

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 158 and your monthly roundup from across the UK.

Those dark days and nights are well and truly with us, and most preserved railway are getting ready for the Santa season, but I hope that we still have a few pics this month to interest you all.

The major news story this month, and one that won't come as a surprise, is that several operators have confirmed that their Pacer units will remain in service into early 2020, in spite of previous announcements that the vehicles would be withdrawn before enhanced PRM accessibility requirements come into force on January 1 2020. Northern said there had been significant delays to the delivery of its new CAF Class 195 diesel and Class 331 electric multiple-units. It expects to have more than 70% of the new units in service by the end of the year, but 11 Class 142 Pacers would have to remain in service 'for a few weeks' into 2020 to maintain capacity south of Manchester and between Blackburn and Rochdale. Nine Class 142s would be used each day, paired with units meeting PRM accessibility standards. Northern's similar Class 144 sets would also continue in service in Yorkshire for a short period. The operator is also discussing the continued use of single-car Class 153 units, again coupled with PRM-compliant sets, to provide additional capacity. 'There are delays to CAF two-car units coming out of the Newport facility and delivery of

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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
Europhoenix liveried Class 91 117 and 91 120 are seen at Leicester on October 22nd. *Brian Battersby*

This Page
Class 68 007 'Valiant' with 68 001 'Evolution' leading passes Newport Bridge on October 7th working the 3S77 Middlesbrough - Darlington RHTT. *Michael J Alderdice*

Next Page
Class 37 025 and 37 418 top and tail the return 3Z14 training run from Rhymney to Cardiff on October 9th, seen here at Llanbradach. *Steve Chapman*



Railtalk Magazine

Class 331 EMUs is also behind schedule', said Northern's Regional Director Chris Jackson on October 9. 'This has created a headache for us as we need to continue to provide capacity.'

Great Western Railway is also seeking permission from the Department for Transport to continuing using its fleet of eight Class 143 units on the Exmouth and Barnstaple branches for a short period in 2020. Whilst the details have not been confirmed, it is likely that these would also be paired with PRM-compliant vehicles. This would provide additional passenger capacity whilst ensuring that services are wheelchair-accessible and include an accessible toilet.
And at Transport for Wales, the delivery of Porterbrook owned Class 769 electro-diesel multiple-units produced from modernized Class 319 EMUs is running late. TfW said 'passenger feedback has highlighted the need to improve capacity and resilience in the fleet as a key priority', and so it plans to keep its Class 143 DMUs 'for a short period', subject to receiving a time-limited dispensation from the Secretary of State for Transport. 'We have always focused on delivering what our customers want, and we will do all we can to provide further capacity, which is their key priority', said TfW CEO James Price on October 3. 'We must remain responsive to the needs of all of our customers, even if this means changing our plans.'

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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Vintage Trains
Chester Venturer

GWR 4073 Class No. 7029 ‘Clun Castle’ stands at Chester on October 12th after arriving with a charter from Dorridge.
Brian Battersby

A1 Steam Locomotive Trust
The Pennine Explorer

LNER A1 Class 4-6-2 No. 60163 'Tornado' tackles the S&C long drag towards Ribblehead with 'The Pennine Explorer' on October 5th.
Gerald Nicholl

A1 Steam Locomotive Trust

The Pennine Explorer

On October 5th, LNER A1 Class 4-6-2 No. 60163 ‘Tornado’ heads ‘The Pennine Explorer’ towards Helwith Bridge and on to Carlisle.
Shep Woolley

A1 Steam Locomotive Trust
The Pennine Explorer

In fading light on October 5th, 'Tornado' works the return 'Pennine Explorer' over Crosby Garrett viaduct towards Kirkby Stephen.
Shep Woolley

Railway Touring Co.
The Cumbrian Mountain Express

LMS Pacific No. 6201 ‘Princess Elizabeth’ rolls off Ribblehead Viaduct with the 14:12 Carlisle - London Euston returning ‘Cumbrian Mountain Express’ on October 12th. *Chris Morrison*

Railway Touring Co.
The Cumbrian Mountain Express

Designed to tackle the twists and gradients of the West Coast main line, Stanier Pacific No. 6201 ‘Princess Elizabeth’ does exactly that near Benson Hall with the northbound ‘Cumbrian Mountain Express’ on October 12th. *Gerald Nicholl*

Railway Touring Co.
The Cumbrian Mountain Express

On October 12th, LMS Princess Royal Class No. 6201 ‘Princess Elizabeth’ speeds through the site of the old Shap Station with ’The Cumbrian Mountain Express’, London Euston to Carlisle.
Shep Woolley

Railway Touring Co.
The Cumbrian Mountain Express

LMS Pacific No. 6201 ‘Princess Elizabeth’ breezes up Hoghton Bank in failing afternoon light with the return ‘Cumbrian Mountain Express’ on October 12th. *Gerald Nicholl*

Railway Touring Co.
The Cumbrian Mountain Express

On October 12th, with a vast improvement in the weather, a Pennine backdrop and autumn tints beginning to show, ‘Princess Elizabeth’ accelerates away from the Appleby water stop.
Shep Woolley

Railway Touring Co.
The Cumbrian Mountain Express

The sheep seem unbothered as LMS Pacific No. 6201 ‘Princess Elizabeth’ emerges from the cutting near Wharton the southbound ‘Cumbrian Mountain Express’ on October 12th. *Gerald Nicholl*

Spirit of the Lakes

The Channel Coast Pullman

West Coast Railways' Class 47 826, with 47 804 on the rear, arrive at Bognor Regis with the 05:52 charter from Doncaster on October 5th. *Chris Morrison*

Northern Belle

Northern Belle

On September 29th, Class 57 313 arrives at Shrewsbury working the 1Z80 Telford Central - Carnforth. *Paul Godding*



Spirit of the Lakes

The Settle Carlisle Pullman

On October 2nd, Class 47 804 passes Helwith Bridge with 47 826 on the rear working the 1Z90 Skegness - Carlisle excursion.
Michael Lynam



Statesman Rail

The Edinburgh Explorer Statesman

On October 5th, Class 47 810 and 47 853 top'n'tail the 1Z60 Wolverhampton - Edinburgh Statesman charter as it speeds through Standish. *John Sloane*

Statesman Rail
The Edinburgh Explorer Statesman

Class 47 No. D1924 ‘Crewe Diesel Depot’ heads north through a gloomy and waterlogged Winwick with ‘The Edinburgh Explorer Statesman’ on October 5th with 47 614 on the rear. *Jeff Nicholls*

UK Railtours
The Snowdonian Panorama

On October 12th, Class 68 033 is seen on the rear of the London Euston - Llandudno Jct. charter as it passes through Chester.
Brian Battersby

Saphos Trains
The Yorkshire Traveller'

SR West Country Class No. 34046 'Braunton' working 'The Yorkshire Traveller' passes through Hyde North on September 14th.
Steve Stepney

West Coast Railway Co.
Private Charter

On October 10th, SR Merchant Navy Class No. 35018 stands at Preston whilst working a Private Charter from Scarborough to Shrewsbury. *Brian Battersby*

ECS and Light Engine Moves

A4 Pacific No. 60009 ‘Union Of South Africa’ bustles under the footbridge construction work at Mills Hill station and past the new platform extension en route from the ELR to the NYMR Gala.
Gerald Nicholl

ECS and Light Engine Moves

Class 47 No. D1924 is seen at Walcot on October 6th with the 5Z67 14:04 Oxley Down Goods Loop - Crewe H.S. *Keith Davies*

Charter Scene

ECS and Light Engine Moves



On October 12th, Class 20 189 is seen departing for the sidings at Chester with the ECS from Vintage Trains' charter from Dorridge. *Brian Battersby*



On October 24th, Class 47 245, 47 804 and 33 207 pass Charnock Richard with a Carnforth - Southall move. *John Sloane*



On September 7th, LMS Jubilee Class No. 45699 'Galatea' arrives at Nemesis Rail depot, Burton with the ECS for the following day's trip to Stratford on Avon. *Stuart Hillis*

Colas Rail



Class 70 811 passes Acton Bridge on October 24th with a Mountsorrel - Carlisle ballast. *Brian Battersby*



Class 70 817 (with 56 113 on the rear) passes Burgs Lane with the 6C41 08:08 Crewe Basford Hall - Tram Inn ballast on October 30th. *Keith Davies*



Class 70 015 passes Sutton Bridge with the 0Z56 06:59 Carlisle Yard to Coleham SS on October 18th. *Keith Davies*

Colas Rail

Class 66 847 heads north at Kings Sutton on October 7th with 6M50 Westbury to Bescot departmental. *Steve Chapman*

Colas Rail

On October 20th, Class 66 848 on the 10:00 Andover to Eastleigh Yard engineers train, running 140 minutes late, is seen near Whitchurch. *Michael Bennett*



Class 70 809 is pictured in Horbury Cutting on October 2nd with the 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*



Class 70 808 passes Magor on October 10th with the 6C36 Moorswater to Aberthaw cement empties. *Steve Chapman*

Colas Rail



Class 70 805 is seen at Radley on October 7th with 6V27 Eastleigh to Hinksey Yard departmental. *Steve Chapman*



Clagging Class 70 814 powers the 6L44 21:20 Oxwellmains Lafarge Colas to West Thurrock Sidings Fhh cement, seen here passing GBRf's Finedon Road Yard on October 31st. *Derek Elston*



On October 13th, after a wet night working at Stallingborough, 6C81 was returned to Up Decoy, via a run-round at Pasture Street. The train passes through Scunthorpe comprised Class 70 806 and 3 JNAs loaded with stone and spoil. Very taxing. *Steve Thompson*



Colas Rail

On October 2nd, Class 70 015, on hire to Colas, passes Hellifield working the 6J37 log train from Carlisle - Chirk. *Michael Lynam*

Colas Rail



Class 70 015, on hire to Colas, is seen at a sunny Balshaw Lane Jct. on October 2nd with a Carlisle - Chirk loaded log train. *John Sloane*



Class 56 090 with the 6O41 Westbury to Eastleigh engineers, running about 3 hours late, passes Dunbridge on October 31st. *Michael Bennett*



On October 28th, Class 70 812 passes Moore working the 6C89 Mountsorrel - Carlisle ballast. *Mark Enderby*

DB Cargo



Having split its train into four sections, Class 60 019 reverses the last portion of the 14:18 from Peak Forest into Dallam Stone Terminal on October 16th. *Jeff Nicholls*



Class 60 007 heads south through Acton Bridge on October 15th. *Brian Battersby*



One of the few freights to run through the main train shed at York is the 10:44 New Biggin Gypsum to Tees Dock. On October 17th, silver liveried Class 60 066 is captured on this service. *Barry Longson*

DB Cargo



Class 66 090 ‘Maritime Six’ passes Kings Sutton on October 7th working the 4M71 Southampton to Birch Coppice intermodal. *Steve Chapman*





Class 60 054 arrives at Scunthorpe station on October 9th for a driver change on 6D80 Neville Hill - LOR fuel tanks. *Steve Thompson*

Class 60 100 passes round the back of Doncaster station on October 23rd with a rake of steel hoods. *Brian Battersby*

DB Cargo



Class 66 034 approaches Fairwood on October 8th working the 6M20 Whatley to St. Pancras stone. *Steve Chapman*



A pleasant change from the usual run of sheds on weekly Arpley Yard - Springs Branch trip freight as Class 67 001 is seen heading south through Winwick with the return working on October 23rd. *Jeff Nicholls*



Class 66 165 flies through a damp Acton Bridge on October 15th with a Garston - Dagenham car train. *Brian Battersby*

DB Cargo



Class 59 205 is held at the signal for Fairwood Junction on the Westbury avoiding line on October 8th whilst working 7C77 Acton to Merehead stone empties. *Steve Chapman*



On October 5th, Class 66 005 is seen at Frodingham Jct. with 6D65 Roxby - Rossington spoil empties. *Steve Thompson*



Class 90 019 and 90 039 speed through Acton Bridge on October 21st with a Daventry bound intermodal. *Brian Battersby*

DB Cargo



On October 2nd, Class 90 040 and 90 029 pass Moore, south of Warrington, with the 06:06 Mossend to Daventry intermodal. *Barry Longson*





On October 4th, Class 67 005 'Queens's Messenger' working 0Z12 Bounds Green to Doncaster waits time at Peterborough whilst Class 66 738 'Huddersfield Town' draws alongside working 6E30 Whitemoor to Doncaster. *Dave Pratt*

On October 23rd, Class 66 075 with the 6N73 Ent C - Lackenby slabs, heads through Scunthorpe. *Steve Thompson*

DB Cargo



Class 66 017 approaches Ashchurch on October 10th with the 6V92 Corby to Margam steel empties. *Steve Chapman*



Class 66 149 heads past Balshaw Lane Jct. on October 8th with a Seaforth - Mossend intermodal. *John Sloane*



On October 24th, Class 59 001 heads through a very wet Reading with an aggregates working. *Richard Hargreaves*

DB Cargo

A colourful scene at Peak Forest on October 2nd as Class 60 007 departs with the 14:18 to Warrington Dallam made up of red box wagons, passing a full train of blue wagons (hauled by 66 728 out of picture) and 66 780 with white HYAs being loaded. *Barry Longson*

Class 66 065 climbs Hencote Bank on October 24th with the 6M86 10:29 Margam - Dee Marsh reception sidings. *Keith Davies*

DB Cargo



Class 59 102 is pictured at Berkley Marsh on October 8th with the 6V18 Allington to Whatley stone empties. *Steve Chapman*



On October 4th, Class 66 136 working the 4E25 Bow Depot to Heck Plasmor empties heads through Peterborough whilst an Azuma service awaits departure towards London Kings Cross. *Dave Pratt*



Hanson liveried Class 59 101 passes through Reading on October 24th with a working from Acton. *Richard Hargreaves*

DB Cargo

Class 59 004 approaches Fairwood Junction on October 8th with 7V16 Fareham to Whatley stone empties. *Steve Chapman*



Class 90 019 and 90 040 pass Euxton on October 10th with the 4M25 Mossend - Daventry. *John Sloane*



Class 66 139 emerges from Trent Yard on October 18th with 6D61 Roxby - Rossington spoil empties. *Steve Thompson*

DB Cargo

Class 59 101 hauling the Acton to Merehead empties is seen passing Enborne near Newbury on October 10th. *Michael Bennett*



On October 24th, Class 66 165 passes Charnock Richard with the Seaforth - Mossend intermodal. *John Sloane*



Class 59 204 is pictured at Fairwood Junction on October 8th with the 7B12 Merehead to Wootton Bassett stone. *Steve Chapman*

DB Cargo



Class 60 020 ‘The Willows’ approaches Helwith Bridge on October 2nd with a rake of empty box wagons from New Biggin (British Gypsum) - Tees Dock. *Michael Lynam*





