



Railtalk Magazine

Issue 125 | February 2017 | ISSN 1756 - 5030



Welcome

Welcome to Issue 125 and your monthly roundup from across the UK.

So the first month of 2017 has gone, and what a start it has been. Unfortunately not all positives, with yet another increase of rail fares, a month of strikes by Southern (a subject where we don't have a magazine big enough to debate that one) and the aftermath of the Viva Rail Class 230's fire, which doesn't seem to be as bad as first thought (we hope that they get a speedy return to traffic).

However on a positive note, I managed a trip to London recently and had a quick trip on a brand new Class 700, operated by Thameslink. These still seem to have the "New Car/Train" smell and what fantastic units, with a very spacious and open plan feel, they seem ideal for the busy London Commuter corridors.

While on the subject of corridors albeit a different type, does anyone know the logic behind everyone getting on one set of doors then staying there. Back in the days of 'D' or 'C' stock, you were confined to the carriage that you boarded, however with the 'S' Stock on the Underground, it's very easy to move down the train. Yet on all the services I travelled, many people boarded the centre of the train and just stayed there, leaving both ends completely empty, Maybe I'm missing something, however if you know the answer pop it on a postcard/email/Five pound note etc.....

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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

Europoenix liveried Class 37 608 'Andromeda' is seen at Chester on January 20th with 1Q50; 07:35 from Crewe EMD to Derby RTC via Blaenau Ffestiniog, Llandudno and Bangor. *Brian Battersby*

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On January 13th, Class 37 402 hauls inspection saloon 'Caroline' under Clifton Suspension Bridge, heading to Portbury. *Sam Bilner*

Next Page

In between Caledonian Sleeper duties, Freightliner's Class 90 042 is seen stabled at Edinburgh Waverley on January 17th. *John Balaam*



Another addition to the interest of the game this month is that DB Cargo have finally found some more red paint, giving some much needed TLC to those tired looking EWS liveried Class 66s and some interest to our photography, only 8 years after acquiring EWS.

So, what's to look forward to in the coming weeks and months. Well as mentioned more new rolling stock and a refresh to existing motive power liveries will give some exciting interest, plus we have a good hand full of tours planned. So watch this space for all the latest interest across the UK and further afield.

As always, thank you to all our contributors for their support and should you be interested in getting involved with the Magazine please get in touch.

Andy Patten
Editor

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

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Unit 6, France Ind. Complex
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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without:
Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood,

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





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Charter Scene

Railway Touring Company
THE WINTER CUMBRIAN COAST EXPRESS

LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' puts on the style as it powers towards Grayrigg in damp overcast conditions with the northbound 'Cumbrian Coast Express' on January 28th.
Shep Woolley





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Charter Scene

Railway Touring Company
The Winter Cumbrian Mountain Express

Shap Summit is in sight as the fells resound with the characteristic beat of LMS Jubilee Class 4-6-0 No. 45690 'Leander' working hard approaching Salterwath with 'The Winter Cumbrian Mountain Express' on January 21st. *Gerald Nicholl*



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Charter Scene

Railway Touring Company
The Winter Cumbrian Mountain Express

LMS 5XP Class No. 45690 'Leander' is seen charging through Oxenholme station with the returning 'Winter Cumbrian Mountain Express' on January 21st. *Shep Woolley*







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Charter Scene

Pathfinder Tours
The Mersey Weaver II

Having visited Ince and Elton, 'The Mersey Weaver II' crosses the River Weaver at Frodsham behind Class 66 182 on January 12th. From here the train was routed via the Halton Curve to Runcorn and beyond. *Jeff Nicholls*





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Above is a sample of this years calendar, for more information please get in touch!

Calendar 2017





Chiltern Railways



▶ Class 68 010 'Oxford Flyer' propelling the 1H48 13:55 Birmingham Moor Street to London Marylebone departs Leamington Spa on January 18th. *Derek Elston*

▶ Class 68 008 'Avenger' eases to a stand working the 1R33 13:10 London Marylebone to Birmingham Moor Street into Leamington Spa on January 18th. *Derek Elston*









Colas Rail



▶ Class 56 096 is seen with a ballast train at Chester on January 22nd. *Brian Battersby*



▶ A gloomy Scunthorpe Station on January 8th, sees it's first train of the day as Class 60 087 and 60 026 top and tail the 6C52 Humber Road Jct. - Up Decoy. *Steve Thompson*



▶ A very lightly loaded 6M50 07:55 Westbury Down T.C. to Bescot Up Engineers Sidings eases through Leamington Spa behind Class 70 807 on January 18th. *Derek Elston*



DB Cargo



On January 8th, Class 60 007 leads the 6Z69 Tees Yard - Ent C through Scunthorpe with a long length of BBA/BAs. *Steve Thompson*



Class 66 075 trundles through Northampton working the 07:07 Dollands Moor Sidings to Daventry International Railfreight Reception light engine move on January 3rd. *Derek Elston*

Class 66 118 is seen passing through Runcorn working the 6M13 01:22 Dollands Moor Sidings to Ditton Foundry Lane (Ahc-EWS) on January 14th. *Andy Parkinson*





DB Cargo



On January 14th, Class 66 147 approaches Warrington Bank Quay with a rake of cement tanks heading for Clitheroe. *Class47*

Class 66 136, gleaming in its new livery stands at Warrington Bank Quay on January 24th working the Clitheroe - Bescot tanks. *David Wood*

Class 66 099 with the 4E69 Southampton - Wakefield 'fresh air express' speeds through Burton on January 24th. *Stuart Hillis*



DB Cargo UK reaches further for its customers

DB Cargo UK works across the construction sector to provide rail freight based logistics solutions. Rail transport is recognised as both environmentally friendly and cost effective but this has been further improved through a new fleet of material handling equipment. The rail freight operator recently introduced bespoke 360 degree rotating grabs specifically designed to offload aggregates from open-top box wagons.

Using the bespoke equipment DB Cargo UK can offload the material from its trains, providing a full delivery service for customers. The clam shell grabs fitted are two times larger than those on previously used equipment, increasing productivity and reducing wear on the wagons being unloaded.

The machines also have elevated cabs and cameras on the arm with a screen inside the cab, allowing the operator to see inside the wagon and ensure all the aggregates have been removed. This takes away the need to scrape the wagons, reducing the

risk of damage and wear and tear. Removing all the aggregates also improves the payload of the wagon when being reloaded at customer's quarries.

With the equipment improving efficiency, quicker discharge times have allowed trains conveying 10% additional payload to be discharged in the same unloading window. This allows the higher capacity trains to continue to operate on established paths, with no increase in staff shift lengths and train terminal times.

The equipment is already being used as part of a five year handling contract with Breedon Group and further units are planned for depots in London.

Under the Breedon Group handling contract, DB Cargo UK is moving approximately 600,000 tonnes of limestone a year

from Dowlow Quarry in Derbyshire through depots at Walsall, Ashbury (Manchester), Theale and Southampton, where the material is used for the production of concrete.

David Fletcher, Head of Construction at DB Cargo UK, said: "This investment in specialist equipment for the Breedon Group contract follows the introduction of 90 new high capacity box wagons in 2016. Many services are now carrying 30% more than at the beginning of 2016 and we look forward to increasing our volumes further with Breedon Group during 2017."

