400 are looking forward to a special family outing and much needed break from treatment and all the difficulties living with cancer brings.”

After the special day of Santa trains, the Great Central Railway’s award winning Christmas services continue at weekends and some midweek days up to the 24th December. (Advance booking is essential.)
Photo: The Great Marquis arrives at Leicester with Santa © GCR

Preserved Railways

Stainmore Railway Co.

At Kirkby Stephen East on November 10th, 0-4-0 Hibberd Planet DM ‘Elizabeth’ and 0-6-0 DH Electric No. 2442/1957 ‘Stanton 50’ are seen at the platform. *Michael Lynam*



0-4-0 Peckett Saddle tank works No. 2084 ‘F C Tingey’ is seen in the shed. *Michael Lynam*



‘0-4-0 Peckett Saddle Tank works No. 2111/1949 ‘Lytham St Annes’ inside the shed on November 10th. *Michael Lynam*

BUY THE POWER OF STEAM THIS CHRISTMAS



This Christmas members of the public will once again be able to sponsor a component on Britain's newest and most powerful express passenger steam locomotive. For a limited time only, parts for giant new Gresley class P2 No. 2007 Prince of Wales will be available for sponsorship to people who are neither 'P2 for the price of a pint' monthly Covenantors or other registered supporters. Components sponsored through the Dedicated Donations Scheme range in price from one of over 1,000 driven bolts & nuts for £25 to the complete exhaust steam injector for £15,000 – an ideal Christmas present for the railway enthusiast in your family. People who subscribe to the Dedicated Donations Scheme will have their names (or that of the gift's recipient) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and a copy of the drawing of the component. New components for sponsorship will become available as construction progresses.

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. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high with almost 900 people having already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) Covenant scheme since its launch. In addition, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Cylinder Club (the target of 100 people to each pledge £1,000 achieved – now closed), The Boiler Club (over 165 people have pledged £2,000 each - target of 300 people), The Mikado Club (the target of 200 people to each pledge £1,000 reached – now closed), Dedicated Donations (over £315,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already raised – including Gift Aid – £2.5m and received pledges of £3.1m of the required £5m.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 Dampflokwerk 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; Over £2m spent, £2.5m donated and over £3.1m pledged.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "This Christmas you can buy a part of giant new steam locomotive No. 2007 Prince of Wales for the railway enthusiast in your family before it is completed; what could be a more appropriate present than helping to recreate the lost days of the steam age? One of the key ways in which we are raising funds for the new locomotive is through supporters sponsoring particular components either on their own behalf, or as a gift for others.
"The lucky recipient of this gift will receive an A4 copy drawing of the component sponsored and a certificate recognising the sponsorship with the dedication worded however the giver wishes. The recipient will have the satisfaction of pointing to the component they have sponsored when the locomotive enters service on Britain's main line railway in 2021. We have many parts on offer, from individual nuts and bolts to the wheels and chimney, ranging in price from £25 to £15,000."
Components available for sponsorship for the twelve days of Christmas include:

- 1st day of Christmas – one exhaust steam injector at £15,000
- 2nd day of Christmas – two pony truck tyres at £1,200 each
- 3rd day of Christmas – three piston crosshead cotters at £300 each
- 4th day of Christmas – four pony truck adjustment ring halves at £250 each
- 5th day of Christmas – five foundation ring wash out door escutcheons at £70 each
- 6th day of Christmas – six inlet valves from £1,200 - £1,800 each
- 7th day of Christmas – seven upper superheater elements at £900 each
- 8th day of Christmas – eight footplate brackets from £350 - £700 each
- 9th day of Christmas – nine buffer springs (rear LH buffer) from £65 to £170 each
- 10th day of Christmas – ten hornstay 1in BSW driven bolts & slotted nuts at £30 each
- 11th day of Christmas – eleven frame stays from £300 - £6,900 each
- 12th day of Christmas – twelve valve cover castings at £100 each

…with other parts at prices to suit all pockets, however deep.
Mark Allatt added:"On the First day of Christmas my true love gave to me an exhaust steam injector for a P2. On the Second day of Christmas my true love gave to me two pony truck tyres. On the Third day of Christmas my true love gave to me three piston crosshead cotters. On the Fourth day of Christmas my true love gave to me four pony truck adjustment ring halves. On the Fifth day of Christmas my true love gave to me five foundation ring wash out door escutcheons. On the Sixth day of Christmas my true love gave to me six inlet valves lifting. On the Seventh day of Christmas my true love gave to me seven upper superheater elements drying. On the Eighth day of Christmas my true love gave to me eight footplate brackets holding. On the Ninth day of Christmas my true love gave to me nine buffer springs a bouncing. On the Tenth day of Christmas my true love gave to me ten hornstay bolts and nuts a gripping. On the Eleventh day of Christmas my true love gave to me eleven frame stays separating. On the twelfth day of Christmas my true love gave to me twelve valve covers sealing… and an exhaust steam injector for a P2." To sponsor a P2 component this Christmas email dedicated.donations@p2steam.com for further information.

Photo: ©A1SLT/David Elliott









Preserved Railways

Steeple Grange Light Railway

On November 11th, an event took place on the Steeple Grange Light Railway. The 18 inch gauge railway follows the course of the Killers Branch of the Cromford & High Peak Railway. The quarry served provided the stone for all the headstones for the Commonwealth War Graves Commission and were exported by rail from the Killers Branch and out onto the national network at High Peak Junction. To mark the 100th anniversary of the end of the First World War three headstones were specially produced for Wirksworth, Middleton and Steeple Grange. These were conveyed from Middleton at the north end of the SGLR to Steeple Grange by a narrow gauge replica of one of Hopton Stone's private owner wagons. The Wirksworth stone went on by horse drawn gun carriage to the 1000 year old St Mary's Church. The Steeple Grange one was located at Steeple Grange Station along side the C&HPR and the Middleton stone was returned by rail to Middleton for transport into the village later in the day. *Martin Miller*

From the Archives

Class 47 134 is seen at Abbey Foregate Shrewsbury with Albion Gulf Oil Terminal - Milford Haven tanks on September 26th 1983.
Keith Davies

From the Archives



On May 9th 1976, LNWR No. 790 ‘Hardwick’ is seen at Carnforth prior to working a special to Grange over Sands. *John Sloane*



Class 37 427 leads 37 177 at Drawell St., Belle Vue with the 09:35 SO London Euston - Aberystwyth service on July 10th 1987. *Keith Davies*



Class 25 198 and 25 258 head along Crewe Bank Shrewsbury with the 6V32 Ellesmere Port - Severn Tunnel Jct. bitumen tanks on July 30th 1984. *Keith Davies*

Master and Slave hump shunter Class 13 002 is seen at Tinsley depot on June 19th 1976. *John Sloane*

From the Archives

Class 47 238 on Crewe Bank, Shrewsbury with the 6V93 Mossend Yard - Severn Tunnel 'Speedlink' service on June 18th 1984. *Keith Davies*



Class 44 004 'Great Gable' stands at Toton on April 29th 1978. *John Sloane*



On May 23rd 1984, Class 37 258 passes Bayston Hill with a Cardiff - Crewe Gresty Lane working conveying empty rail flats. *Keith Davies*

From the Archives

In connection with the Crewe remodelling of the mid ‘80s, Class 40 086 hauls a spoil train past Arpley Junction, Warrington on January 19th 1985. Visible on Arpley Stabling Point are a couple of 08s, a 25, a 47 and a 56, The siding behind the signal box houses an interesting selection of rolling stock! *Jeff Nicholls*



Class 24 005 stands at Manchester Victoria on March 17th 1975.
John Sloane