On October 17th, Class 66 005, in Maritime livery, passes through Doncaster hauling a Wakefield Europort - Felixstowe intermodal. *Michael Lynam*

Class 66 183 heads through Cardiff Central on October 17th working a Corby - Margam empty steel. *Mark Enderby*

DB Cargo

On October 17th, Class 66 134 passes through Doncaster with a rake of box wagons working from Roxby Gullet - Rossington. *Michael Lynam*



Class 60 054 is pictured at Ashchurch on October 10th with 6E45 Westerleigh to Lindsey oil empties. *Steve Chapman*



Class 66 057 passes Grateley on October 19th with an engineers train of old rail panels from Laverstock North Jct., heading to Eastleigh. *Michael Bennett*

DB Cargo

Class 59 004 with an Allington to Merehead working, conveying new wagons, passes Bonehill Lane on October 10th. *Michael Bennett*



Class 66 127 passes Bradley on October 30th with the Mossend - Seaforth. *John Sloane*



At Althorpe on October 16th, Class 66 175 comes off the King George V Bridge over the River Trent with 6D61 Roxby - Rossington spoil empties. *Steve Thompson*

DB Cargo

On October 17th, Class 60 100 passes Doncaster with a rake of BYA wagons from Hedon Road Sidings - Belmont Down Yard. *Michael Lynam*

On October 30th, Class 60 007 working the 6H02 Arpley - Tunstead, passes Daresbury. *Mark Enderby*

DC Rail Freight

Class 20 118 and 20 132 run light engine through Ellesmere Port on October 18th whilst on hire to DCR. *Brian Battersby*

DC Rail Freight



On October 6th, Class 56 091 works through Scunthorpe station on 6Z37 Rossington - Roxby spoil. *Steve Thompson*





A murky October 7th, sees Class 56 091 storming through Scunthorpe station with 6Z60 Roxby - Angerstein Wharf spoil empties. *Steve Thompson*

Making a noisy passage through Scunthorpe station on October 8th, Class 56 091 takes the 7 JRAs that were left behind in Trent Yard the previous day to Chaddesden Sidings on 6Z57. *Steve Thompson*

Direct Rail Services



Class 37 716 heads past Balshaw Lane Jct. on October 8th with a very lightly loaded Carlisle - Crewe engineers. *John Sloane*



Class 68 001 passes Charnock Richard on October 3rd with a Derby - Carlisle working. *John Sloane*



Class 68 004, 66 427 and 68 013 running from Crewe - Carlisle pass through Acton Bridge on October 24th. *Brian Battersby*

Direct Rail Services



Class 88 004 passes south through Acton Bridge on October 15th, heading to Daventry. *Brian Battersby*



Class 88 004 'Pandora' passes Cathiron working the 05:48 Mossend Down Yard to Daventry International Raifreight Recep Fl intermodal on October 15th. *Derek Elston*



Class 88 009 is seen at a misty Bradley on October 24th with the 4M27 Mossend - Daventry. *John Sloane*



Direct Rail Services

Class 37 038 and 37 716 top'n'tail the 3S77 Darlington - Kingmoor RHTT through Stockton on Tees on October 1st. *Michael J Alderdice*

Direct Rail Services



On October 23rd, the return of the flask train as Class 88 006 became the first of the class to visit this area, top and tailed with 68 003 on 6Z60 Kingmoor - Immingham RS, seen at Scunthorpe. *Steve Thompson*





Class 88 008 is seen at Balshaw Lane Jct. on October 24th with the 4S44 Daventry - Mossend intermodal. *John Sloane*

On October 9th, the first flask train through Scunthorpe for a couple of years, as Class 68 005 and 68 033 top and tail a single FNA wagon as 6Z80 Seaton-on-Tees to Immingham SS. *Steve Thompson*

Direct Rail Services



Class 88 009 and 88 007 working the 4M27 Mossend - Daventry are seen passing Bradley on October 30th. *John Sloane*

Direct Rail Services' (DRS) Managing Director has won the 'Woman with Edge' award at this year's prestigious Women of the Year Awards.

Debbie Francis has won the award for 'demonstrating the courage to challenge and make a real difference in a male-dominated industry'. Attended by over 500 people from across the country the Women of the Year awards aim to promote positive female role models who provide inspiration across all areas of society and the business community.

The 'Woman with Edge' award recognises business women who challenge the status quo and understand the road to success is not always straight.

On receiving her award Debbie said: "I am absolutely thrilled to win this award. It's a great honour to even be nominated but to win when against such inspiring and amazing women is truly an honour."

"I'm hoping my work can inspire other women to break into industries which are traditionally male dominated and be catalysts for change. We're committed to promoting equality across DRS, and across the whole of the Nuclear Decommissioning Authority group."

Debbie left school at the age of 16 with very few qualifications, but went on to graduate from Liverpool Polytechnic before gaining a masters from the Manchester Business School.

She has more than 30 years' experience across a range of industries, including IT, infrastructure maintenance and railways – Debbie is now studying for a PHD.

Direct Rail Services

Class 88 001 with the 4S43 Daventry - Mossend passes Daresbury on October 30th. *Mark Enderby*



Class 88 008 ‘Ariadne’ passes Cathiron on October 15th at the head of the 4S43 12:16 Daventry International Railfreight Recep Fl to Mossend Down Yard. *Derek Elston*



On October 2nd, Class 88 008 looking in need of a wash and running 61 minutes late when seen at Moore, has charge of the 05:48 Mossend to Daventry. *Barry Longson*

East Midlands Railway



On October 5th, Class 222 009 powers towards Derby with a service to London St. Pancras. *Class47*





Former Grand Central power cars Nos. 43465 and 43423 are seen approaching Long Eaton with a Nottingham to Sheffield ECS working on October 31st. *Lee Stanford*

EMR Regional branded Class 156 413 arrives at its destination of Leicester on October 22nd with a service from Nottingham. *Brian Battersby*

East Midlands Railway



Buffer fitted power car No. 43465 leads a London St. Pancras bound service into Leicester on October 22nd. *Brian Battersby*



The 1D18 09:34 London St. Pancras International to Nottingham passes Finedon Road on October 8th with power car No. 43048 on the rear.
Derek Elston



Class 222 009 passes Finedon Road working the 1D16 09:05 London St. Pancras International to Nottingham service on October 8th.
Derek Elston

Freightliner

On September 13th, Class 66 516 passes Grove Road near Retford with a London Gateway to Leeds liner. *Mark Pichowicz*



On October 17th, Clas 66 555, 66 515 and 66 538 approach Doncaster on a loco move from Doncaster Up Decoy - Leeds Balm Road. *Michael Lynam*



Class 66 607 heads past Charnock Richard on October 24th with a Hardendale - Tunstead working. *John Sloane*

Freightliner

On October 3rd, Class 66 587 heads a bin train through Acton Bridge. *Brian Battersby*



Class 66 561 with a well loaded Southampton to Trafford Park liner, passes Worting on October 28th. *Michael Bennett*



On October 18th, one of the mobile recruiting adverts, Class 66 564, arrives on the Up Goods at Scunthorpe with 6C75 loaded coal from IBT to CHP, in order to run-round. *Steve Thompson*

Freightliner



On October 17th, Class 66 561 passes through platform 14 at Manchester Piccadilly working a Crewe - Trafford Park liner. *Michael Lynam*



Class 66 563 takes E Line at Scunthorpe West Junction on October 8th with the 6E50 Ipswich SS - LOR fuel tanks. *Steve Thompson*



Class 66 585 hauls a short rake of tanks through Acton Bridge on October 15th. *Brian Battersby*

Freightliner

On a dull October 7th, Class 70 010 passes Radley with 4M65 Southampton to Lawley Street liner. *Steve Chapman*





On October 31st, Class 66 524 passes Dunbridge on a Southampton to Lawley Street liner. *Michael Bennett*

Class 66 413 working a Felixtowe - Leeds liner heads through Doncaster on October 23rd. *Brian Battersby*

Freightliner

Class 86 609 and 86 614 approach Acton Bridge on October 15th with a Coatbridge - Crewe liner. *Brian Battersby*

GBRf



On October 2nd, Class 66 726 'SHEFFIELD WEDNESDAY' passes Helwith Bridge with the 6S94 China Clay Tray train from Wembley Euro - Irvine Caledonian Paper. *Michael Lynam*



Class 66 732 with the 6V84 Clitheroe - Avonmouth heads past Daresbury on October 30th. *Mark Enderby*

GBRf



On October 18th, having just departed from Entrance C, Class 66 780 passes Scunthorpe with 6O01 to Eastleigh, comprising YWAs loaded with concrete sleepers and some empty JNAs.
Steve Thompson



Class 66 758 on 6E09 Liverpool - Drax Biomass passes Daresbury on October 30th.
Mark Enderby

GBRf







A bit nocturnal on October 23rd, Class 66 756 passes through Scunthorpe station on 6E62 stone empties from Ent C to Down Decoy.
Steve Thompson

Class 66 735 passes Grateley on October 19th with the 6G11 Laverstock Jct. to Eastleigh.
Michael Bennett

Class 66 747 heads through Leicester on October 22nd with a rake of cement tanks.
Brian Battersby

GBRf



On October 18th, 0M92 makes its way past Scunthorpe with Class 66 736 hauling GBRf's latest acquisition, 66 792, from Immingham Mineral Quay to Longport. The loco had been imported from Sweden and only been on British soil for twelve hours. *Steve Thompson*



Class 66 730 'Whitemoor' passes Cathiron on October 15th working the 6X43 09:13 Dagenham Dock Recption GBRf to Garston Car Terminal GBRf Ford car train. *Derek Elston*



Threading its way through Cardiff on October 17th is Class 66 702 hauling a Tilbury - Trostre working. *Mark Enderby*

GBRf



Sporting GBRf livery, Class 60 095 passes south through a (temporarily) sunny Winwick with a loaded Biomass train from Liverpool to Drax on October 9th. *Jeff Nicholls*





On October 17th, Class 66 748 'WEST BURTON 50' passes through Doncaster working a Toton - Belmont Down Yard engineers. *Michael Lynam*

On October 30th, Class 66 732 passes Bradley in the sun working a Clitheroe - Avonmouth cement. *John Sloane*

GBRf

On October 22nd, Class 66 735 ‘Peterborough United’ worked the Ludgershall MOD to Dollands Moor Sidings consisting of 14 loaded flats and 4 empties, seen here near Andover. *David Lindsell*



Biomass workings between Drax and Liverpool are now almost entirely in the hands of Class 60s. On October 5th, Class 60 076 crawls through Newton-le-Willows station with an empty working. *Jeff Nicholls*



Class 66 766 passes Charnock Richard on October 24th with a Clitheroe - Avonmouth working. *John Sloane*

GBRf

Biffa liveried Class 66 783 finds some sunshine at Winwick with the retimed Wembley - Irvine china clay tanks on October 9th. *Jeff Nicholls*



Class 66 720 is seen at Charnock Richard on October 16th with the Wembley - Irvine clay tanks. *John Sloane*



Class 66 753 is seen on arrival at Dewsbury Stone Terminal on October 2nd with 6D28 stone from Rylstone. *Steve Chapman*

GBRf

Making a pleasant change from the usual Class 66 on October 2nd, Class 60 056 in its old Colas livery passes Moore, working the 11:15 Liverpool to Drax Biomass. *Barry Longson*



Class 66 735 is pictured working the 0B08 Eastleigh to Ludgershall MOD light engine move going to pick up its train as it passes Weyhill on the branch, October 22nd. *Michael Bennett*



On October 14th, Class 66 761 ‘Wensleydale Railway Association 25 Years 1990-2015’ arrives at Andover with the MOD freight from Kineton to Ludgershall consisting of one VGA, six KFA and twenty KWB wagons, all empty. *David Lindsell*

GBRf







Class 66 761 takes the Ludgershall Branch at Andover with the first MOD working for many years. *Michael Bennett*

On October 14th, Class 66 761 working the 6O44 Kineton MOD to Ludgershall, arrives at Andover. *Michael Bennett*

Former Rush Rail loco, now destined to be Class 66 792, is seen outside the EMD Longport site on October 22nd. *Brian Battersby*

GBRf



On October 2nd, Class 66 780 in CEMEX livery has a full rake of matching HYA hopper wagons, as it sits slowing being loaded at Peak Forest.
Barry Longson

GB Railfreight's John Smith Recognised with Lifetime Achievement Award

John Smith, Managing Director of GB Railfreight has been recognised for his dedication and service to the rail industry at the Chartered Institute of Logistics and Technology (CILT) Annual Awards for Excellence. HRH Princess Anne presented John with the prestigious Presidents Award at the glittering ceremony surrounded by colleagues and friends.

John has worked on the railways for the past 42 years, founding GB Railfreight in 1999 and working tirelessly to grow the business. Today GBRf is the third largest rail freight business in the UK with ambitious plans to further develop their footprint in the intermodal market. John is very deserving of this award. His experiences have afforded him a unique insight into the challenges and opportunities that rail freight faces, with the ability to compose solutions to guarantee the best possible service for GBRf's highly valued customers. Through strong leadership, taking the time to pass on his considerable knowledge to colleagues and generally being an approachable person, John has been an inspirational driving force and highly regarded by those working alongside him.

Sir Peter Hendy CBE, Chair of Network Rail:"John is a great present-day railway industry leader, and this award is richly deserved. He has made GBRf what it is and made a huge contribution to the wider industry. Well done, John!"

John Smith, Managing Director GB Railfreight:"I am absolutely thrilled to have received this award. It is an honour and privilege. I first started out on the railways at the age of 16 as a Technician Apprentice at British Rail. This was an incredible opportunity for me and set me on the right path. Now, after 42 years in the sector I'm delighted to help play a role in bringing new talent into the sector and drive forward growth in freight. I feel we are entering an important and very exciting time for the industry."