Peter Cummings, Rail Terminal Services at DB Cargo UK, said: "As we already work closely with our customers to transport the aggregates it is a natural extension to provide material handling services. We are now able to provide this service with equipment specifically designed for the job."



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DB Cargo



Foreigners! Class 66 022 and 66 052 had arrived on the Dollands Moor - Scunthorpe working on January 7th, en route to Toton. The next leg of the journey was on 6D75 Trent Yard - Up Decoy on January 9th, hauled by Class 66 103 and seen here passing through Scunthorpe with a rather light load of rails. *Steve Thompson*



DB Cargo



▶ Class 67 029 'Royal Diamond' is photographed stabled at Edinburgh Waverley on January 17th. *John Balaam*



▶ Class 60 007 hauling the 6E54 Kingsbury - Humber discharged oil tanks, passes through Burton on January 30th. *Stuart Hillis*



▶ With the EWS logos removed, Class 66 002 passes through Stafford on January 11th working the 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks. *Derek Elston*

DB Cargo



First freight train from China arrives in London

Operated by the InterRail Group
DB Cargo responsible for the Duisburg–London
section

The first container train travelling between China and the UK has arrived at DB Cargo UK's London Eurohub terminal in Barking. The train is operated by the InterRail Group, a multinational transport operator headquartered in Switzerland, on behalf of China Railway subsidiary CRIMT. Various freight railways handle traction along the 12,000 kilometre route; DB Cargo is responsible for the section from Duisburg to London via the Channel Tunnel.

The train originated in Yiwu in the eastern Chinese province of Zhejiang. It reached London in around 18 days, making it twice as fast as transport by sea. The train

was loaded primarily with textiles and other consumer goods. The 34'x40' containers required specifically for the UK were loaded on to Deutsche Bahn's container platforms at the Duisburg container terminal, which are specially approved for the Channel Tunnel.

The UK is just the latest destination added to the China–Europe rail link. The train is initially being operated as a test train. London is one more international connection for the InterRail Group, along with Duisburg, Madrid, Afghanistan and Riga, on the “One Belt – One Road” corridor, an initiative of the Chinese government.

DB has collaborated with partners since 2011 to operate weekly container trains on the world's longest rail line, which connects, among other cities, Duisburg and Hamburg to Wuhan, Chongqing and Harbin, and as of mid-2016, Hamburg to the

Chinese province of Hefei.

A record number of containers, around 40,000, were transported by train along the legendary Silk Road in 2016. The volume is expected to increase to some 100,000 containers by 2020.

The 10,000 to 12,000 kilometre journeys usually take 12 to 16 days and require containers to be unloaded and reloaded multiple times due to changes of gauge.

The service is used in particular by customers with time-sensitive commodities, including special promotional clothing items, and capital-intensive goods, such as automotive parts and electronics.

Class 66 136 ‘Yiwu - London Train’ special livery is seen on the rear of the 6R06 10:53 North Wembley Junction to Bescot Up Engineers Sidings, hauled by Class 66 057 as it heads through Northampton on January 22nd.

Derek Elston





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DB Cargo



Class 90 029 and 90 024 pass through a very wet Stafford on January 18th with a Mossend - Daventry intermodal. *Michael Lynam*

Class 90 029 and 90 024 lead the 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd through Stafford on January 11th. *Derek Elston*

Late running gave a rare opportunity to photograph the morning rail train, 6D75 Trent Yard - Up Decoy on January 10th as Class 66 005 grinds up towards the station with a fully-loaded RDT. The long-welded rails are each 216 meters long, in case you're interested! *Steve Thompson*



DB Cargo

On January 8th, Class 66 152 approaches Scunthorpe Station on a lightweight 6B05 Wickenby - Up Decoy engineers' working.
Steve Thompson

A freshly repainted Class 66 041 eases through Northampton working the 07:07 Dollands Moor Sidings to Daventry International Railfreight Reception water train on January 17th.
Derek Elston

Class 60 100 hauling a late running 6E54 Kingsbury-Humber discharged oil tanks, heads through Burton on January 11th. *Stuart Hillis*







DB Cargo

On January 8th, a freshly-painted Class 66 150 passes Frodingham Jct. on the 6D37 Lackenby - Ent C. *Steve Thompson*

On the freezing cold late afternoon of January 12th, Class 08 428 shivers outside Warrington Arpley loco inspection shed. The loco has seen little if any use for the past couple of months. *Jeff Nicholls*

The 14:26 Luton Crescent Road to Humberstone Road No. 5 Top Siding passes Harrowden Junction with Class 66 035 at the helm on a misty January 27th. *Derek Elston*











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Direct Rail Services



▶ Class 68 023 'Achilles' passes through Leyland with the 11:03 Carlisle - Crewe engineer's train on February 1st. *John Balaam*

◀ On January 5th, Class 37 425 waits to depart Barrow with a service to Carlisle, whilst 37 409 waits to move to the carriage sidings for servicing. *Michael Lynam*







Railtalk Magazine

Direct Rail Services



▶ Class 68 024 and 68 002 speed through Preston station with 4M48 Mossend to Daventry (Tesco) working on the night of January 3rd.
David Hollowood

▶ On January 25th, Class 68 003 departs Carlisle with the daily 6K05 engineers from Carlisle - Crewe Basford Hall. *Michael Lynam*



Direct Rail Services

Class 66 427 passes Bayston Hill on January 22nd with the 4V38 09:06 diverted Daventry DRS (Tesco) - Wentloog liner. *Keith Davies*

First Class 88 Arrives in the UK

Direct Rail Services' Class 88002 locomotive is the first to arrive from Stadler Rail, Valencia. Ten Class 88 locomotives have been ordered in partnership with Beacon Rail Leasing Limited.

The locomotive will be commissioned by Stadler, followed by a UK testing programme which will last six to eight weeks. The remaining nine locomotives will arrive via the Port of Workington by mid-spring.

The Class 88 is a true "Dual Mode" locomotive combining both 25kv Electric and Diesel Electric operating modes. A further development of the Class 68 platform, the Class 88 is another technical innovation from Direct Rail Services, providing superior traction equipment for UK operation.

The first opportunity to be up close with the locomotive will be at the Direct Rail Services Charity Open Day at Kingmoor, Carlisle on July 22nd 2017.

Photo: Class 88 002 'Prometheus' at DRS' Kingmoor Depot, Carlisle. ©DRS







Direct Rail Services

Class 68 003 works the 6K05 Carlisle to Crewe Basford Hall engineers through Leyland station on January 16th. *Alan Naylor*

Class 37 401 arrives into Carlisle on January 25th with a service from Barrow. *Michael Lynam*

On January 5th, Class 37 409 stands at Preston after arriving on a service from Carlisle with DBSO No. 9705 leading. *Michael Lynam*





Freightliner



▶ Class 66 549 passes Keckwick on January 5th with 4E10 empty HHA coal hoppers from Fiddlers Ferry power station to Ferrybridge power station. *Dave Harris*

▶ Class 66 551, working the 4M34 Coatbridge - Daventry and running about 3 hours late, heads through Winwick on January 31st. *Alan Rigby*

▶ Usually a Class 70 working, the 4M34 from Coatbridge to Daventry forges south on time through Winwick on January 4th. *Jeff Nicholls*







Freightliner

▶ On January 10th, and long after the sun had given up, Class 66 532 passes through Scunthorpe with its typically mammoth load on 6E50, the weekly Ipswich-LOR fuel train. One of the highlights of the week! *Steve Thompson*

▶ On January 18th, Class 47 830 heads through Manchester Piccadilly working the 0K95 route learner from Trafford Park to Crewe. *Brian Hewertson*

▶ Class 90 047 and 90044 work the 4S44 Daventry to Coatbridge intermodal through Leyland station on January 16th. *Alan Naylor*



Freightliner



▶ Class 66 513 thunders through Oxford on January 21st hauling a Southampton bound liner. *Richard Hargreaves*



▶ On January 19th, Class 47 830 (No. D1645) 'Beechings Legacy' crosses the arches between Deansgate and Oxford Road running light engine from Trafford Park - Crewe Basford Hall. *Michael Lynam*



▶ The 12:05 Daventry Int Rft Recep Fl to Southampton M.C.T. passes through Northampton with Class 66 594 'NYK Spirit of Koyoto' in charge on January 17th. *Derek Elston*



Freightliner

Class 66 623 is seen arriving on the Up Goods at Frodingham Jct. on January 14th with 6C75 Immingham Bulk Terminal - CHP loaded coal, prior to running round and unloading.

Steve Thompson

Freightliner and British Steel – Collaboration Success

During 2016, Freightliner was awarded the contract for British Steel's rail haulage of raw materials to Scunthorpe Steelworks.

Since then, teams from Freightliner and British Steel's Immingham Bulk Terminal and Ore Blending Plant have collaborated to improve the process flow, removing a massive bottleneck in the last stage of the supply chain feeding the steelworks, resulting in a more efficient operation which meets British Steel's demanding delivery schedule to keep the furnaces fed with ore and coal.

In order to achieve this, Freightliner consulted with British Steel to gain a thorough understanding of their precise requirements so that they could design a suitable train plan which has enabled British Steel to focus on producing steel as

opposed to worrying about deliveries of raw materials.

"The hard work and close working relationship between the British Steel and Freightliner teams has paid dividends," said Freightliner Commercial Director, David Israel. "As a result, we have delivered a more efficient train plan which has directly contributed to the on-going success of the British Steel brand."

George Dyer, British Steel Manager, Ore Preparation Plant, said: "In the early part of 2016, the ore bed building process was stuck in a vicious cycle. They couldn't be built to the planned size in enough time for making sinter, which meant each unfinished bed increased the potential for poor quality sinter; it also resulted in less time to build the next bed. It's fantastic we're now ahead of schedule."

Iron ore and coal are the fundamental materials for the steelworks, with pressures on all businesses to control and maintain desired stock levels, flexibility and agility to react to markets or circumstances being crucial to the success of the operation.

Stuart Smith, British Steel Head of Logistics, Transport & Shipping said "It is very pleasing that the development and relationship built between all parties has led to significant improvement and reliability of services along with a renewed maintenance program regime that has increased utilisation of rolling stock and therefore consistency of service."





Freightliner



▶ Class 70 004 is pictured passing Leyland with the 12:13 Daventry - Coatbridge on February 1st. *Derek Elston*



▶ On January 30th, Class 66 614 'POPPY' working the 6G65 Hope - Walsall loaded cement tanks, passes Burton on Trent. *Stuart Hillis*



▶ Class 66 542 is working the 4095 Leeds - Southampton modal as it heads through Burton on January 24th. *Stuart Hillis*





GBRf



▶ Class 66 711 'Sence' works the 5Z50 Polmadie to Crewe Basford Hall stock movement through the goal post at Village Croft, Euxton on January 16th. *Alan Naylor*



▶ Class 73 962 'Dick Mabbutt' leads 73 964 'Jeanette' through Northampton running as 0Z09 10:36 Derby R.T.C.(Network Rail) to Tonbridge West Yard on January 22nd. *Derek Elston*



▶ On January 14th, Class 66 713 heads through Manchester Oxford Road hauling a Felixtowe to Trafford Park liner. *Brian Hewertson*





GBRf



On January 9th, Class 66 752 passes Huyton hauling a Tuebrook - Drax Biomass working.
David Wood



Class 66 713 passes through Manchester Piccadilly on January 18th hauling a Felixtowe to Trafford Park liner.
Brian Hewertson



GB Railfreight have taken over the (almost) weekly Dollands Moor-Irvine china clay working from DB Cargo. On the first working under new 'ownership' the consist is seen heading north through Winwick, after a crew change at Warrington Bank Quay, behind Class 92 032 on January 4th.
Jeff Nicholls



GBRf



▶ Class 66 760 passes Walcot on January 23rd hauling the 6V06 10:51 Tinsley Yard - Coton Hill GBRf. *Keith Davies*

◀ Class 59 003 passes Walcot with the 6V09 10:51 Tinsley Yard GBRf - Coton Hill Yard on January 9th. *Keith Davies*



GBRf



Class 66 723 'Chinook' is seen stabled at Eastleigh on January 28th. *Julian Churchill*

Class 66 759 'Chippy' passes through Northampton working the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf on January 23rd. *Derek Elston*

Class 92 044, hauling the 6S93 Dollands Moor-Irvine China Clay tanks, passes through Winwick on January 25th. *Alan Rigby*

GBRf



On January 7th, Class 66 749 stands at Doncaster after arriving on the regular South Eastern unit drag for attention at Wabtec. *Class47*

Class 92 044 is seen stabled at Carlisle on January 25th, having worked the weekly 6S93 Dollands Moor to Irvine China Clay, now a GBRf operation. *Michael Lynam*

On January 31st, Class 66 748 passes Winwick working the 6E10 Liverpool Bulk Terminal - Drax Biomass. *Alan Rigby*





GBRf

Class 66 705 'Golden Jubilee' approaches Whitley Bridge with the 4D97 Eggborough to Doncaster Down Decoy working on January 5th. *Neil Scarlett*



GB Railfreight wins new contract with B-Logistics

GB Railfreight (GBRf), one of the UK's leading rail freight companies, has won a contract with B Logistics, the Belgian rail freight company, to move kaolin between Belgium and Scotland.

The contract, which started on 3rd January 2017 for 12 months, will see GBRf transport china clay slurry from Antwerp to Scotland. This flow is fondly known as the 'silver bullet' train throughout the rail industry and is a well-established freight service on the network.

GBRf will be using a mixed traction strategy across their element of the 1000km journey, with its Class 92 electric fleet delivering the train through the Channel Tunnel, running the service as far north as Carlisle, where it will then switch to its Class 66 diesel traction for the leg into Scotland.

John Smith, Managing Director at GB Railfreight says: "This contract win is a recognition of the outstanding reliability and performance our customers have come to expect. Our first service in this flow arrived four minutes early into the rail terminal and we aim to deliver this level of service through the duration of the contract. We're very pleased

to be working with B Logistics to connect Belgium and Britain and deliver Kaolin to the paper mill in Scotland.