GBRf



Class 66 711 is seen near Bamber Bridge on October 30th with a Wembley - Irvine china clay tanks working. *John Sloane*



Class 66 711 heads through Leicester on October 22nd with an intermodal from Hams Hall. *Brian Battersby*



Class 66 741 arrives into Peak Forest on a glorious October 2nd, with the 10:03 from Bletchley. *Barry Longson*

GBRf



Class 66 735 working the 4Y08 Ludgershall to Dollands Moor passes Wyke on October 22nd. *Michael Bennett*





Class 60 085 is seen at Thornhill LNW Junction on October 2nd with the 6E09 Liverpool to Drax Biomass. *Steve Chapman*

On October 28th, Class 66 709 passes Worting on the 6M26 Eastleigh to Mountsorrel. *Michael Bennett*

GBRf

Class 66 706 ‘Nene Valley Railway’ heads the 13:21 Felixstowe - Tinsley, passing Colchester on October 19th. *Chris Morrison*

Class 66 711 hauling the 6S89 Wembley - Irvine china clay passes Daresbury on October 30th. *Mark Enderby*

GBRf

Class 66 738 ‘HUDDERSFIELD TOWN’ passes Bleak’s Moor on October 2nd with the 6M37 Arcow Quarry - Pendleton stone train.
Michael Lynam

Great Western Railway



Rainbow liveried Class 800 008 working a London Paddington service stands alongside 800 022 at Reading on October 24th.
Richard Hargreaves



Power car No. 43191 stands at Cardiff Central on October 17th on the rear of a Taunton service.
Mark Enderby

Great Western Railway



Class 800 020 and 800 033 form the 09:29 Swansea to London Paddington service on October 10th, seen here at Bishton Crossing. *Steve Chapman*



Class 57 603 departs Penzance on the rear of the sleeper stock on October 14th. *Neil Pugh*



Great Western's Class 08 410 diesel-electric shunter is seen pictured at Penzance (Long Rock TMD) on October 14th. *Neil Pugh*

Great Western Railway



Power cars Nos. 43198 and 43063 pass Magor on October 10th with the 12:00 service from Cardiff to Taunton. *Steve Chapman*





Power cars Nos. 43040 and 43198 working as 0Z70, the 15:17 Reading to St. Philips Marsh HST depot, head through Bristol Temple Meads on October 18th. *Mark Unwin*

Power cars Nos. 43171 and 43086 arrive at Cardiff on October 9th with the 14:56 terminating service from Taunton. *Steve Chapman*



Class 90 013 arrives at Colchester with the 15:00 Norwich - London Liverpool Street on October 19th. *Chris Morrison*



Hull Trains

Class 180 110 is seen arriving at Doncaster on October 17th working a London Kings Cross - Hull service. *Michael Lynam*

L.N.E.R.



On October 17th, Class 91 114 catches the last rays of sun at York, while working the 14:00 Edinburgh to London King's Cross service.
Barry Longson



Class 91 130 stands outside Doncaster Works on September 27th having received overhauled bogies, it is unlikely such a sight will continue with the impending withdrawal of the fleet.
Lee Stanford



Approaching Peterborough, Class 67 006 'Royal Sovereign' working 0Z11 conveying 91 116 from Doncaster to Bounds Green on October 4th.
Dave Pratt

L.N.E.R.

Class 800 209 speeds through Reading on October 24th with a working to Eastleigh. *Richard Hargreaves*



LNER Azumas Nos. 801 105 and 801 106 working a London Kings Cross - Leeds service arrive at Doncaster on October 17th. *Michael Lynam*



Class 91 126 makes an unusual sight with a full set of Mark 4 stock in the goods loop at Doncaster whilst working ECS from Heaton to Ferme Park on September 27th. *Lee Stanford*

L.N.E.R.



On September 13th, Class 91 132 passes Grove Road near Retford with the 1E19 14:30 Edinburgh - London Kings Cross service. *Mark Pichowicz*



Power car No. 43274 'Spirit of Sunderland' speeds through Doncaster leading an Edinburgh - London Kings Cross service. *Michael Lynam*



On October 17th, Class 91 115 is about to depart York with the 11:30 London King's Cross to Edinburgh service. *Barry Longson*

L.N.E.R.



Class 91 114 heads past Claypole on October 21st with 1D22 16:32 London Kings Cross - Leeds, passing power car No. 43300 leading the 1B89 17:54 Newark - London Kings Cross service. *Mark Pichowicz*



Class 800 202 and 800 203, on driver training duties, speed through Doncaster on October 17th. *Michael Lynam*



Class 66 722 with IEP No. 801209 running as the 5Q50 Eastleigh to Doncaster Carr depot passes Worting on October 28th. *Michael Bennett*

Network Rail

Whilst the NMT get upgraded/refurbished. Class 67 023 and 67 027 pass Andover with the NMT substitute on October 24th. *Michael Bennett*





Class 66 775 ‘HMS Argyll’ leads the 3J01 10:50 Bescot T.M.D. to London Euston RHTT through Northampton with 66745 ‘Modern Railways the First 50 Years’ bringing up the rear through Northampton on October 15th. *Derek Elston*

MPV No. DR98924 passes Grateley on the Totton Yard to Totton Yard RHTT on October 19th. *Michael Bennett*

Network Rail

On October 18th, a bit of sun for the 20s! With Class 20 303 appearing to have bitten the dust already, 20 302 was paired with 20 314 for 3S13 Wrenthorpe - Grimsby Town RHTT, seen here at Frodingham Jct. *Steve Thompson*



A filthy Class 66 143 leads the 3J92 23:42 Toton T.M.D. to West Hampstead North Junction RHTT at Finedon Road, Wellingborough, with 66 085 on the rear, October 8th. *Derek Elston*



With the power on, Class 20 311 and 20 314 depart Sheffield with the 3S11 09:08½ Sheffield to Sheffield RHTT on October 5th. *Derek Elston*

Network Rail

With the White Horse in the background, Class 66 160 and 66 168 depart Westbury with 3J13 Westbury to Par RHTT on October 8th.
Steve Chapman



Class 56 078 and 56 094 are seen at Bayston Hill with the 3S31 13:11 Gloucester Horton Road - Worcester Shrub Hill on October 27th.
Keith Davies



On October 11th, back to normal with good old Class 20 302 and 20 303 back in the harness on the RHTT! On yet another gloomy day, the pair top and tail 3S13 Wrenthorpe - Grimsby Town through Scunthorpe station. *Steve Thompson*

Network Rail







On October 23rd, DRS Class 20 303 heads the 11:17 Grimsby Town to Bridlington RHTT past a sunny Brightside, with HNRC's 20 314 on the rear. *Barry Longson*

Class 66 069 and 66 018 top'n'tail the Didcot to Westbury RHTT, seen near Newbury on October 10th. *Michael Bennett*

Class 56 090 and 56 096 head through Chester on October 12th with the North Wales RHTT. *Brian Battersby*

Network Rail







An overcast October 14th sees Class 56 090 with 56 096 on the rear, approach Flint in North Wales at speed, working the previous days 19:43 Shrewsbury Coleham return RHTT. *Barry Longson*

Class 20 314 leads a Sheffield - Hull RHTT working into Meadowhall on October 19th. Class 20 303 was on the rear. *Class47*

Running instead of the usual HST, Class 67 023 tops and tails with 67 027 on the 06:12 from Craigentinny to Crewe, seen here passing Winwick on October 16th. *Jeff Nicholls*

Network Rail

On October 19th, Class 20 303 approaches Sheffield with a Sheffield - Sheffield RHTT working. Class 20 314 was on the rear. *Class47*

Network Rail







Class 68 018 and 68 004 top'n'tail a Derby - Carlisle test train past Euxton on October 1st. *John Sloane*

On October 23rd, Class 20 303 and 20 314 working the 3S14 Grimsby Town - Bridlington are seen on Appleby Bank, as the sun manages to disappear. *Steve Thompson*

Class 20 314, with 20 311 on the rear, trundle towards the disused station at Brightside while working the 11:17 Grimsby Town to Bridlington RHTT service on October 9th. *Lee Stanford*

Network Rail





On October 9th, Class 20 314 and 20 311 are seen arriving at Sheffield with the Grimsby to Bridlington RHTT working where they are booked to stand for over an hour before proceeding to Bridlington. *Lee Stanford*

Class 20 314 and 20 303 await departure time of 15:57 at Sheffield, with a RHTT bound for Bridlington on October 23rd. EMR's Class 222 008 on the right is set to work the 16:00 to London St. Pancras. *Barry Longson*

Network Rail

On October 30th, Class 97 302 and 97 304 are seen at The Oaks, Hadnall with the 3S71 21:20 Coleham Yard - Coleham Yard. *Keith Davies*



Class 97 304 and 97 302 are seen unusually both leading the Holyhead to Shrewsbury RHTT train as it passes Crewe on October 31st. *Lee Stanford*



Class 97 304 and 97 302 pass Upper Battlefield with the 3S71 21:20 Shrewsbury Coleham SS and return on October 4th. *Keith Davies*

Network Rail

Class 56 078 and 56 094 ease through Bayston Hill on October 13th with the 3S31 13:11 Gloucester Horton Road - Worcester Shrub Hill. *Keith Davies*



Class 66 085 leads 66 143 at Finedon Road, Wellingborough working the 3J92 23:42 Toton T.M.D. to West Hampstead North Junction RHTT on October 8th. *Derek Elston*



Class 68 007 ‘Valiant’ and 68 001 ‘Evolution’ top’n’tail the 3S77 Tyne Yard - Middlesbrough RHTT past Newport Bridge on October 7th. *Michael J Alderdice*

Network Rail

A lovely sunny morning on October 23rd, for Class 20 314 and 20 303 at Scunthorpe station on 3S13 Wrenthorpe - Grimsby Town RHTT. *Steve Thompson*



On October 12th, Class 56 090 and 56 094 are seen at Upper Battlefield with the 3S71 21:20 Coleham SS - Coleham SS. *Keith Davies*



On October 7th, Class 20 314 and 20 311 top and tail the 3S14 Grimsby Town - Bridlington RHTT past Frodingham Junction. *Steve Thompson*

Rail Operations Group







Class 37 608 and TFL/Crossrail Class 345 026 stand at Leicester on October 22nd, heading to Worksop. *Brian Battersby*

Class 37 884 hauls Greater Anglia's 317 504 past Euxton on a Kilmarnock - Ilford move, October 14th. *John Sloane*

Class 37 800 hauls Northern's 769 442 through Acton Bridge on October 15th, heading for Allerton. *Brian Battersby*

TransPennine Express







Class 397 004 heads south through Acton Bridge on October 18th. *Brian Battersby*

On October 10th, Class 68 027 ‘Splendid’ departs York working a service to Scarborough. *Class47*

Transpennine Express continues test runs along the West Coast main line and on October 2nd, Class 68 021 is seen propelling the 08:12 Carlisle to Crewe CS, at Moore near Warrington. *Barry Longson*

TransPennine Express







On October 12th, Class 68 027 sits in the new platform 1 at Liverpool Lime Street (the original taken out of use on the left) with the 13:56 departure for Scarborough. *Barry Longson*

Plain liveried Class 350 403 stands at Preston on October 10th working a service to Edinburgh. *Brian Battersby*

Class 802 218 stands at Manchester Victoria on October 17th working a Newcastle to Liverpool service. *Steve Stepney*

TransPennine Express

A quite sylvan setting for Class 185 128 on October 9th as it tops Gunhouse Bank on 1B68 Manchester - Cleethorpes. *Steve Thompson*



Class 397 006 speeds through Euxton on October 14th with a Liverpool Lime St. - Preston Croft St. test run. *John Sloane*



On October 18th, at Frodingham Jct., Class 185 116 works 1B77 Cleethorpes - Manchester Airport. *Steve Thompson*







TransPennine Express

A Class 397 on a Polmadie - Crewe ECS passes Daresbury on October 30th. *Mark Enderby*

Class 68 022 heads south through Acton Bridge on October 24th with a Carlisle - Crewe test run. *Brian Battersby*

Class 68 027 hurries through Ravensthorpe on October 2nd with the 09:41 service from Scarborough to Liverpool. *Steve Chapman*

Transport for Wales

Class 153 327 and 158xxx pass Walcot with the 1D11 13:07 Birmingham International - Chester service on October 6th. *Keith Davies*



Class 67 014 stands at Cardiff Central on October 17th working the evening WAG train to Holyhead. *Mark Enderby*



Still running as a two car, Class 175 107 is seen at Chester on October 12th. *Brian Battersby*







Transport for Wales

Class 158 830 passes through Conwy on October 30th. *Mark Enderby*

Class 142 082 and 142 083 arrive ECS into Cardiff on October 9th ready to form the 16:35 service to Treherbert. *Steve Chapman*

On October 29th, at Conwy Castle, on the North Wales Coast, Class 67 010 leads the 1D34 Manchester - Holyhead service out of the Stephenson tubular bridge on it's way westwards. *Ben Bucki*

Transport for Wales

With Class 37 025 out of sight on the rear of the train, 37 418 pauses at Aber on October 9th with 3Z13 Cardiff to Rhymney training run. *Steve Chapman*

Class 175 010 heads to the depot at Chester on October 12th. *Brian Battersby*

On October 5th, Class 150 251 sits in platform 9 at Crewe with the 19:23 service for Chester. *Barry Longson*

Transport for Wales

Class 37 418 is seen on the rear of a Rhymney - Cardiff training run, departing Llanbradach on October 9th. 37 025 is the leading loco.
Colin Kennington





On October 14th, Class 158 840 is seen at Flint (North Wales) with the 11:10 Birmingham International to Holyhead service.
Barry Longson

Class 142 002 stands at Cardiff Central with a terminating service on October 17th.
Mark Enderby

Transport for Wales

Class 37 421 approaches Energlyn and Churchill Park on October 10th with the 07:43 Rhymney to Cardiff service. *Steve Chapman*

Class 37 421 makes a noisy departure from Cardiff on October 9th working the 17:01 service to Rhymney. *Steve Chapman*

Class 37 418 is seen on the rear of the 07:24 Rhymney to Cardiff on October 10th, as 37 025 powers away at the head of the train at Energlyn and Churchill Park. *Steve Chapman*

Transport for Wales



The Cambrian Coast line was closed for engineering work over the October half term, with repairs being undertaken on some of the vintage wooden viaducts amongst other jobs. A limited (though well-patronised) service was running as far north as Barmouth, where Class 158 833 is seen waiting in inclement weather to return to Machynlleth. *Ben Bucki*





In a torrential cloudburst, Class 67 014 arrives at Cardiff on October 9th with the stock for the 17:16 departure to Holyhead. *Steve Chapman*

Class 158 838 is seen arriving with an afternoon train from Machynlleth into Barmouth on October 31st. *Ben Bucki*

Extra capacity and improved trains for rail passengers across Wales and borders

Transport for Wales (TfW) has announced plans to provide space for up to 6,500 more commuters a week from December this year, whilst introducing additional trains right across the Wales and Borders rail network.

Improvements for rail passengers in December 2019 will include:

• Valley lines will see more four-carriage trains on peak services and combined with other rolling stock changes, will provide space for up to 6,500 more commuters every week.
• Passengers between Cheltenham and Maesteg, and between Cardiff and Ebbw Vale will have the benefit of modern Class 170 trains with more space, onboard passenger information systems, accessible toilets, air conditioning, Wi-Fi and power sockets.
• Long distance passengers on some services between North Wales and Manchester will be traveling on more modern 'Mark 4 intercity' carriages.

As part of the updated plan for December, Porterbrook, the supplier of the delayed Class 769s, will provide additional Class 153 trains until the previously ordered Class 769s are available for use.

Mary Grant, CEO of Porterbrook, said: "Porterbrook is committed to working closely with TfW as they continue to transform the experience of rail passengers across Wales. Some of TfW's plans depend on our innovative Class 769 trains, whose introduction into service has been subject to delays for which we apologise. We are actively working with TfW and our supply chain to deliver these trains as soon as possible. In the meantime, we have accelerated delivery of our Class 170 units and are also supplying additional trains to cover for the Class 769s and provide support to TfW and their passengers."