GB Railfreight has a fleet of over 130 locomotives and 1,100 wagons, providing a wide range of rail transport solutions and rail services to its customers. Its team of 650 people operates over 1,000 trainloads a week, moving 15% of UK's rail freight.





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Great Western Railway



On January 21st, power car No. 43056 approaches Reading with a London Paddington bound service. *Richard Hargreaves*

Power car No. 43172 'Harry Patch' departs Reading on January 21st leading a service to Port Talbot Parkway. *Richard Hargreaves*





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Network Rail



Class 97 303 and InterCity liveried Class 37 254 are seen working the 1Z16 Cardiff Canton - Derby RTC through Burton on January 5th. *Stuart Hillis*

Class 37 601 and 37 611 top'n'tail the 1Q55 Tyseley - Derby test train as it pauses at Wellington on January 27th. *Carl Grocott*



Network Rail



On January 7th, power car No. 43013 leads the NMT at Derby. *Richard Hargreaves*



Class 97 303 (with 97 302 on the rear) stands at Stafford on January 9th working the 1Q06 Derby - Machynlleth test train. *Carl Grocott*

On January 20th, Class 37 608 and 37 604 top'n'tail a Crewe to Derby test train through a sunny Hargrave. *Derek Aldcroft*



Network Rail



Class 97 302 and 97 303 working the 1Q06 Machynlleth - Derby test train stands at Harlech on January 10th. *Carl Grocott*



Class 37 601 'Class 37-Fifty' and 37 611 top'n'tail the 1Q48 Derby RTC - Tyseley test train, seen here on the Toton - Derby leg at Burton on January 24th. *Stuart Hillis*



Power cars Nos. 43062 and 43013 working a Derby RTC - London Euston test train, pass through Burton on January 24th. *Stuart Hillis*





Network Rail



Class 37 116 and 37 254 top'n'tail a Carlisle - Morecambe - Carlisle Network Rail test train, seen here coming off the Morecambe branch at Hest Bank on January 26th. *Colin Kennington*







Network Rail



In misty conditions, DBSO No. 9702 and Class 97 302 working the 3Q36 Derby RTC to Crewe via Burton and Leicester, is seen passing Moira West Jct. on January 24th. *Stuart Hillis*



With Class 37 608 leading, 37 604 is captured on the rear of the 3Z01 Eastleigh Arlington to Derby RTC, at Burton on January 13th. *Stuart Hillis*

On January 25th, Class 37 254 is seen stabled at Carlisle with 37 116 on the rear of Network Rails PLPR Track Inspection Unit having earlier traversed the Morecambe and Heysham branches. *Michael Lynam*







Units: DMUs and EMUs



▶ On January 20th, Merseyrail's Class 507 032 departs Chester with a Liverpool bound service.
Brian Battersby

◀ Northern's Class 156 490 departs Carnforth on January 5th with a service to Barrow in Furness.
Michael Lynam

Units: DMUs and EMUs



▶ Northern's Class 142 001 and Class 150 118 work the 2N29 Hazel Grove to Blackpool North service, seen here arriving at Leyland station on January 16th. *Alan Naylor*



▶ First Great Western's 2D06 the 09:10 from Weston-Super-Mare reaches its terminating station of Bristol Parkway formed of Class 153 382 and 153 380 on January 28th. *Derek Elston*



▶ A CrossCountry Class 220 stands at Stoke on Trent on January 14th working a Manchester Piccadilly bound service. *Richard Hargreaves*



Units: DMUs and EMUs



On January 14th, CrossCountry's Class 220015 stands at Manchester Piccadilly working a service to Bournemouth. *Richard Hargreaves*

South West Trains's Class 450 035 stands at Reading on January 21st with a service to London Waterloo. *Class47*

Thameslink's Class 700 008 stands at East Croydon on January 29th working a service to Three Bridges. *Class47*



Units: DMUs and EMUs

▶ Arriva Trains Wales' Class 175 104, 175 011, 175 103 and 175 004 are seen through the gloom at Alstom Chester on January 22nd.
Brian Battersby

▶ On January 14th, London Midland's Class 323 218 is seen heading through Selly Oak.
Paul Godding

▶ First Great Western's Class 165 112 departs Oxford on January 21st, running ECS to the stabling point. *Richard Hargreaves*





Units: DMUs and EMUs



▶ London Midland's Class 350 254 stands at Wolverhampton on January 14th working a service to Birmingham New Street.
Richard Hargreaves

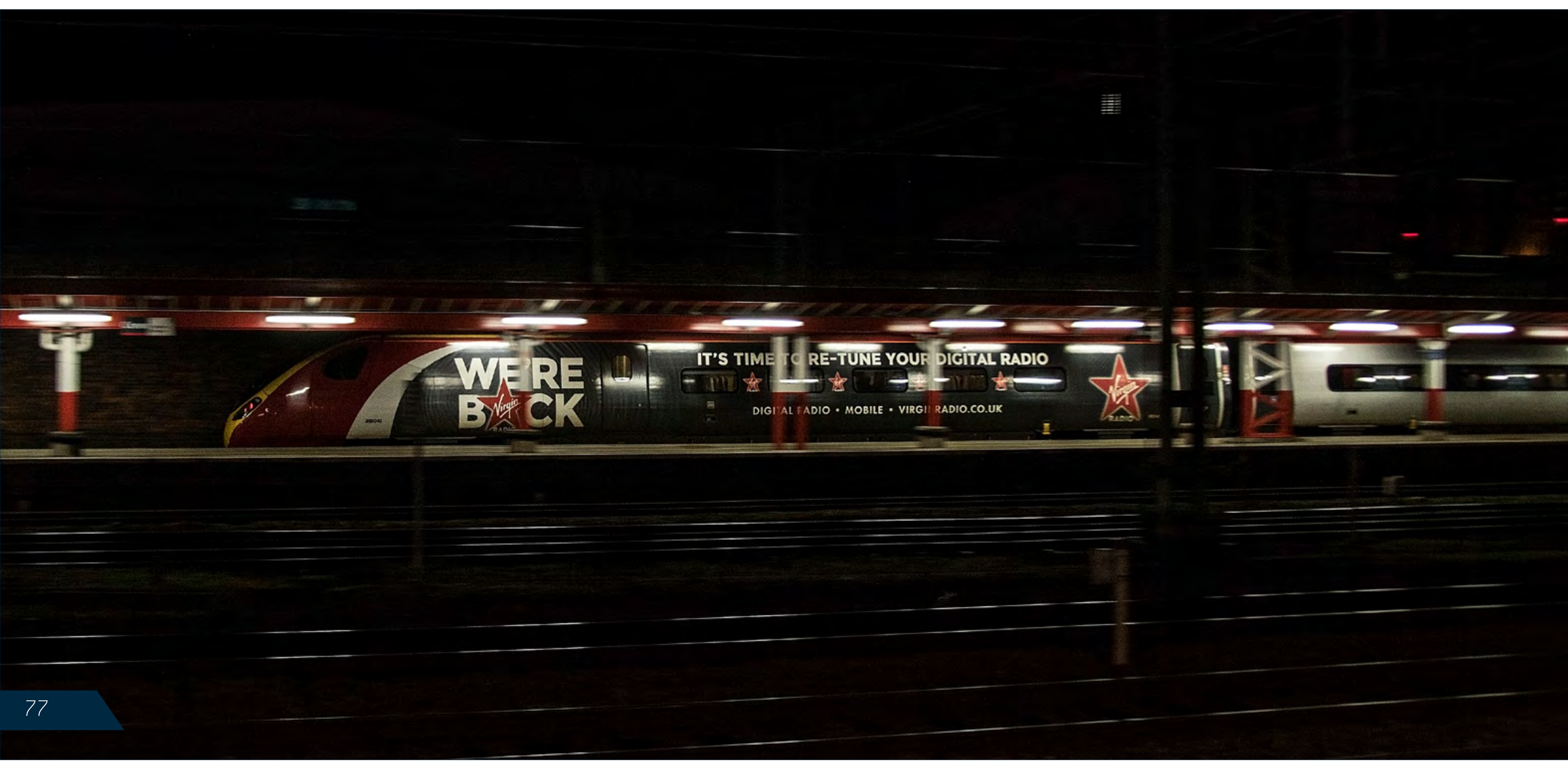
▶ Northern's Class 333 013 departs Cononley on January 4th, with a Leeds bound service.
Eddie Emmott

▶ On January 9th, Northern's refurbished Class 144 012, is photographed at about 21:45 while it was stabled in the bay at Scunthorpe, where it had been for the past 6 hours. The line between Scunthorpe and Crowle had been blocked due to a serious failure of Keadby Canal Drawbridge, but it had just been reopened and the unit, along with 144 003, was being prepared to work the final Northern "stopper" of the night, to Sheffield. *Steve Thompson*





Units: DMUs and EMUs



Great Northern's Class 365 529 speeds through Alexandra Palace heading towards London Kings Cross on January 14th. *Class47*

Virgin Trains' Class 390 040 'Virgin Radio' speeds out of Crewe on January 14th with a London Euston bound service. *Class47*



Units: DMUs and EMUs

Merseyrail's Class 508 137 is pictured arriving into Chester on January 20th with a service from Liverpool. *Brian Battersby*

Former Thameslink's Class 319 219 is seen stabled on Allerton TMD, January 14th. *Brian Battersby*





Units: DMUs and EMUs



Brand new South West Trains' Class 707 003 and 707 004 are seen stabled at Clapham Junction on January 29th. *Class47*

East Midlands Trains' Class 156 410 leads 158 862 away from Manchester Piccadilly on January 18th with a Liverpool Lime Street to Norwich service. *Brian Hewertson*

Chiltern's Class 168 106 stands at Banbury on January 21st, working a service to London Marylebone. *Richard Hargreaves*





Units: DMUs and EMUs

On January 4th, Northern's Class 333 005 departs Skipton with a service to Leeds.

Eddie Emmott

CrossCountry's Class 221 128 stands at a wet Stafford on January 14th, working a service to Manchester Piccadilly. *Richard Hargreaves*

Great Northern's Class 313 044 departs Alexandra Palace on January 14th working a Welwyn Garden City service. *Class47*



Units: DMUs and EMUs



On January 24th, South West Trains' Class 444 030 stands at Southampton Central working the 2B53 18:24 Southampton to Poole, being the rear portion of 1W75 1705 Waterloo to Weymouth service. *Stewart Smith*

Northern's Class 319 378 stands at Liverpool Lime Street on January 14th working a service to Warrington Bank Quay. *Richard Hargreaves*

A long way from home as Northern's Class 323 238 passes Northampton on January 3rd working as 5H70, 10:50 Longsight Carriage. M.D. to Wolverton Centre Sidings for overhaul. *Derek Elston*





Units: DMUs and EMUs



East Midlands Trains' 1C52 13:49 Sheffield to London St. Pancras International formed of Class 222 016 passes Harrowden Junction on a dull January 27th. *Derek Elston*

On February 1st, TransPennine Express' Class 350 402 passes Leyland with the 1S66 14:00 Manchester Airport - Edinburgh service. *John Balaam*

Chiltern Railways' Class 168 110 arrives into Leamington Spa working the 1R29 12:10 London Marylebone to Birmingham Moor Street service on January 18th. *Derek Elston*







Virgin Trains

On January 7th, DVT No. 82205 is seen on the rear of a London Kings Cross - Leeds service as it arrives into its destination. *Richard Hargreaves*

Virgin Trains completes fleet refurbishment programme

Virgin Trains has announced the completion of its fleet refurbishment programme, which has seen a £40 million investment by the company in its current fleet of 45 High Speed and InterCity 225 trains to improve the customer experience. The programme is part of the rail operator's £140 million pledge to create a more personalised travel experience on the east coast network.

All Virgin Trains on the east coast route have been refurbished, with £21 million spent on new interiors. The new-look interiors include luxurious leather seats and mood lighting in First Class and stunning red cloth seats in Standard, providing a new lease of life to the trains and extra comfort for customers.

The refurbishment programme, which also includes new carpets and fittings, is part of a pledge Virgin Trains made when it started operating on the east coast. A total of 410 carriage interiors have been revamped and 24,427 seats replaced.

The completed refurbishment arrives ahead of the launch in 2018 of Virgin Trains' new Azuma fleet. Set to be amongst the most advanced trains in the UK, the Virgin Azuma illustrates Virgin Trains' continued pledge to enhance and transform the customer experience.

David Horne, Managing Director at Virgin Trains on the east coast, said: "Since we launched services on the east coast mainline in 2015 we have committed more than £40 million to improving our existing fleet, to give customers the best possible experience

when they travel with us. It gives me great pleasure to announce that we have completed our refurbishment programme, and passed another milestone on our journey towards totally transforming travel for our customers on the east coast."

Stephen Timothy, Client Relations Director at Eversholt Rail, congratulated Virgin Trains on the successful conclusion of the refurbishment programme and said, "We are sure passengers on the east coast will be delighted with these new look trains, and we are pleased that Eversholt Rail's investment in our InterCity 225 fleet has played a key role in this transformation".

Virgin Trains celebrated for reliability as punctuality reaches highest ever level on the west coast

Virgin Trains is celebrating a five star rating for reliability in the latest Annual Passenger Survey from Which?. Customers of Virgin Trains on the west coast are also experiencing record punctuality as a result of a combined effort between the rail operator and Network Rail to identify and resolve the cause of delays on the route. 88.3% of trains arrived on time over the last twelve months, an improvement of eight percentage points since comparable records began just after privatisation, two decades ago*.

This has resulted in eight months of strong performance – with PPM (punctuality) figures of over 90% – and a significant reduction in ‘bad days’.

Virgin Trains and Network Rail first started working together in this way in 2009, leading to a series of improvements being made on the west coast main line each year. However, in the last 18 months, the two companies have shifted their focus to the basics of railway operation and infrastructure maintenance and as a result the benefits of the working group have now been realised.

These combined efforts have seen 100 days with a PPM of 90% or above in the past six months. That compares with 58 days in the same period two years ago. In addition, the last period has seen over 45% of trains arrive at their destinations early.