TfW will also be improving the onboard experience for long-distance journeys with the introduction of refurbished, more accessible Mark 4 intercity carriages on certain services between North Wales and Manchester, and an additional loco-hauled service on the key Holyhead-Cardiff route linking North and South Wales.

Passenger feedback has highlighted the need to improve capacity and resilience in the fleet as a key priority, TfW plan to deliver this by keeping Pacer trains for a short period during 2020, subject to receiving a time-limited dispensation against the mandatory requirements for accessible rail vehicles which come into force on 1st January 2020. The Pacers and Class 37 loco hauled trains will gradually be removed from service as the more modern and comfortable Class 769s become



available in the new year. The popular Class 37 loco-hauled trains were temporarily added to the fleet back in May 2019 to help provide an immediate capacity boost on the busy Rhymney Valley line – again in response to demands from customers for extra seats.

James Price, Transport for Wales CEO said: "Our customer research reveals that being able to sit or stand comfortably on a train is a top priority for many people, and therefore we hope that our customers will welcome plans which will mean a big increase in capacity for December. We're also pleased that we're improving the overall experience for passengers using services between Cheltenham and Maesteg, and between Cardiff and Ebbw Vale through the introduction of more modern accessible trains. Our plan is to retain some of our Pacer and Class 37 loco-hauled trains for a short period of time in 2020 to allow us to increase capacity of our busiest routes, meaning extra space onboard for our customers. We have always focused on delivering what our customers want, and we will do all we can to provide further capacity, which is their key priority. We must remain responsive to the needs of all of our customers, even if this means changing our plans."





Running a few minutes late, Class 150 242 departs from Crewe with the 1W49 08:19 Cwmbran to Manchester Piccadilly service on October 19th. *Derek Elston*

Class 175 101 runs into Crewe on October 19th with the 1V39 10:31 Manchester Piccadilly to Cwmbran service. *Derek Elston*

Transport for Wales



Class 67 010 with a Manchester - Holyhead service passes Daresbury on October 30th.
Mark Enderby

Station Improvement Vision continues with £280,000 investment planned for Wales

Thirteen stations along the "Borderlands line" between Wrexham and Upton are next in line for improvement as Transport for Wales continues its plans to make stations better, more welcoming places.Work began at Neston at the end of October before progressing along the other 12 TfW managed stations on the route. The investment is part of the wider £194 million Station Improvement Vision across all 247 stations. The works will take approximately 40 weeks to complete.

Customer Experience Director for Transport for Wales, Colin Lea, said the work was "Another important step in rolling out improvements to people across the network. Our station improvement vision really is for everybody and will make such a difference to the impression customers get when using our services and travelling to or from the communities we serve. The Borderlands line provides a vital link between north Wales and the Wirral, connecting communities to mainline services which is so important for those economies."

Ken Skates, Minister for Transport and Economy, said: "These are significant improvements in the short-term and the long-term, complementing the plans for better transport and business links around the station as part of the Wrexham Gateway Project. It is a clear example of the difference Transport for Wales are making and form part of the exciting and ambitious plans for rail travel in this region. We've been clear on the need for infrastructure improvements in North Wales and this investment along the Borderlands line will deliver significant benefits for passengers."

The investment has been welcomed locally too. A spokesperson for Flintshire County Council said: ''Flintshire County Council are delighted with the commitment from Transport for Wales' to invest in the 13 stations that form the Borderlands Line from Wrexham Central through to Upton. These improvements further compliment planned investments at both Shotton Station and Deeside Industrial Park and the forthcoming introduction of the new 230 Class trains along the line. This will provide the foundation of a modern and accessible rail service, increasing commuter potential for both Flintshire residents and surrounding region.''

And Councillor David A Bithell, Wrexham County Borough Council's Lead Member for environment and transport also welcomed the investment in station improvements.
He said: "Cleaner, safer and more welcoming places encourages people to use public transport. The Wrexham to Bidston railway is key given the commitment of future 30 minute services in the new franchise as well as new trains being introduced along this route."







Units: DMUs and EMUs

South Western Railway's Class 444 014 leads the 1W94 Weymouth to London Waterloo service, coming off Battledown flyover on October 28th. *Michael Bennett*

TFL/London Overground's Class 315 801 working the 2D24 10:45 London Liverpool St. - Cheshunt service calls at Hackney Downs on November 1st. *Jonathan McGurk*

Northern's Class 142 068 passes Brightside, working the 12:30 Leeds to Sheffield service on October 23rd. *Barry Longson*

Units: DMUs and EMUs







On October 16th, Northern's Class 142 035 calls at Cherry Tree whilst working a Colne - Preston service. *Michael Lynam*

Northern's Class 142 041 stands at Doncaster on October 5th working a Sheffield - Adwick service. *Class47*

Still proudly wearing its RAF100 colours, Northern's Class 156 480 is seen at Liverpool Lime Street on October 12th, with the 13:19 departure for Manchester Oxford Road. *Barry Longson*

Units: DMUs and EMUs

The 12:24 Northern service from Chester to Leeds is formed of Class 150 107 on October 18th, seen here passing Frodsham Junction signal box. *Jeff Nicholls*



Northern's Class 142 051 awaits its next turn of duty at Sheffield on a sunny October 17th. *Barry Longson*



Merseyrail's Class 508 138 stands at Ellesmere Port on October 15th. *Mark Enderby*

Units: DMUs and EMUs



TFL/London Overground Class 315 804 and 315 807 working the 2U30 10:00 London Liverpool Street to Enfield Town service approaches Edmonton Green on November 1st. *Jonathan McGurk*



Early build Northern 'Pacer' Class 142 004 and sister, sit in platform 4 at Manchester Victoria working the 18:08 Wigan North Western to Stalybridge service on October 17th. *Barry Longson*



Northern's Class 195 008 is seen on test at Preston on October 10th. *Brian Battersby*

Units: DMUs and EMUs



Northern's Class 195s have taken over many of the Chester - Leeds and return workings, both two and three car sets being noted. On October 23rd, Class 195 104 heads north through a sunny Winwick on the 08:21 from Chester to Leeds. *Jeff Nicholls*



On October 16th, Merseyrail's Class 507 029 stands on platform two at Southport waiting to depart for Hunts Cross. *Eddie Emmott*



London NorthWestern Railway's Class 350 115 in plain grey livery is seen at Acton Bridge on October 3rd working a service to Liverpool. *Brian Battersby*

Units: DMUs and EMUs



On October 12th, Merseyrail's Class 508 103 arrives at Chester with a service from Liverpool Central. *Richard Hargreaves*





On October 24th, Northern's Class 195 124 speeds past Balshaw Lane Jct. with a test run. *John Sloane*

Northern's Class 158 787 is seen near Bamber Bridge on October 30th with a York - Preston service. *John Sloane*

Units: DMUs and EMUs



South Western Railway's Class 158 883 leads the 1O48 Bristol Temple Meads and Exeter St. David's to London Waterloo service past Grateley on October 19th. *Michael Bennett*





Northern's Class 150 107 still in London Midland livery, sits at Wigan North Western awaiting its next turn of duty on October 12th. On the left new CAF unit Class 195 125 is ready to depart with the 17:29 Manchester Airport to Windermere service. *Barry Longson*

On October 6th, South Western Railway's Class 159 012 is seen at Andover on the rear of the 14:26 to Exeter St. Davids. *David Lindsell*

Units: DMUs and EMUs



Northern 'Pacer' Class 142 068 rests in the centre road at Sheffield as sister 142 033 arrives from Leeds on the evening of October 5th. *Lee Stanford*





Northern's Class 150 111 and 158 791 are seen at Chester on October 12th. *Brian Battersby*

Class 508 017 and 508 015 stand in the siding at Southport on October 16th, whilst 507 008 on platform one waits to depart for Hunts Cross. *Eddie Emmott*

Units: DMUs and EMUs



Northern's Class 142 051 and 153 304 depart Hellifield with the 12:32 Morecambe - Leeds service on October 12th. *Chris Morrison*



Northern's Class 319 373 stands at Crewe on October 19th and will form the 2H46 11:48 service to Manchester Piccadilly. *Derek Elston*



Merseyrail's Class 508 122 stands at Chester on October 12th, having arrived with a service from Liverpool Central to where it will shortly return. *Richard Hargreaves*

Virgin Trains gets onboard with World Mental Health Day

This World Mental Health Day, Virgin Trains introduced a simple thing that looks after our mental health both onboard its services and at stations. On Thursday 10 October until 12pm, Virgin Trains customers who purchased a hot drink onboard were able to take another for free to share with a friend or stranger – to get people talking on their journeys.

Throughout the day customers buying a hot drink and cake were supporting Virgin's charity partner, Rethink Mental Illness with a donation from each sale going to support the charity's work.

The inter-city operator also welcomed Samaritans to stations along its west coast route to raise awareness of their Real People, Real Stories campaign.

Natasha Grice, Executive Director of People and Responsible Business at Virgin Trains, said: "Through our partnership with Rethink Mental Illness and our work with Samaritans we know that a simple conversation can make a big difference to our mental wellbeing. So, this World Mental Health Day we're helping to get people talking by encouraging them to have a chat over a hot drink with someone - a stranger or friend - on their journey."



Brian Dow, Deputy CEO of Rethink Mental Illness, said: "A train journey can offer a chance to press pause on your day, and it shouldn't have to involve putting your headphones on and closing off your surroundings. We're delighted that Virgin Trains are using World Mental Health day to encourage people to strike up a conversation with someone around them. Making time for something like this outside your routine can benefit your wellbeing, so let's make time for this. Who knows? It could become a habit."



Unbranded Class 390 151 speeds through Acton Bridge on October 21st with a London Euston - Liverpool Lime St. service. *Brian Battersby*

Virgin Trains to roll out more body worn cameras

250 more cameras to be rolled out across the network

the successful implementation of the scheme in 2018

The extra cameras will be used on by station staff and on-board teams

Virgin Trains are rolling out more body worn cameras for station staff and on-board teams to use after successfully introducing the scheme last year. After becoming the first UK train operator to provide the cameras to cover all its frontline teams, the train operator is equipping a further 250 of its people with cameras bringing the total to over 500.

These will primarily be used by staff working across the network - including station staff and on-board teams. Following a pilot scheme, Virgin Trains initially introduced 275 cameras in September last year.

The pilot between February 2018 and September 2018, saw a reduction in assaults on Virgin Trains staff.

Further analysis has seen physical assaults on Virgin Trains' employees drop by 30 percent in the period between April and September 2019 compared to the same period in 2018.

As a result of the success of the soft launch, body worn cameras were adopted across the network for revenue protection officers at ticket barriers and train managers on board.

In another first for the rail industry, Virgin Trains granted the British Transport Police direct access to footage from the cameras to carry out investigations where needed, thanks to a state-of-the-art cloud-based system. This allows footage to be viewed when the cameras are docked – speeding up investigations and possible prosecutions.

Dave Whitehouse, Safety Director at Virgin Trains, said: "The safety of our staff and customers is paramount, and body worn cameras play an important role in helping us to keep our network safe. The feedback is that our staff feel more confident and reassured wearing the equipment while working on the network. It's only natural that more of our people should have access to using it. Body Worn Cameras act as a deterrent, but if one of our people is subjected to an assault or there is another incident involving our customers, the technology is also there to quickly provide



evidence to the British Transport Police."

Sergeant Lakhveer Singh, of British Transport Police, said: "Virgin Trains announcement of more body worn cameras for their staff has the full support of British Transport Police. We know from experience that body worn video is a fantastic piece of kit, that helps us in securing convictions against those who target staff with unnecessary violence or abuse."

Colin Stanford, Managing Director at Pinnacle, which provided the the cameras, said: "This initiative has improved safety and reduced abuse towards staff immeasurably. As a result, other train operating companies throughout the UK and Europe have followed suit."





Unbranded Class 390 152 speeds north through Leyland on October 12th, heading from London Euston to Preston. *John Sloane*

At Conwy on the North Wales Coast, a Virgin Voyager double-set passes the castle with the 1D83, the midday London Euston - Holyhead service on October 29th. *Ben Bucki*

Virgin Trains



Class 390 156 speeds south through Daresbury on October 30th with a service to London Euston. *Mark Enderby*



An unbranded Pendolino speeds northwards through Daresbury on October 30th.
Mark Enderby

Virgin Trains





On October 15th, Class 221 112 ‘Ferdinand Magellan’ passes Cathiron working the 1D85 11:10 London Euston to Chester service. *Derek Elston*



Class 390 130 passes Charnock Richard on October 24th with a London Euston service. *John Sloane*

At Conwy Castle, on the North Wales Coast, a Virgin Voyager emerges from the Stephenson tubular bridge on it’s way westwards with the 1D83 London Euston - Holyhead service on October 29th. *Ben Bucki*

Virgin Trains

On October 22nd, Class 390 045 departs Warrington Bank Quay with a London Euston - Preston service. *Mark Enderby*

Class 221 108 arrives at Chester with a Holyhead - London Euston service. *Mark Enderby*

Heaton Park Tramway

On October 27th, with the reopening of the tramway following the theft of overhead wiring, Hull tram No. 96 is seen at the Middleton Road Depot stop. *Michael Lynam*

Heaton Park Tramway

Manchester tram No. 765 stands at Middleton Road depot, awaiting a run to Lakeside. *Michael Lynam*



Going Underground

Poppy fitted Bakerloo Line 1972 Stock No. 3542 is seen departing Baker Street with an Elephant and Castle service. *Jonathan McGurk*

Blackpool Trams



On October 19th, tram No. 733 and 734 forming the 'Illuminated Train' are seen at Tower, along with tram No. 737 'The Trawler'. *Amy Bucki*



Tram No. 736 'The Frigate' is seen heading south at Bispham on October 19th. *Amy Bucki*



At Blackpool, the illuminations (celebrating their 140th Anniversary) were drawing the crowds as usual during October. On October 19th, many of the heritage and illuminated trams were in operation and in a busy scene at Tower, Balloon car No. 717 is seen waiting alongside one of the Flexity-2 sets, whilst No. 736 'The Frigate' waits to enter the station behind. *Amy Bucki*

Blackpool Trams

Balloon tram No. 717 on a service to Little Bispham passes 718 acting as the North pier shop on September 28th. *Phil Martin*



Balloon No. 723 heads towards the Tower with a service to North Pier. *Phil Martin*



Brush Railcoach No. 631 passes Pleasure Beach on September 28th with a service to Starr Gate. *Phil Martin*



Recently restored Standard tram No. 143 is seen at North Pier on September 28th. *Phil Martin*

Blackpool Trams

Balloon No. 717 passes Gynn Square working to Pleasure Beach on October 14th. *John Balaam*



Blackpool Flexity 2 tram No. 017 is seen at Gynn Square on October 14th working towards Starr Gate. *John Balaam*



Brush Railcoach No. 631 stands at North Pier on October 14th working to Pleasure Beach (or so it says!). *John Balaam*

Production of Greater Anglia's new commuter trains well underway

The first 100 carriages of Greater Anglia's new electric commuter trains have now been built. UK manufacturer Bombardier is building 111 new ten and five-carriage trains for Greater Anglia – 655 carriages in total - which will serve commuter lines into London Liverpool Street.