Areas of priority have included reducing overhead line and track defects, focussing on speed restrictions and addressing signal failures and cable theft. Monitoring equipment has also been installed onto Virgin Trains’ trains to enable Network Rail to measure and test the infrastructure at speeds of up to 125mph identify defects before they become serious issues.

Additional equipment installed on trains includes:

- Unattended Overhead Line Monitoring System (UOMS)
- Pantograph Cameras; a roof mounted camera that surveys the pantograph and overhead line throughout the trains operation
- Bump Boxes; these are able to identify and record common track faults by measuring the shock and vibration characteristics generated in the carriage of the train
- Improved carbon quality on pantographs; improves the reliability of service and reduces the need for regular maintenance

Network Rail Engineers regularly ride in the cab of Virgin Trains services to monitor ride quality and additional pantograph cameras, bump boxes along with night vision forward facing CCTV and axle box monitors are also expected to be installed over the next six months.

Virgin Trains has also enhanced its customer experience with the introduction of BEAM – an industry-leading onboard entertainment service which is free for all customers earlier this year and Automatic Delay Repay in 2015 – a first for the UK rail industry.

Peter Broadley, Commercial Operations Director for Virgin Trains on the west coast, said: “We’re really pleased with the improvements that have been made by Network Rail and our own team over the past few years and the latest performance figures on the west coast are testament to how far we’ve come. We know there’s still more to do though and we’re certainly not resting on our laurels. With even more improvements in the pipeline, we’re confident that we will continue to improve on punctuality and reliability whilst delivering the exceptional customer service that we are known for.”



Railtalk Magazine

Virgin Trains



On hire to Virgin Trains East Coast, Class 90 036 ‘Driver Jack Mills’ departs London Kings Cross on January 29th with a service to Leeds.
Class47









Scotrail



Class 158 722 stands at Tweedbank after arrival of 2T78 11:25 service from Edinburgh Waverley on January 17th. *John Balaam*



Class 380 004 works the 2G01 23:50 (previous day) Glasgow Central - Gourock, seen arriving into Langbank on January 26th.

Jonathan McGurk

Class 318 250 and 320 309 working the 2E58 13:37 Balloch - Airdrie arrives into Anniesland on January 4th. *Jonathan McGurk*





Scotrail

▶ Class 158 705 arrives into Galashiels with the 2T81 12:59 Tweedbank - Edinburgh Waverley service on January 17th. *John Balaam*

▶ Class 170 471 is seen stabled in platform 3 at Perth on January 5th. *Jonathan McGurk*

▶ On January 25th, Class 156 450 departs Dumfries operating a Carlisle - Glasgow service. *Michael Lynam*











Greater Anglia hires additional trains for Essex commuter services

Greater Anglia has announced that it is leasing additional trains to improve service reliability for commuters in Essex, while others are being refurbished.

The £8 million investment will see the operator lease an additional 10 Class 321 trains, eight of which will be retained and refurbished as part of the train operator's permanent fleet.

The investment will help to ensure that trains operate with the right number of carriages and maintain service reliability while other Class 321 trains are undergoing a significant programme of refurbishment which includes:

New, more comfortable seating throughout
Air-conditioning fitted throughout (which has not previously been available)

New heating systems

Larger vestibules for improved

boarding and alighting

Wi-fi facilities enabled throughout

Power sockets installed throughout

New, energy efficient lighting

Improved space allocation for wheelchairs, buggies, bicycles and luggage

New flooring, ceiling panels and windows

Upgraded equipment monitoring systems to improve train reliability

Greater Anglia's Managing Director Jamie Burles said: "I'm pleased to announce that while we continue the major upgrade of our Class 321 fleet, the procurement of ten additional trains will help to maintain service reliability and ensure that peak time trains have the correct number of carriages, and therefore seats, to help ensure that commuters in Essex experience a comfortable journey."

Once the refurbishment programme is complete, the additional trains will be used to provide extra seats at peak times.

These enhancements will then be followed by Greater Anglia's transformation programme to replace its entire train fleet with brand new, state of the art trains during 2019/20.



Fares Advice with RailUK

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

credit card-only TVMs for passengers wanting to pay by cash is noticeably absent from the blurb.

Southeastern 'Buy before you board' from 20 Feb

Southeastern are advertising that from Monday 20 February, they will be operating - or rather, enforcing - a 'Buy before you board' policy on tickets. I think technically this has always been their policy, but in practice things have been different - I think the first paragraph of the first FAQ outlines this in so many words:

Quote: The National Rail Conditions of Travel state you must buy a ticket before you board, but this hasn't always happened. Unsurprisingly, this inconsistency is also a driver of passenger complaints and why in two reports ('Ticket to Ride' and 'Ticket to Ride 2') the independent watchdog Transport Focus recommends all train operating companies focus on becoming more consistent, urging fairness and transparency. Therefore we are introducing a consistent on board retailing policy which will strip out this uncertainty for you - our passengers.

From Monday 20 February 2017, we will no longer be selling advance dated fares (those sold in advance of the start date), Weeklies or discounted Anytime fares on board our trains. Those who legitimately couldn't purchase a ticket will be able to buy the ticket they wanted on board or at the most suitable point including any discounts or railcards. And you can get the best priced tickets from any of our ticket offices or ticket vending machines, or online at southeasternrailway.co.uk - where you can also get our new smart card, The Key.

The last sentence rather ignores the fact you can't get GroupSave tickets from their TVMs... hopefully there won't be any fusses about buying those on-board where there's no station ticket office. Even better, reprogram the TVMs to offer them. Also, the issue of debit/

A: This seems like a very bad decision for Southeastern to make. Although to be honest I highly doubt the Guards will take any notice of this change. They will probably (well hopefully) still continue to sell super off peak / off peak / railcard / discounted tickets like almost all other TOCs do. I think this has been most TOCs policies for ages but almost all Guards ignore it. From my experience almost all Guards on Southern / Southeastern / South West Trains / Great Western Railway will always be happy to sell super off peak / off peak / railcard / discounted tickets even if you board at a Penalty Fare station with cash and card TVMs and ticket offices.

Southeastern (and Southern as well) Penalty Fare stations have appalling facilities. They currently have at least 24 (and probably more) Southeastern Penalty Fare stations where the one and only facility is a card only TVM. Between late 2015 and early 2016 they got rid of all except three of their PERTIS machines. There was also a four month gap between removing the PERTIS machines and installing the TVMs where these Penalty Fare stations did not have any ticketing facilities at all. Personally I think if they are going to install card only TVMs than they should have at least kept the PERTIS machines.

Also Southeastern TVMs are very basic compared to other TOCs. For example unlike the Southern ones they do not have a "tickets from another station" feature.

Ticket Advice for All

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



Railtalk Magazine

National Rail

Scotrail's Class 158 786 works as 5M99 Edinburgh Haymarket to Brush Loughborough through Village Croft, Euxton on February 2nd.

Alan Naylor

Greater Anglia train fleets win awards for improved reliability

Improvements to the reliability of Greater Anglia's train fleet have been recognised at the rail industry's coveted Golden Spanners Awards.