The twentieth train is now on the production line at Bombardier's factory in Derby. While new carriages roll off the production line, safety and performance tests are underway on built trains including tests on braking, traction and system functionality.

Bombardier has expanded the Greater Anglia team at Derby to speed up production. The first Bombardier train is due on the Greater Anglia network later this year.

All of the new trains will be longer, with more seats, plug and USB sockets, free fast wifi, air conditioning, under-floor heating and better passenger information screens.

There will also be better accessibility features and four cycle spaces on every train.

Ian McConnell, Greater Anglia franchise and programmes director, said: "We're looking forward to getting the first Bombardier train on our network. We've started replacing our diesel trains in the north of our network with new trains – and we know customers on the rest of the network are keen to see new trains on their routes too. Bombardier trains will replace all of our existing electric trains on commuter routes in Essex, Cambridge, Suffolk and Hertfordshire."

Alan Fravolini, Bombardier project director, Greater Anglia said: "We're really cracking on with these great new trains for Greater Anglia. Production is accelerating with a strengthened team and we are all focused on passenger service as soon as possible."

Greater Anglia is replacing every single train on its network with 169 brand new state-of-the-art longer trains.

Bombardier is building 111 trains and the other 58 trains are coming from Swiss manufacturer Stadler.

The Bombardier trains have been procured by Angel Trains.



Fares Advice with RailUK

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

Northern ticket machines - definition of travel now?

Q: Arrived at Nunthorpe station to use one of Northern's giant new touch screen machines that resemble bus stop adverts.

Time was 16.05 and the 16.20 was waiting at the platform next to the machine as it starts at that stop. Ticket machine asks for my route and if I'm travelling now. It then presents a list of timed train options and their fares but doesn't show the 16.20 which is literally a few metres from the machine. If I choose "earlier" it then says there are no earlier services. Given the next available timed journey used a more expensive routing it would be easy for tourists or people who don't understand the intricacies of fares to end up paying more than they needed to. I can understand ticket machines not wanting to sell a ticket for trains that people might miss but surely the timings should be adjusted for small stations, or people should have the choice to accept a warning and still buy.

The signs just warn you that if you don't buy one you risk a penalty. There is no ticket office (and annoyingly the machine wouldn't accept any card it just said cancelled although i eventually got contactless to work)

I was buying a single to York - the train I wanted cost £16, the next two were both showing £27 with connections via Darlington.

Unlike other machines it only displays a list of train times and makes you select one. I'm guessing this must be the new approach (ie. it doesn't just offer a much more straightforward single via darlington, single not via darlington). Anyone not in the know / tourists would probably end up choosing the next available train and paying more.

Even more annoyingly the error message coming up on the screen implied it was an issue with my card so I'm quite sure you'd have hard time convincing inspector that it was a problem with the machine if you showed a picture. The error message on the screen said "Your payment has been cancelled due to a problem with you payment card" when the card reader itself just gave an error anytime a card was inserted.

A: There does seem to be some issues with these big-screen TVMs. Recently I decided to sample the Parliamentary service from Leeds to Goole via Knottingley, joining at Woodlesford. At Woodlesford I asked the machine for a return to Goole and it simply said 'no journeys available' - despite the fact that the next train due was, er, a direct train to Goole.

I reported it via Twitter to Arriva Northern who said "we'll look into it" but I'd be surprised if anything was done. When the train arrived I simply told the conductor that the machine wouldn't sell me a ticket and he was happy for me to board and he sold me the ticket I wanted.

Train companies such as Northern have been were specifically told by the ORR that they need to address this matter.

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!

On October 15th, Class 20 118 and 20 132 are seen on the Peel Ports branch working 6Z21 Manisty Wharf to Garston with a couple of wagons from the rake stored at Manisty Wharf.
Mark Enderby

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

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

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

Marl's (knitwear), starting from £9.80 each, minimal order of 2.

Gymsacs, starting from £5.00 each, minimal order of 2.

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

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

Hi-Vis, starting from £7.50 each, minimal order of 2

Umbrellas, starting from £24.00 each, minimal order of 2.

Branded merchandise, Draw bags, mouse mats, coasters.

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

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At Conwy on the North Wales, a track machine on a Network Rail move heads past the castle on it's way to Holyhead from Wrexham, October 29th. *Ben Bucki*

Class 56 301 and 33 053 are seen shunting at Leicester on October 22nd. *Brian Battersby*

New train on maiden voyage on West Anglia route

One of Greater Anglia's brand new electric trains has carried out its first successful test run between Liverpool Street and Stansted Airport. The 12-carriage train was put through its paces overnight on Friday October 25th, when it made its maiden voyage on Greater Anglia's West Anglia route. It started at Liverpool Street, went to Stansted Airport and then on to Cambridge and back to London via Tottenham Hale.

Swiss manufacturer Stadler is making 20 electric trains for Greater Anglia – ten will be fitted out for the intercity route between Norwich and London and the other ten are for the Stansted Express service between London and Stansted Airport.

are also making 38 bi-mode trains which run on diesel and electricity, for Greater Anglia's regional routes currently served by diesel trains. Before new trains can go into passenger service, they must pass a series of safety and performance tests. The test on Friday night checked how the train interacts with signals and monitored the train's Automatic Warning System, which tells a driver of a signal displayed ahead.

Other tests carried out on new trains include testing performance at different speeds on the network and checking the train's equipment, such as the pantograph – which connects the train to the overhead wire to get power, passenger information system, doors and numerous other on-board systems.

"Route proving" tests– checking the train works correctly at every station and platform where it will be stopping are also part of the test schedule.

The trains have to rack up between 1500 to 2500 miles of "fault-free running" to make sure that every train is reliable before they go into passenger service.

Ian McConnell, Greater Anglia franchise and programme director, said: "It's great to have reached another milestone in our ambitious programme to replace all of our old trains with brand new trains.



"The first of our bi-mode trains are now in service on regional routes between Norwich, Great Yarmouth, Lowestoft and Cambridgeand passengers are giving us really good feedback about them. We can't wait to get these electric trains into passenger service – but there's a bit more testing to do before then."

Leandro Haggenmacher, engineering project manager for Stadler, added: "With bi-modes steadily being introduced on to rural lines, we are pleased that the electric trains are getting ever closer to roll-out, as well. The rail routes that these trains will run on are integral to the transport system that supports the London and south east economy, and are we are proud to be playing a crucial role within that."

Greater Anglia is replacing every single train with brand new trains which are all longer, with more seats, fast free wifi, plug and USB sockets, better passenger information screens and improved accessibility features.
They are some of the first trains in the UK to be financed with long-term investment from pension funds and insurance companies through Rock Rail East Anglia, a joint venture between Rock Rail, Aberdeen Standard Investments and GLIL Infrastructure.



Surely a candidate for 'Working of the Year'? On October 18th, Class 20 118 and 20 132 worked light from Pinnox Branch Esso Sidings, Longport, to Ellesmere Port to collect two long wheelbase Cargowaggons for haulage to Garston. Seen here passing Frodsham Junction Signal Box. *Jeff Nicholls*

Thameslink celebrates art trail partnership by taking cows on a train



A life-size fibreglass cow and two ‘mini moos’ were the centre of attention as they travelled on a Thameslink train around Cambridge to celebrate the rail operator’s partnership with an upcoming art trail. Much to the amusement of fellow passengers, the bovine rail users boarded a mid-morning train at Cambridge, travelling up to Cambridge North station and back on October 17. Their round trip was in celebration of Thameslink being named the Official Travel Partner for the quirky art trail, Cows about Cambridge.

As well as being the Official Travel Partner, Thameslink has sponsored two life-size cow sculptures for the art trail, which will see 50 large cow sculptures appear in the city’s streets, parks and open spaces. One of Thameslink’s cows will take pride of place at Cambridge railway station, while the other will be out grazing in the city centre.

The idea for Cows about Cambridge is to bring communities together with creativity and encourage people to get outdoors and rediscover their city. The free, family-friendly art trail will run from March 30 to June 6 2020, after which many of the sculptures will be auctioned off to raise money for children’s charity Break, including those sponsored by Thameslink.

Thameslink and Great Northern Managing Director Tom Moran said: “GTR is very excited to be the Official Travel Partner of Cows about Cambridge, and it was great to take some of the cows for a ride on one of our trains! We hope the event will inspire the local community and attract visitors from further afield.”

Thameslink picked two artists to bring its cows to life – Emily Pettitte and Sian Ellis.

Freelance illustrator Emily, who is studying for her MA with Falmouth University, said: “I have created a design which I hope is both as exciting and engaging close up as it is when viewed at a distance.”

Illustrator and mural artist Sian, who is based in Yorkshire, said: “My style is playful, bold and promotes positivity. I draw and paint what makes me happy in the hope that it can make other people smile too. I am really excited to be working with Thameslink on this project. I don’t want to give too much away about the design, but it celebrates the city of Cambridge.”

Cows about Cambridge is delivered by creative producers, Wild in Art in partnership with Break, and supported by inaugural sponsor and Principal Partner, Cambridge Business Improvement District (BID).

Julie Gaskell, Head of Partnerships at Wild in Art, said: “We are completely delighted to have Thameslink on board as Cows about Cambridge’s Official Travel Partner. The cows caused a huge stir and raised lots of smiles during their recent ‘cow-mute’.

“Thanks to talented artists like Emily and Sian and the support of businesses, a whole herd of these 3D canvases will soon be creating a fun, outdoor art gallery for families to explore. We have just a handful of cows left to sponsor, plus some mini moos looking for schools. So be quick if you too want to join in this impactful public art initiative.”

For more information about the art trail and the organisations involved, please visit https://cowsaboutcambridge.co.uk/



Hanson Rail’s Class 50 008 ‘Thunderer’ passes Hanwell with a Wembley - Bristol Barton Hill set of Chiltern Railways Mk3 coaches for modifications on a dismal October 26th.
Chris Morrison



On November 2nd, LNER A1 No. 60163 ‘Tornado’ passes a wet Moore with an Illuminations special from Birmingham to Blackpool.
Mark Enderby

GTR completes massive investment in new rolling stock



Govia Thameslink Railway (GTR) has now completed a five-year £2bn programme to transform passenger journeys with more than 1,500 new carriages, turning one of the UK's oldest fleets into one of the most modern.

On Tuesday, 1 October, Great Northern consigned to history the last of its 42-year-old Class 313 trains that operate on the Moorgate route. All are now modern Class 717s.

Since September 2014 when it launched, GTR has overseen the introduction of four fleets of trains and expanded one other, transforming journeys for thousands of passengers:
•116 brand new Class 387/1 carriages (29 units) – initially used on the Thameslink network, now on Great Northern, operating as far as King's Lynn
•108 brand new Class 387/2 carriages (27 units) – serving Gatwick Express between Brighton, Gatwick and London Victoria
•1,140 brand new Class 700 carriages (115 units) – serving the entire, expanded Thameslink network
•150 brand new Class 717 carriages (25 units) – serving the Great Northern Moorgate route
•12 Class 171 carriages (4 units) for Southern – adding to the existing fleet and facilitating the first longer 10-carriage services between Uckfield and London Bridge

GTR has overseen what is thought to be the biggest cascade of rolling stock since privatisation – a total of more than 1,500 new carriages brought into the franchise, and almost 900 cascaded out. A further 880 were cascaded between routes within the network.

GTR Chief Operating Officer Steve White said: "Today is a landmark moment for both GTR and its passengers as we continue to deliver on the industry's hugely ambitious modernisation programme for our network. This £2bn programme of modernisation, much of which formed part of the Thameslink Programme, has transformed services for our passengers. With over 1500 new carriages introduced the average age of our fleet has dropped from 20.4 years to 12.5 years with a net increase of 646 vehicles. By bringing in new carriages, we have been able to expand our network, creating space for 50,000 more commuters to and from the capital each rush hour and new direct cross-London journeys to key destinations such as Gatwick Airport, Peterborough, Cambridge and Brighton. These trains support the expansion of passenger volume which increased by 22.7m to 341.5m in 2018-19 compared to the year before."

Transport Secretary, Grant Shapps said: "The introduction of new carriages has been one of the biggest upgrades since the privatisation of our railways, replacing one of the UK's oldest fleets. As a GTR passenger, I've regularly commuted on both the old and new trains and, with more space and better passenger information, these trains have significantly improved this service. As the number of passenger journeys has more than doubled in the past 20 years, significant investment by both government and train operators is modernising our railway, helping to get our trains running on time."

GTR together with industry partners Siemens and Network Rail have built or upgraded new depots in Sussex and north London to house and maintain the new trains along with additional and upgraded stabling at locations including Bedford, Cricklewood, Brighton, Horsham and Cambridge.

Engineering Director Gerry McFadden, who led the introduction of the fleet with his team said: "It's been a huge enterprise that the whole of GTR has been involved in. Collaborative work between our engineering and operations departments and the vehicle owners has enabled the introduction of these trains and ensured they are well maintained and operated correctly. Despite the complexities of this network and the sheer number of new trains, which all need bedding in, the GTR fleet is now the second most reliable in the country, contributing to our drive for an 'on-time railway'."



An overall view of Leicester MPD on October 31st with Class 91 117 and 91 120 sharing depot space with a cab-less Class 56, Class 37, Class 27 a very smart 58 023 and 47 749. *Lee Stanford*



Class 08 No. 13029 (08 021) is seen working a passenger shuttle at the Tyseley open weekend, September 28th. *Mark Pichowicz*

Delivering for passengers is on track

Network Rail Scotland is trialling a new approach to maintaining rail tracks which will hopefully see faults fixed, and speed restrictions removed, faster.

Rail lines have to be ‘tamped’ to tightly pack the stones beneath the sleepers and make sure the track is correctly aligned and level. This work, which is usually carried out at night, helps reduce the risk of trains derailing and ensures smoother journeys for passengers.

Currently tamping machines work 200m sections of the track at a time rather than targeting specific faults within each section. Network Rail’s new ‘Sprinter tamping’ process works over just a few metres at a time – isolating and targeting specific faults.

Computer systems on the tamping machine are used to monitor the track condition to identify the location of faults. Engineers then ‘box-in’ the fault and work the worst part of the site in order to maximise the number of faults fixed in each shift and minimise the disturbance of the track.



Tamping machines are programmed with geometrical data that shows where the track should be and compare the data with the actual track position using on-board measuring equipment. The machine then calculates the required movements to re-position the track according to the data.