The region's train operator received a 'Golden Spanner' award for its Intercity fleet, which operates on the Norwich – London mainline, with a 98.43% improvement in reliability based on the number of miles per technical incident (which is measured as a technical fault that causes a delay of 3 minutes or more), making them the most reliable and also the most improved train fleet in the country.

Last year miles per incident on the Norwich – London mainline were recorded at 24,251 miles and are now 48,122, representing an improvement of 98.43%.

Six further fleets operated by Greater Anglia also showed improvements in reliability compared to the previous year.

The Class 321 fleet, which serves commuter routes in Essex, saw an improvement of 54%, going from 17,553 miles per technical incident to 27,030.

On Greater Anglia's regional routes in Norfolk, Suffolk and Essex, the reliability of the Class 153 trains was up 20.5% and Class 170 trains up 14.1%.

On Greater Anglia's West Anglia route, the Class 317/8 trains showed an improvement of 45.1% and the Class 317/5 train showed an improvement of 34.3%.

Greater Anglia's Class 379 trains which operate the Stansted Express service between London Liverpool Street and Stansted Airport showed an improvement of 10.8%.

The huge improvements in reliability are due to improvements in the quality of day to day maintenance processes, including a 'back to basics' approach with a sustained focus on attention to detail implemented by the teams at Greater Anglia's Ilford, Clacton and Crown Point maintenance depots, as well as better monitoring processes of trains while they are in service so that problems can be picked up and corrected earlier.

Jamie Burles, Greater Anglia's Managing Director, said: "I am delighted that the improvement in performance has been

recognised at the Golden Spanners Awards and would like to congratulate our depot and fleet teams on their hard work. As part of the new franchise, Greater Anglia is investing £5 million in further reliability improvements to provide the consistent and improving levels of train service performance that our customers expect."

Modern Railways' Industry & Technology Editor, Roger Ford, who is responsible for the Golden Spanner awards said, "Crown Point Depot's Golden Spanner for its locomotive hauled Intercity fleet, beating the more modern runner up by nearly 10,000 miles, showed that it is the quality of the engineering team rather than the age of the rolling stock that matters when it comes to reliability. Greater Anglia also holds seventh place in the Top 10 most reliable electric multiple units on the UK network."



Railtalk Magazine

National Rail



GWR IEP Class 800 002 nears Chipping Sodbury Tunnel west portal with the 1X80 London Paddington to Bristol Parkway test run on January 30th. *Brian Turner*



Network Rail to extend platforms at two stations in Nottinghamshire

Network Rail will increase the length of two Nottinghamshire platforms as part of its Railway Upgrade Plan. The platforms need to be extended following the successful completion of a £48 million project last year to upgrade the signalling of the railway in East Nottinghamshire. The work at Fiskerton and Lowdham stations will begin on Saturday, 18 February and will be completed in May. The first stage of the improvement will be piling, the process of installing foundations – which will be carried out overnight. Piling involves driving steel piles deep into the ground to install foundations for the new section of platform. The platform extensions are the final piece of the resignalling programme which has seen old-style mechanical signals on the line between Lowdham and Newark replaced with state-of-the-art digital models. Signalling control has also moved from lineside signal boxes to the East Midlands Control Centre in Derby. The newly installed signals are located further down the platform than the previously used signals, which means that passengers travelling on longer trains currently have to exit via doors at the front of the train. The platform extension will put an end to this and create an easier journey for passengers.

Gary Walsh, area director for Network Rail in the East Midlands, said: “In the last year, we have carried out lots of improvements to the railway in East Nottinghamshire, as part of our Railway Upgrade Plan. The work at Fiskerton and Lowdham will create an easier journey for passengers entering and exiting trains at these stations.”



Railtalk Magazine

National Rail



▶ This classic that could be the Sixties. A lovely old Wolseley in a beautiful position in relation to the train at Corfe Castle, which works well photographically as the train only has two coaches. Taken on January 8th.

Andrew P. M. Wright

◀ Manchester Metrolink tram No. 3095 enters Deansgate-Castlefield with a service to Eccles on January 25th. *Peter Marsden*



Network Rail moves closer to improvements on East Coast Main Line

Network Rail has taken the next step in its plans to reinstate the fourth track between Huntingdon and Woodwalton after submitting a Transport and Works Act Order (TWAO) to the Secretary of State for Transport for approval.

As part of Network Rail's Railway Upgrade Plan, the project would see a critical bottleneck between London and the North removed which, when combined with upgrades at Werrington and Doncaster, would ease congestion on the line and allow faster trains to overtake slower ones. Passengers will also benefit from more frequent trains and reduced journey times.

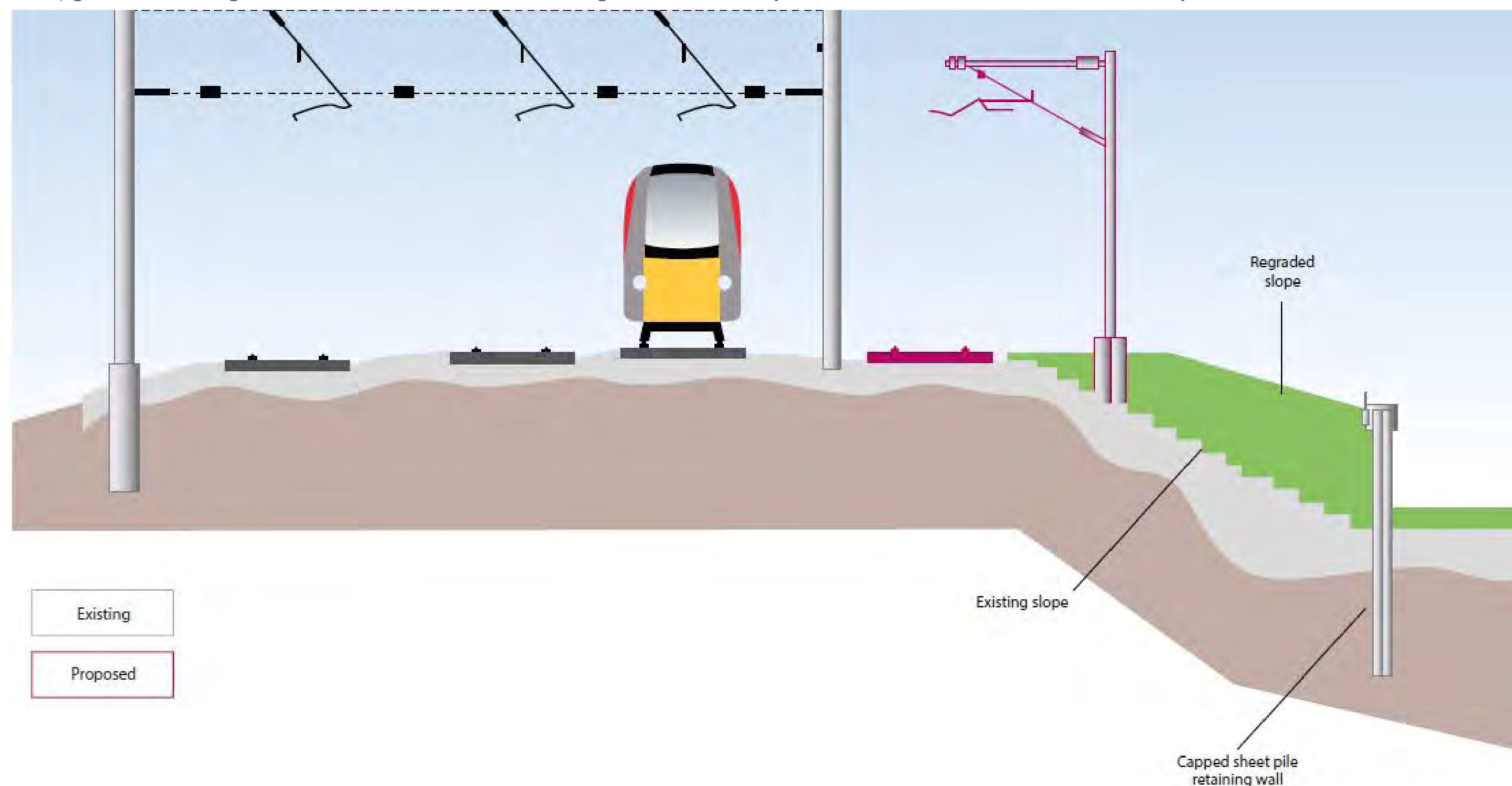
The Transport and Works Act Order would authorise the closure of Abbots Ripton brideway level crossing and a diversionary brideway route would be put in place, improving safety for those crossing the railway. After a public consultation in September 2016 and acting on feedback received, Network Rail has proposed a diversion route which would cross agricultural land adjacent to the railway. If approved, the closure of the crossing and the brideway diversion is expected to be completed in summer 2018.