The trial is taking place between Dalmally and Taynuilt and it’s the first time this new method has been used in Scotland.

Lindsay Saddler, Head of Maintenance delivery for Network Rail Scotland, said “On Scotland’s railway, particularly the more rural lines, the track is prone to wear and tear and the impacts of winter and wet weather all year round mean that faults develop. When this happens, it leads to more uncomfortable journeys for passengers but also more late trains because they have to run at reduced speeds.

“Early signs are that the trial of Sprinter tamping has been very positive enabling us to target an average of 15 sites and remove 20 faults per night which means we can restore line speeds faster. Removing speed restrictions makes a huge difference to journey times which makes a huge difference to our passengers.”



On September 27th, GWR No. 6024 ‘King Edward II’ heads through Beck Hole on a service to Pickering. *Shep Woolley*

Five-day railway closure for bridge overhaul between Southport and Wigan in one month



Passengers in the North West are being warned about a five-day closure of the railway in November to renew a bridge over the Leeds Liverpool Canal.

The railway bridge in Burscough will be completely replaced as part of the Great North Rail Project ensuring more reliable journeys for passengers for years to come.

In order to carry out the major work no trains will run between Southport or Parbold stations from Saturday 16 until Wednesday 20 November.

Passengers are being advised that bus replacement services will operate during that time.

To allow engineers to carry out the work, there will also be a seven-day closure of the canal towpath beneath the bridge from Friday 15 November.

During the closure, more than 400m of track drainage will also be upgraded at Hoscar station.

Additionally sleepers and sections of rail we be upgraded around Southport station to improve journeys for passengers.

Ian Jones, route delivery director for Network Rail's North West route, said: "This essential refurbishment is part of the Great North Rail Project and will mean that the bridge will be fit for purpose for decades to come. I'm sorry for any impact the work will have and would like to thank passengers in advance for their patience."

Chris Jackson, regional director at Northern, said: "The bridge renewal is a vital part of work to future-proof the railway and we are working hard with Network Rail to keep disruption to a minimum. We will do all we can to keep our customers on the move whilst the work is carried out."

Rosie Cooper, Labour MP for West Lancashire, said: "I welcome news of the upgrades to the Southport to Manchester line and the drainage works to be carried out at Hoscar station. This will inevitably cause some disruption to commuters, but I expect the works to be an improvement for people in the longer term, and am aware that rail replacement buses will be in place. I look forward to continuing to work with Network Rail to secure improvements where needed, including at Parbold station, increasing the reliability and commuter satisfaction of those using trains."





On October 16th, Class 67 021 topped the British Pullman from London Victoria to Bath, tailed by 67 024. Seen here passing Wyke just East of Andover. *David Lindsell*

Line closure was platform for successful investment

Network Rail engineers have successfully delivered upgrade and refurbishment works as part of a wider £5million investment in the West Highland Line.

The line was closed between Crianlarich and Fort William from Saturday, October 5, until start of service on Monday, October 14, to allow the vital engineering works to take place. During this time, engineers worked around-the-clock to refurbish bridges and renew under-track drainage systems on the line.

Bridges near Spean Bridge and Corrour were refurbished and repainted, while the timber deck was renewed and metalwork was repaired at Auch Viaduct near Bridge of Orchy. Drainage culverts beneath the track between Tyndrum Upper and Bridge of Orchy were also upgraded.

The platforms at Rannoch were rebuilt as part of the work, meaning that the station tea room couldn't be reached by rail during the line closure. However, over the ten-day work programme it played an important role; feeding and sustaining the workforce and providing a welcome respite from the persistent rain

Despite the challenging weather conditions – which included a yellow weather warning – engineers worked circa 9000 hours to remove 400 tonnes of spoil, remove and replace 600 square metres of timber decking and lay 242 metres of track, as part of an investment of more than £5million in Scotland's railway.

Jeremy Spence, Programme Manager for Network Rail Scotland, said: "Work was carried out at several points on the West Highland Line during the line closure and despite the weather, was completed and the line re-opened as planned.

"One of the major jobs requiring closure of the line was lifting the track and replacing the timber decking as part of the refurbishing of the Auch Viaduct with the metalwork on the structure also being repaired and repainted.

"We also renewed and rebuilt drainage culverts under the line which, given the recent weather, is an important investment to protect the integrity and resilience of this crucial lifeline rail link.

"We understand the inconvenience engineering works can cause to some customers and always try to deliver significant projects like these outwith the peak tourist seasons. We do though apologise to anyone whose plans were impacted by this closure."

Work on the refurbishment of Auch viaduct is ongoing and includes strengthening, blasting and painting steel work and repairs to the existing abutments and piers. Work is scheduled to complete early in 2020







Seeing no action on October 2nd, Class 56 312 sits in the headshunt at Peak Forest awaiting its next turn of duty. *Barry Longson*

Class 37 146 is seen stabled on Leicester depot on October 27th. *Derek Elston*



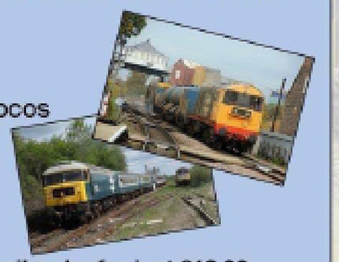
Loco Fleet List Ten

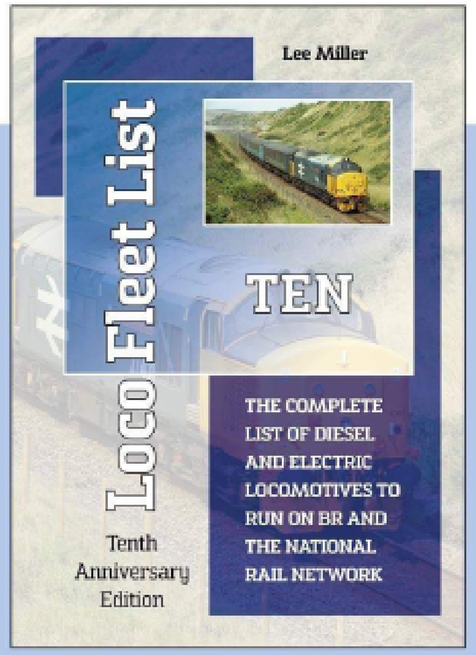
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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





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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

Listed luggage bridge to be restored at Worcester Shrub Hill station

A Grade II listed former luggage bridge is being lovingly restored for passengers at Worcester Shrub Hill station. The Georgian-style station was built between 1850-54 by nineteenth century railway engineer Edward Wilson and was first given listed building status in 1971. In recent years the disused luggage bridge has fallen into disrepair but its railway heritage will now be saved as part of Britain's Railway Upgrade Plan.

The restoration also means the bridge could one day be brought back into passenger use should future funding be secured to replace the structure's lifts.

Lawrence James, scheme project manager at Network Rail, said: "This Railway Upgrade Plan work is essential to protect the bridge from the elements and we need to take action now before it cannot be saved. Passengers will benefit from the refurbishment as the station will look brighter and the structure of the bridge will be much safer."



The bridge has to be lifted out by crane so it can be made safe and secure, and a new roof and windows will be fitted. The restored structure will then be repainted and craned back into position next spring. Work will be taking place from 5 October until May 2020 and passengers are being advised that station car parking will be impacted during the restoration.Spaces will be limited between 5 October – 29 November, and completely suspended on the weekend of the 15-17 November so the entire bridge can be removed by crane. Car parking will return to normal while the bridge refurbishment work takes place off site for several months. Then on 6 March some spaces will be needed to prepare for the bridge to be reinstated, and all parking suspended once again on the weekend of 21-22 March when the restored structure will be lifted back into its original position.

Brenda Lawrence, head of stations for West Midlands Railway, said: "We thank our customers who drive to Worcester Shrub Hill for their patience while Network Rail carries out these important works to improve the appearance of the station."

Trains will not be disrupted while the bridge restoration takes place.

Colas Rail track machines Nos. DR73922 and DR73925 are seen in the yard at Chester on October 12th. *Richard Hargreaves*

The Nosh Report



Thameslink's coffee connoisseurs enjoy bespoke brews at Loughborough Junction station

A specialist, independent coffee shop has opened at Thameslink's Loughborough Junction station. To celebrate the opening of the new shop, Federation Coffee gave away 800 free cups of filter coffee to commuters in its first week.

Federation Coffee owner Joe Cannon, who also has a coffee shop in Brixton, said: "We have been encouraging people to try our batch-brew filter coffee because there's a bit more finesse and you can appreciate the single-source beans. If people are in a rush to catch a train, it will also be faster for them to grab-and-go with a filter coffee."

Federation Coffee's beans are usually roasted by Curve in Margate and the bespoke house espresso blend changes with the seasons. Every month there is also a guest roaster for the filter coffee option. Former guests have hailed from as far away as Sweden to the more local-based London.

As well as serving quality coffee, Joe is keen on being green and highlighted that customers are not served takeaway cups if drinking in. Discounts are given to customers who bring in 'keep cups' or reusable cups, while takeaway cups are fully compostable if needed. Coffee grinds are also made use of by gardening organisations as fertiliser. In the past, Federation Coffee has supplied a mushroom farm with its grinds.

Forty-year-old Joe, who lives in Peckham, is no stranger to the hospitality industry having previously run a restaurant and a Borough Market stall. You might think owning two coffee shops would be plenty to keep his hands full, but Joe is in fact a barrister. He said: "I'm a barrister in my normal life. There's usually a barrister – barista joke that comes up. And I'm a dad to a two-year-old so I'm quite busy!"

Opening a new coffee shop at Loughborough Junction was a natural next step. Joe said: "It seemed to us that there was an opportunity to serve really great coffee to commuters. A lot of professionals use the Thameslink service from Loughborough Junction and they tend to know their coffee and appreciate really good coffee. Our emphasis is to serve really good coffee in a friendly, non-pretentious way."

Joe's new coffee shop is open from 06.30 to 12:00 Monday to Friday. For more information, visit http://federation.coffee/

Dates announced for next major stages of East Coast Upgrade and passengers urged to plan ahead

Network Rail and train operators on the East Coast Main Line have announced the next set of dates which will see major improvement work take place as part of the East Coast Upgrade, including two weekends when there will be no trains to or from London King's Cross. As the £1.2billion investment programme ramps up, passengers are being urged to plan ahead and check before travelling as there will be changes to services next year. On Saturday, 25 and Sunday, 26 January and Saturday, 29 February and Sunday, 1 March no trains will be able to call at London King's Cross, with passengers urged not to travel to and from London on the East Coast Main Line.

During this time, Network Rail will continue with vital work to construct an additional platform and install new track at Stevenage station. Work will also take place to upgrade the power supply and overhead line equipment in and around King's Cross station and engineers will continue to relocate the signalling system to a state-of-the-art centre in York. This work can only be carried out safely when no trains are running on this section of the railway.

There will also be five weekends of a reduced service on the East Coast Main Line, with passengers along the route urged to check before travelling and to allow additional time for their journey. These dates are:

- Saturday 4 and Sunday 5 January
- Saturday 11 and Sunday 12 January
- Saturday 18 and Sunday 19 January
- Saturday 8 and Sunday 9 February
- Saturday 15 and Sunday 16 February

Services which do run on the above dates are likely to be very busy and passengers are advised to reserve a ticket for their journey where possible. These weekends of work are vital to allow work to progress on upgrading the key rail route, which carries over 20 million passengers every year and links London to Edinburgh via Peterborough, York and Newcastle. The upgrade is the biggest improvement into the line in a generation and will bring widespread and long-lasting benefits for passengers, including more frequent services and provide an extra 10,000 seats a day for travellers. It will also deliver faster journey times and improve the reliability of services when complete. Network Rail and train operators on the route are working hard to minimise disruption by giving passengers plenty of notice ahead of the work. Good progress was made on the upgrade during the first major planned closure of the route in 20 years over the August Bank Holiday weekend but further changes to services are needed to allow the upgrade to progress.

Ed Akers, Principal Programme Sponsor for Network Rail, said: "Firstly, we would like to thank passengers for their patience so far and ask them to bear with us while the next stages of work take place. We're really sorry for the disruption this work will cause, but the East Coast Main Line is long overdue an upgrade. We're working to provide more seats and more frequent, reliable and faster journeys for the millions of people who use the line every year – and we can't do that without causing some disruption. We're doing our very best to keep passengers moving while the work is underway, but anyone using the line at weekends over the next couple of months should check before travelling."

A spokesperson on behalf of train operators along the route said: "To allow the East Coast Upgrade to progress, there will be changes to services throughout 2020. Details of the dates from March onwards will be available at a later date.

"Passengers are strongly advised to plan their journeys in advance and check before travelling via eastcoastupgrade.co.uk. Passengers should avoid travelling to or from London on the East Coast Main Line over the two weekends of significant disruption, as there will be no train services in or out of London King's Cross.

"We would like to thank passengers for their patience as we work with Network Rail to bring improved services with faster journey times and more seats."

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

In the days when steam was used on the Underground. drivers and firemen were allowed to grow beards to filter the air in the tunnels.

GONE but NOT FORGOTTEN?
Yarmouth Beach station (M & G.N.) with a Derby to Lowestoft express.
14th July 1951

In the mid-1950s, publicity was released of the new Willlesden Carriage Depot as the most modern serving installation in Europe. Not long after, some railway enthusuiasts travelled on the 12.20 a.m. Euston to Glasgow train They were quite surprised that this depot, sent this important night train out of London with a majority of its comprtmant coach toilets lacking soap - .indeed they got tired looking for some, before they reached the tail-end of the train.







The Keighley and Worth Valley Railway held another of their popular Beer and Music Festivals in mid-October, an event which saw a wide selection of steam and diesel-hauled trains, and ended up being something of a mini-gala over 4 days. On the Sunday afternoon, October 20th, with the 4-day event drawing to a close, Fowler Class 4F No. 43924 slows through Damems Station with a service from Keighley to Oxenhope. *Ben Bucki*



A Different View

Stafford station is instantly recognisable in this old railway poster seen at Hampton Loade on October 4th. *Richard Hargreaves*

A Different View





On October 3rd, Class 50 044 is seen at Kidderminster at sunset. *Richard Hargreaves*



Another old railway poster at Hampton Loade is this one welcoming the introduction of colour light signalling. *Richard Hargreaves*

At Conwy Castle, on the North Wales Coast main line, DB-liveried Class 67 010 leads the 1D34 Manchester - Holyhead out of the Stephenson tubular bridge on it's way westwards, October 29th. *Ben Bucki*

A Different View



Culham station has a very unusual platform arrangement with two ramps in the middle of the platform. It isn't as daft as it looks, the right hand part of the platform is no longer in use having been replaced by a new section on the left. *Colin Kennington*



Bishton crossing is rather unusual, the signal box controls the level crossing but is closed during the night, whilst the road on the left goes under the railway, but the height is very restricted. *Colin Kennington*



At Fairwood Junction on October 8th, a train of stone heads towards Westbury while the White Horse looks on. *Colin Kennington*

Preserved Railways

Severn Valley Railway

On October 5th, Warship Class 42 No. D821 sits at Highley awaiting its next turn of duty, with just a hint of sun illuminating its front. *Barry Longson*

On an overcast October 5th, Class 50 007 sets back its stock at Kidderminster. *Barry Longson*

On October 5th, Class 50 033 stands at Highley waiting departure time with a service to Kidderminster. *Paul Godding*

Preserved Railways

Severn Valley Railway

Class 40 106 stands at Highley on October 5th working a service to Kidderminster. *Paul Godding*



Recently restored to large logo livery, Class 50 033 'Glorious' arrives into Arley with a local service for Kidderminster on October 5th. *Barry Longson*



Class 09 107 and No. D4100 are seen at Bridgnorth on October 3rd. *Paul Godding*

Preserved Railways

Severn Valley Railway

On October 5th, Warship Class 42 No. D821 approaches Hampton Loade with a service to Bridgnorth. *Class47*

Guest loco Class 20 189 arrives at Highley on October 5th, as the second man leans out ready to hand over his token. *Barry Longson*

Class 17 Clayton No. D8568 arrives at Highley on October 5th. *Paul Godding*

Preserved Railways

Severn Valley Railway

Showing off its new chromatic blue livery, Class 52 No. D1015 'Western Champion' stands in the loop at Highley with the stock of a local service to Kidderminster. *Lee Stanford*

Class 33 108 and Class 42 Warship No. D821 are seen arriving at Bewdley on day one of the diesel gala on October 3rd. *Lee Stanford*

Visiting from Didcot, GWR Large Prairie No. 4144 stands in the sun at Bewdley on October 3rd. *Lee Stanford*

GWR Collett 1400 Class 0-4-2T locomotive No. 1450 runs light engine along Eardington Bank . *Phil Martin*

Preserved Railways

Severn Valley Railway



SR West Country Class No. 34027 ‘Taw Valley’ heads into the fading light at Eardington on September 21st. *Phil Martin*



BR Class 4MT No. 76017 is seen at Eardington with a Kidderminster to Bridgnorth service. on September 21st. *Phil Martin*



The A1 Steam Locomotive Trust
New Steam for the Main Line

STEVE DAVIES MBE JOINS BOARD OF TRUSTEES OF THE A1 STEAM LOCOMOTIVE TRUST

The A1 Steam Locomotive Trust - the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado and is currently building Britain's most powerful steam locomotive No. 2007 Prince of Wales - is delighted to announce that Steve Davies MBE has been appointed to its Board of Trustees.

A former Colonel in the British Army, Steve has been a lifelong railway enthusiast, and is involved in a significant number of heritage railway projects both on a professional and voluntary basis. His Army career saw him serve in a wide variety of countries, many on operations. He rose to become the Commanding Officer of his Regiment.

Steve enjoyed two tours in the Ministry of Defence in London engaged at the military/political strategic level, and his final military appointment was as Chief of Staff of a Division with responsibility for military planning across almost half of the UK. It was whilst on secondment to the Republic of Sierra Leone Armed Forces that he exercised his personal initiative to create the Country's National Railway Museum, in close cooperation with His Excellency President Kabbah, which continues to thrive today and with which he remains closely associated as President of the British charity The Friends of The Sierra Leone National Railway Museum.

On retirement from the Army, Steve subsequently served as Director of the Museum of Science and Industry in Manchester – site of the world's oldest surviving railway terminus (circa 1830) – then as Director of the National Railway Museum in York, during which time he devised, negotiated and implemented the repatriation of class A4 Pacifics No. 60008 Dwight D. Eisenhower and No. 4489 Dominion of Canada from North America to take part in an Award-winning exhibition marking the 75th anniversary of No. 4468 Mallard achieving the World Record for Steam Traction of 126 mph.

Steve, who lives in North Yorkshire, is the Founder and Managing Director of The International Railway Heritage Consultancy Limited which provides a one-stop-shop for railway heritage organisations internationally, in order that they might access the skills they need to support their respective operations. Amongst its many projects, Steve's company is supporting - Pro Bono – the extension of the Bala Lake Railway, and was heavily involved in planning and delivering a Channel 4 TV programme focusing on carriage restoration. He has also just returned from an advisory visit to Nigeria to report on improving the Railway Museum in Lagos, including an assessment of the potential to return British-built 'River Class' 2-8-2s to working order for main line use. Steve also recently visited DB Meiningen as a member of the team negotiating the purchase of two new boilers for The A1 Steam Locomotive Trust.

Commenting on his appointment, Steve said:
"It's a great honour be joining the Board of The A1 Steam Locomotive Trust. I've worked closely with the organisation for many years and was delighted to welcome Their Royal Highnesses, The Prince of Wales and The Duchess of Cornwall on board The Royal Train to the Museum of Science & Industry in Manchester, hauled by Tornado, on my final day

as Director. I look forward to working with the other Trustees, Staff, Volunteers and Supporters to deliver on the Trust's promises – keeping No. 60163 Tornado operating successfully on the main line, completing the construction of No. 2007 Prince of Wales, starting work on Gresley class V4 No. 3403, and expanding the Trust's base in Darlington. I have always been attracted to exciting, ambitious and very professionally delivered projects and organisations, and in that respect, I know I am going to feel very much at home with The A1 Steam Locomotive Trust."



The Board of Trustees, The A1 Steam Locomotive Trust, added:
"We are delighted to welcome Steve Davies MBE as a Trustee. Steve is an internationally recognised and respected leader in the world of heritage railways and we are honoured that he has agreed to serve as a Trustee of The A1 Steam Locomotive Trust. Steve's vast knowledge and experience will help us to continue to transform our organisation as we move towards the completion and operation of our second new main line steam locomotive, the commencement of the project to build our third, and the development of our facilities in Darlington."

Photo: Steve Davies ©Steve Davies/A1SLT

Preserved Railways

Great Central (North)



Hudswell-Clarke works No. 1752, built in 1943 for the War Department as WD75091, running BR J94 No. 68067 approaches Rushcliffe Halt on October 27th. *Derek Elston*



Class 03 118 is seen stabled in the yard at Ruddington. *Derek Elston*



Class 46 010 basks outside the shed at Ruddington. *Derek Elston*

Preserved Railways

Great Central (North)



English Electric Type 1 (later Class 20) No. D8154 stands at Ruddington at the head of the 13:55 departure on October 27th. *Derek Elston*





Permaquip Personnel Trolley No. DX68807 is seen in the yard at Ruddington. *Derek Elston*

Robert Stephenson and Hawthorn (No. 7761) 0-6-0ST No. 63 ‘Corby’ is seen in the yard at Ruddington on October 27th. *Derek Elston*

Preserved Railways

The Battlefield Line Railway



On October 20th, during the lines 50th Anniversary Gala, GWR Small Prairie No. 5542, GWR Modified Hall Class 4-6-0 locomotive No. 6989 'Wightwick Hall' and Great Western Railway 7800 Class No. 7820 'Dinmore Manor' line up at Shackerstone. *John Alsop*



Carrying the fictitious number of Class 04 110, No. D2310 is seen in the sidings at Shackerstone on October 20th. *John Alsop*



Hot Wheels' is an Andrew Barclay 0-6-0 diesel shunter works No. 422 of 1958 and it started its working life at CEGB Tir John power station in Swansea. *John Alsop*

Preserved Railways

The Battlefield Line Railway



GWR Small Prairie No. 5542 is seen at Shackerstone on October 19th. *Richard Hargreaves*





Class 116 Driving Motor Brake Second No. 51131 and Class 122 Driving Motor Brake Second No. 55005 are seen along with GWR Small Prairie No. 5542 at Shenton. *Richard Hargreaves*

GWR Modified Hall Class 4-6-0 locomotive No. 6989 'Wightwick Hall' prepares to work a service out of Shackerstone on October 19th. *Richard Hargreaves*

Great Western Railway 7800 Class No. 7820 'Dinmore Manor' approaches Shenton station on October 19th. *Richard Hargreaves*

Preserved Railways

Churnet Valley Railway

On October 26th, what should have been a steam gala for the line, sadly resulted in the whole day being cancelled due to heavy rain resulting in the line being flooded. Here the three S160s that were due to take part in the days event stand at a very flooded Cheddleton unable to access the line towards Frogall. *Class47*

Class 25 322 with a single WBB Minerals wagon is seen in the siding at Cheddleton on October 26th. *Class47*

Preserved Railways

East Lancs Railway

On a wet and cold October 18th, Southern motive power in the form of 4-4-0 Schools No. 926 'REPTON' and 4-6-2 West Country Class No. 34092 'City of Wells' depart Irwell Vale bound for Rawtenstall. *Barry Longson*



Stanier Black 5, 4-6-0 No. 44871 crosses Roch Viaduct heading towards Heywood, providing white smoke against a dark sky on October 19th. *Barry Longson*



Southern steam at Heywood on October 18th in the form of 4-4-0 Schools Class No. 926 'REPTON' and 4-6-2 West Country Class No. 34092 'City of Wells'. *Michael Lynam*

Preserved Railways

East Lancs Railway



Southern 4-4-0 Schools Class No. 926 'REPTON' is seen near Townsend Fold with the 14:25 Heywood - Rawtenstall service on October 20th. *John Balaam*





Stanier Black 5, 4-6-0 No. 44871 speeds through Summerseat with a Rawtenstall - Heywood service. *Michael Lynam*

BR Standard Class 4 Nos. 80080 and 80097 approach Summerseat with a Bury - Ramsbottom shuttle on October 18th. *Michael Lynam*



The A1 Steam Locomotive Trust
New Steam for the Main Line

PROJECT TO BUILD THIRD NEW STEAM LOCOMOTIVE BUILDS UP STEAM

Order placed for new Gresley class V4 on 80th anniversary and significant progress made with drawings and parts acquisition. The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, has announced that it has placed an order now on Darlington Locomotive Works for the construction of the third Gresley class V4 No. 3403. This will be the third new LNER-designed steam locomotive to be built by the Trust. It also announced that it had made significant progress in the pre-launch phase of the project which is planned to take place in spring 2020.

The London & North Eastern Railway (LNER) class V4 was a 2-6-2 steam locomotive designed by Sir Nigel Gresley (who also designed famous No. 4472 Flying Scotsman and world speed record holder No. 4468 Mallard) for mixed-traffic use over the whole of the LNER network. The class V4s had similarities in their appearance and mechanical layout to the class V2s of which pioneer No. 4771 Green Arrow is preserved. Two class V4s were built at the LNER's Doncaster Works in 1941 - No. 3401 Bantam Cock and No. 3402, which was un-named but known unofficially as Bantam Hen. It was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941 no more were built of his last design. The two class V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

The order for new Gresley class V4 No. 3403 was placed with the Trust's Darlington Locomotive Works on the 80th anniversary of the original order No. 355 for two class V4s which was placed on the LNER's Doncaster Works in October 1939. If the design had been perpetuated by the LNER it is likely that significant numbers of class V4s would have been built at the original LNER Darlington Locomotive Works, which went on to construct 60 of the replacement Thompson class B1 4-6-0s.

The A1 Steam Locomotive Trust has started the process of scanning 366 original Gresley class V4 drawings from microfiche into the Trust's CAD system. These drawings were recently acquired from Malcolm Barlow, a Doncaster scrap dealer who launched the now defunct Gresley V4 Society in 1994 to build a new example of the class.

Component acquisition in advance of the start of construction continues on an opportunistic basis. The Trust has taken delivery set of cab side window frames made for use on No. 3403 by Colin Vickridge, a long-standing supporter and volunteer with the Trust. Colin also provided the cab side window frames for Tornado and Prince of Wales. A speedometer from ex-LMS Jubilee No. 45657 Tyrwhitt (withdrawn in 1964) has also been acquired by the Trust for eventual use on No. 3403.

Other progress to date now includes:

- Trustee agreement to fundraising strategy and proposed project timeline: it closely follows that used to fund the building of No. 60163 Tornado and No. 2007 Prince of Wales, which will hopefully leave the latter debt free on completion
- Sign-off of the high-level specification for No. 3403 - although just two in number, the class V4s were very successful in traffic with no known design and development problems
- Acquisition of 366 original Gresley class V4 drawings - Graham Nicholas has made significant progress reviewing and cataloguing these drawings in advance of their scanning into the Trust's CAD system
- Purchase of a complete set of fully-certified tyres for the new Gresley class V4's pony, Cartazzi and 5ft 8in driving wheels from David Buck, owner of Thompson class B1 4-6-0 No. 61306 Mayflower, along with a chimney, two BR class 08 shunter speedometer drive generators and two air pumps of Finnish origin for use on No. 2007; the tyres were originally manufactured in South Africa in the late 1990s for Malcolm Barlow and the other components salvaged from Doncaster Works on its closure
- Delivery of 12 Tender Spring Hooks from a closed die forging to an original LNER drawing; this was part of a much larger order placed by Network Rail with Unilathe of Stoke-on-Trent for replacement components for its LNER 4,200-gallon tender-based snowploughs which has been piggybacked on by A1SLT for its new Gresley class V4 and the project building a new Gresley class B17, therefore considerably reducing the unit costs
- Collaboration with The Gresley Society Trust - which funded the smokebox for No. 2007 Prince of Wales as part of the fulfilment of legacy request - to manufacture the shared 5ft8in driving wheel pattern for the new Gresley class V4 No. 3403 and the Gresley Society's Great Northern Railway Gresley class N2 No. 1744; the class N2, which is 100 years old in 2021, is currently under overhaul and requires two replacement driving wheels; the production of the pattern will be project managed by A1SLT and funded by the Gresley Society, with its first use being for No. 1744
- The creation of a new subsidiary, The V4 Steam Locomotive Company Limited, of The A1 Steam Locomotive Trust to carry out the building of new Gresley class V4 No. 3403 as part of the preparations for the formal launch of the project



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

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "We are in the pre-launch phase of the project to build our third new main line steam locomotive, the yet-to-be-named Gresley class V4 No. 3403 – Sir Nigel Gresley's final design. With the order for construction now placed on Darlington Locomotive Works, the scanning of the drawings commenced, and further components acquired, we are well positioned for the formal launch of the project in spring 2020. We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed. We anticipate the project costing around £3m and taking around five years subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. Unlike with our class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s. Although there is currently no specific appeal open for No. 3403, any donations made will be ring-fenced for the project. Our next step will be to launch The Founder's Club to fund the early stages of the project. More announcements will be made during 2019 as the project builds up steam."

Photo: Class V4 No. 3403 Anon_Teak windows ©A1SLT

East Lancs Railway

School's Out: Visiting from NYMR, SR 'Schools' Class 4-4-0 No. 926 'Repton' blasts away from Ramsbottom with the half-term mid-week lunchtime train on October 23rd. *Gerald Nicholl*

Preserved Railways

East Lancs Railway



On October 19th, L&Y 0-6-0 No. 52322 and rebuilt Austerity 0-6-0 No. 2890 storm up the gradient across Roch Viaduct towards Heywood. *Barry Longson*



On October 19th at Bury Bolton Street, LMS No. 44871 and L&Y No. 52322 keep company, as LNER A4 No. 60009 departs for Heywood. *Barry Longson*



BR Standard Class 4 2-6-4T No. 80080 passes Townsend Fold with the dining car train on October 20th. *John Balaam*

Preserved Railways

Ffestiniog Railway



At the Victorian Weekend, England saddle tank 'Prince' heads into Tan-Y-Bwlch with a shuttle train of vintage stock from Porthmadog Harbour station, October 5th. *Ben Bucki*



On October 6th, Double Fairlie 'David Lloyd George' heads through the sidings to the fuelling point at Porthmadog Harbour Station with empty stock. *Ben Bucki*



Visiting Couillet tank loco 'Chuquitanta' waits in the sidings at Porthmadog Harbour, whilst a loaded slate train heads away from the station. *Ben Bucki*

Preserved Railways

Keighley and Worth Valley Railway



Putting in a turn on the midweek timetable, flagship Ivatt No. 41241 climbs out of Ingrow with a morning train for Oxenhope, October 23rd. *Ben Bucki*



The line held another of their popular Beer and Music Festivals in mid-October, an event which saw a wide selection of steam and diesel-hauled trains, and ended up being something of a mini-gala over 4 days. On October 18th, kicking-off an intensive timetable, Railfreight liveried Class 37 075 heads towards Keighley with a morning train from Oxenhope. *Ben Bucki*



The Big Diesel Saturday/Diesel Ale Train for October ran with Class 20 031 doing the honours. The Railfreight liveried Type 1 is seen beside the River Worth near Ingrow, with a morning service from Oxenhope to Keighley, October 12th. *Ben Bucki*

Keighley and Worth Valley Railway

During the Beer and Music Festival, on October 20th, British Railways Standard Class 2MT 2-6-0 No. 78022 pulls away from Damems station with a train to Keighley. *Ellie-May Ingham*



FUNDRAISING FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE PASSES TWO-THIRDS PLEDGED OF REQUIRED £5M

The project to build Britain's most powerful steam locomotive has announced that it has received pledges for more than two-thirds of the £5m required to complete new Gresley class P2 No. 2007 Prince of Wales. The A1 Steam Locomotive Trust, which is building the giant locomotive at its Darlington Locomotive Works, also announced that it has recently made substantial progress with the new locomotive's boiler, heavy motion and tender. The new class P2 is now almost 45% complete and on target for steaming within the next three years. The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. 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 steam locomotive become a reality sooner rather than later is high. Since its launch in late September 2013 fundraising for the project to build No. 2007 Prince of Wales has made rapid progress with around 930 supporters already signed up to the 'P2 for the price of a pint of beer per week' (£2.50 per week) covenant scheme. Over the duration of the project this is estimated to be worth over £1.5m of the £5m needed to complete Prince of Wales.

- We have around 930 covenantors donating over £205,000pa
- The Boiler Club (to fund the construction of the boiler through 300 supporters each donating £2,000) has reached 180 members with around £450,000 donated
- The Motion Club (to fund forging and machining of the heavy motion through 175 supporters each donating £1,000) has reached 151 members with around £186,000 donated
- The Tender Club (launched in April to fund the construction the tender through 250 supporters each donating £1,500) has reached 41 members with around £77,000 donated
- The Dedicated Donations scheme (to fund numerous components) has raised almost £400,000 to-date with new parts being frequently made available for sponsorship
- The Founders Club (to get the project to the point of assembling the frames raised £450,000 from 350 supporters), The Mikado Club (to wheel the locomotive raised £250,000 from 200 supporters and The Cylinder Club (to fund the design and manufacture the cylinder block raised £120,000 from 100 supporters) have all now closed having reached or exceeded their targets

Recent developments have seen:

- The start of construction of the two new diagram 118a boilers at DB Meiningen as part of the £1m order by The A1 Steam Locomotive Trust for a boiler for No. 2007 Prince of Wales (for delivery in July 2021) and a spare boiler for both No. 2007 and No. 60163 Tornado (due to be delivered in September 2020 and fitted to Tornado at her next overhaul during autumn 2020)
- The forging of the first heavy motion – two middle coupling rods – by Arthur Stephenson Engineers Ltd of Atherton, is to be machined over next 2-3 months with the rest of the heavy motion following over the next 12 months
- Substantial progress has been made on the tender with the erection of the tender frames by ID Howitt of Crofton (now around two-thirds complete and expected to be delivered to Darlington in the new year), the construction of the tender tank by North View Engineering Solutions Ltd of Darlington (now around half complete and expected to be delivered to DLW in before the end of year) and the assembly of the four tender wheelsets at South Devon Railway Engineering Ltd in Buckfastleigh (now substantially complete and expected to be delivered to DLW in November)

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

- Frames: engine's frames erected; all frame stays, brackets, horn blocks, axle boxes & buffers cast and fitted; cab erected and cab side & spectacle window frames fitted; footplating & splasher kits fitted to frames
- Cylinders & valves: design studies into cylinder block manufacture and selection of valve gear complete; 3D CAD design of the cylinder block and valve gear substantially complete; weld details and assembly order being finalised
- Smoke box & fittings: smokebox assembled and trial fitted to the frames; chimney fitted
- Boiler: boiler design study completed; forged foundation ring corners manufactured & machined; regulator castings delivered; superheater header cast & machined; boiler cladding manufactured, trial fitted to frames and now in storage; boiler order placed with DB Meiningen for delivery in July 2021; foundation ring forgings and regulator castings despatched to Meiningen; the minor re-design of the banjo dome to suit the P2 cladding by has been completed by DB Meiningen; first firebox flange plates manufactured
- Fittings: many non-ferrous fittings are being cast and machined
- Brakes: work well advanced on manufacture of brake rigging
- Spring gear well underway; spring hanger brackets complete; coupled spring links bolts and spring cups manufactured, procurement of springs underway
- Wheelsets: study into ride & suspension completed using Vampire ® software; crank axle re-designed to comply with modern standards, approved and manufactured; all engine wheelsets complete and fitted to engine; balance weights being fitted
- Motion: all heavy motion ordered from order with Stephenson Engineering Ltd of Atherton, Manchester; first 2 forgings completed – more underway
- Valve gear: updated poppet valve gear design almost complete; components in manufacture
- Pipework: design well advanced and installation under way
- Electricals: significant progress on design and manufacture of electrical system; overall system architecture signed off; layout of electrical trunking almost complete; battery boxes approaching completion, belt driven tender alternator nearing completion; turbine wheel for steam turbo alternator manufactured
- Tender: axlebox and other tender castings produced by William Cook Cast Products; frames being assembled by ID Howitt at Crofton; tank construction under way by North View Engineering Solutions in Darlington; wheelsets delivered to South Devon Railway Engineering for assembly and substantially complete
- Finishing: nameplates and chime whistle delivered
- Over £2.1m spent, £2.7m raised and £3.4m pledged of the required £5m.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that our project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3.4m has now been donated or pledged to the project which is a remarkable achievement in such a short time. And these funds have been put to good use with progress being made in all areas of construction but especially notable with the start of work on the boiler, the forging of the first heavy motion and the substantial work done to the tender frames, tank and wheelsets. I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to steam the locomotive within three years by becoming a 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

To become a member of The Tender Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

Preserved Railways







Keighley and Worth Valley Railway

USA S160 Class No. 5820 'Big Jim' heads towards Haworth with a mid-day train from Oxenhope on October 18th. *Ben Bucki*

On October 18th, BR Class 2MT No. 78022 arrives at Oakworth with an afternoon train from Keighley to Oxenhope. *Ben Bucki*

On October 18th, during an intensive timetable, the S160 Class No. 5820 'Big Jim' heads away from Haworth at Ebor Lane, with an afternoon train for Keighley. *Ben Bucki*

Preserved Railways

Lynton and Barnstaple Railway



Bagnall built ‘Isaac’ pulls out of Woody Bay station with the 11:30 to Killington Lake on a blustery October 29th. *Jeff Nicholls*



‘Isaac’ pounds up the last stretch of the climb into Woody Bay station with the 11:45 from Killington Lake, October 29th. *Jeff Nicholls*



Southern No. 762 ‘Lyn’ poses out of steam outside the shed at Woody Bay. *Jeff Nicholls*

'Winifred' was built in 1885 by the Hunslet Engine Company for the Penrhyn Slate Quarry. Seen here at Llanuwchllyn on October 26th.
Brian Battersby

Ribble Steam Railway

Hunslet 0-6-0ST 'Brookes No. 1' works No. 2387 of 1943 returns to Riverside Station on the tramway section of track as it approaches the swing bridge. It was the Gala's guest engine visiting from the Middleton Railway on September 29th. *Ken Abram*

Preserved Railways

Mid Hants Railway

On October 19th, BR Class 9F No. 92212 departs Ropley with the last train of the day to Alresford. *Ken Mumford*

Southern ‘Schools’ Class No. 30925 ‘Cheltenham’ pulls into Ropley station with a train for Alresford. *Ken Mumford*

BR Standard Class 4MT No. 76017 is seen being shunted into the depot at Ropley by Class 47 579 on October 19th. *Ken Mumford*

BR Standard 9F No. 92212 2-10-0 catches some late afternoon Autumn sun approaching Ropley on September 28th, the 'Icons of Steam' loco is approaching the end of its ticket. *Gerald Nicholl*

Mid Hants Railway

LSWR S15 Class No. 506 - returned to service a few months ago on the 'Watercress Line' - arrives with a wave from the footplate at Alresford on September 28th. *Gerald Nicholl*

Preserved Railways

Mid Hants Railway

BR Class 9F No. 92212 is seen at Ropley working a short freight and passenger train on October 20th on its last day of service before withdrawal for its 10 year overhaul. *David Lindsell*



Southern No. 30925 ‘Cheltenham’ stands at Ropley at the head of the 16:16 from Alresford on October 20th. *David Lindsell*



Southern Urie S15 No. 506 enters Ropley tender first on October 18th with the 13:20 from Medstead to Alresford service. *David Lindsell*

Vale of Rheidol

On September 14th, No. 10 stands outside the carriage shed at Aberystwyth. *Mark Pichowicz*

Vale of Rheidol

GWR 2-6-2T tank engine No. 1213 is seen at Devils Bridge on October 26th. *Brian Battersby*

On September 27th, GWR King Class 4-6-0 No. 6023 'King Edward II' departs Goathland in torrential rain. *Shep Woolley*

On September 27th, LNER Q6 No. 63395 (T2 2238) works a passenger service through Moorgates en-route to Pickering. *Shep Woolley*



GWR No. 6024 ‘King Edward II’ and No. 6990 ‘Witherslack Hall’ awaits departure from Goathland during the NYMR Autumn Gala on September 27th. *Shep Woolley*

Preserved Railways

Great Central Railway



Stanier LMS 8F Class 2-8-0 No. 48305 approaches Quorn & Woodhouse with the 9W28 15:05 Swithland to Loughborough Windcutter train on October 5th. *Ken Abram*



Southern Railway V 'Schools' Class 4-4-0 No. 926 'Repton' passes Quorn & Woodhouse signal box with the 1X36 TPO train from Loughborough to Rothley Brook. *Ken Abram*



BR Class 2 2-6-0 No. 78018 arrives at Quorn & Woodhouse with the two carriage suburban set which make up 2D01 09:45 Rothley to Loughborough service. *Ken Abram*

Preserved Railways

Great Central Railway



Visiting the Great Central Railway for its Autumn Gala was LSWR T9 No. 30120 and is seen here approaching Quorn and Woodhouse with a Leicester bound working on October 5th. *Lee Stanford*



BR Standard Class 5 No. 73156 makes an impressive approach to Quorn and Woodhouse with one of the TPO demonstration runs on October 5th. *Lee Stanford*



Ivatt Class 2MT No. 46521 arrives at a very busy Quorn and Woodhouse with a Loughborough local service. *Lee Stanford*

Preserved Railways

Great Central Railway



BR Standard Class 5 4-6-0 No. 73156 passes through Quorn & Woodhouse with the 9S29 Loughborough to Swithland train of mineral wagons. *Ken Abram*



BR Standard Class 9F 2-10-0 No. 92214 passes Quorn & Woodhouse signal box with the 7C35 15:30 freight from Loughborough to Leicester North. *Ken Abram*



GWR Modified Hall Class 4-6-0 No. 6990 ‘Witherslack Hall’ blasts exhaust high into the air as it departs from Quorn & Woodhouse. *Ken Abram*

Winson Engineering 0-4-2ST No. 7 is seen at Maespoeth Junction on October 26th. *Brian Battersby*

Preserved Railways

Foxfield Railway



W G Bagnall No. 3207 0-4-0 DH is named 'Bagnall' after its builder, formally working at Leys Malleable Casting of Derby. *Michael Lynam*



Andrew Barclay 0-6-0DH 'Clive', the former Meaford power station No. 4. in the station sidings at Caverswall Road. *Michael Lynam*



John Fowler 0-6-0DM works No. 22497, No. RT1 'Nellie Owen' and Yorkshire Eng Co 0-6-0DE 'Ludstone' are seen in the yard at Caverswall Road on October 13th. *Michael Lynam*

Class 142 ‘Skipper’ No. 142 025 is seen at Newton Heath on May 21st 1988. *John Sloane*

From the Archives

Class 20 142 and 20 186 assist a failed 47 428 at Stockport with a diverted Blackpool to London Euston service on August 28th 1987.
Lee Stanford



Class 58 020 ‘Doncaster Works’ is seen stabled at Shirebrook depot on December 28th 1987.
John Sloane



Class 31 445 stands at Manchester Victoria with a service to Barrow in December 1989.
Lee Stanford

From the Archives

Class 31 408 and 31 427 are seen at Sharpstones with the 5V69 12:17 FO Edge Hill - Cardiff Canton ECS on August 28th 1992.
Keith Davies

From the Archives



Class 55 009 ‘Alycidon’ is seen at Manchester Victoria in December 1981 with a service for York after it was bulled up for the farewell Deltic railtour that took place in January 1982.
Lee Stanford



Class 31 309 ‘Cricklewood’ is seen stabled at Manchester Victoria on May 5th 1988.
John Sloane



Nos. E26000 ‘Tommy’ and E27002 ‘Ariadne’ stand on Reddish depot in an undated photo.
Lee Stanford



Southern Battle of Britain Class No. 34051 ‘Winston Churchill’ is seen departing Andover with a four coach westbound stopping train on a sunny summers day on July 31st 1965.
Eddie Field/David Lindsell Collection