Aidan Talbott, principal programme sponsor at Network Rail: "We're investing into the East Coast Main Line as part of our Railway Upgrade Plan to provide a more reliable railway and to reduce journey times. The work to install a fourth track is a vital part of this investment and will provide more services for passengers."

"We are committed to reducing risk on the railway and the

TWAO, if made, will enable us to close Abbots Ripton brideway level crossing and create a slightly revised route using a nearby archway under the line, making the railway safer for all those who use it."

Network Rail will hold further public information events on design and construction plans of the fourth track and will confirm dates later in the year.



On January 24th, Class 66 136 passes Winwick working the Avonmouth - Clitheroe Cement tanks. *David Wood*

Scotrail's Class 320 417 stands at Glasgow Central on January 4th working the 2P06 19:20 Glasgow Central to Newton service. *Jonathan McGurk*

Hackney Wick Overground station set for transformation

Work is underway on a £25 million scheme to transform Hackney Wick Overground station and deliver major improvements for Londoners and businesses in the surrounding area.

New images have been released, revealing for the first time how architects Landolt Brown have drawn on the area's industrial heritage and waterways to influence their design for the station with a new entrance and ticket hall at ground floor that features coloured concrete walls and illuminated glass. New stairs and two new lifts will significantly improve access to the revamped station for local people and commuters.

Network Rail is delivering the project, on behalf of the London Legacy Development Corporation, which will see a new subway running north to south beneath the existing railway line replacing the existing footbridge and opening up new pedestrian and cycle links from Wallis Road through to White Post Lane. The subway, currently being built on land next to the station, will be driven into position in spring 2017. The station is due to be complete in January 2018.

Tower Hamlets Council and Hackney Council have both contributed £1m towards the refurbishment of the station which is expected to generate opportunities including new jobs, investment and affordable housing.

Val Shawcross, Deputy Mayor for Transport, said: "It's fantastic that Hackney Wick will have a new and improved station to be proud of and it's clear this much-needed upgrade will play a vital role in the transformation of this area of east London. New pedestrian and cycle links will be a major boost to the area, improving accessibility and journeys for thousands of passengers travelling to and from Queen Elizabeth Olympic Park."

David Goldstone, Chief Executive of the London Legacy Development Corporation, said: "Improving connections in Hackney Wick is vital to support the regeneration of the area and is a key feature of the Hackney Wick masterplan. The new subway will help to open up the area for local people and support the businesses that are moving here. The much needed improvements to the station come just as new homes start to be built at East Wick and Sweetwater and more jobs are created at Here East and in the surrounding area."

Richard Schofield, Network Rail's route managing director for Anglia, said: "This is a complete transformation of an area that will provide a vital link for the community and businesses in Hackney Wick and support economic growth. This is being project managed by Network Rail as part of our Railway Upgrade Plan, with the funding provided by the GLA and the London Legacy Development Corporation."

Cllr Guy Nicholson, Cabinet Member for Planning, Business and Investment, Hackney Council, said: "The redevelopment of Hackney Wick Overground station is a timely investment into an important public transport link for local residents and the local creative business community. The new Hackney Wick station is designed to meet the increasing numbers of rail users, it will have step free access and alongside the new station create a new public square. This investment has been possible only because of the collaborative joint venture between Hackney and Tower Hamlets Councils, the London Legacy Development Corporation, the Mayor of London, Network Rail and Transport for London."

John Biggs, Mayor of Tower Hamlets, said: "The investment Tower Hamlets Council is putting into Hackney Wick Station is part of our commitment to grow the area into a thriving part of our borough, offering new opportunities to our residents and businesses. The regeneration of Hackney Wick will not only help generate new jobs and economic opportunities but will also provide desperately needed affordable housing."

Jon Fox, TfL's Director of London Rail, said: "The transformation



of Hackney Wick London Overground station will bring huge benefits to customers and local residents. Since we began operating services in 2007, we have taken under-used parts of the urban network and brought them back into full use. It is now one of the most popular and punctual railways in the country with stations brought up to modern standards, with CCTV, better security, a turn up and go service for disabled customers and staff present at every station while trains are running."

Photos: © Network Rail



Railtalk Magazine

National Rail

Station upgrades herald longer trains, less crowding and better journeys for south Cambridgeshire rail passengers

Rail passengers in South Cambridgeshire will soon benefit from longer trains that can carry more people as Network Rail begins work to extend platforms at three Cambridgeshire stations.

providing longer trains that will carry more passengers.

Simon Blanchflower, Network Rail's Thameslink Programme director, said: "Passenger numbers are

route later this year, are longer and more spacious with significantly increased capacity compared to the 30 year old trains currently calling at the stations."

From 2018 passengers in Cambridgeshire will be better connected than ever before with direct services to St Pancras International (for Eurostar), Farringdon (for interchange with Crossrail and Heathrow airport), London Bridge, Gatwick Airport and stations south of London.



Platforms will be extended at Meldreth, Shepreth and Foxton stations as part of the government-sponsored Thameslink Programme, which is transforming north-south rail travel through London to help cater for the growing number of people who want to travel by train, as part of Network Rail's Railway Upgrade Plan.

A team of Network Rail and contractor VolkerFitzpatrick engineers will begin work at the stations on Sunday, 19 February, with the extended platforms due to be completed by the end of August.

When complete, the longer platforms will enable Great Northern's new, Siemens-built Class 700 trains to call at the stations,

at record levels and growing each year, so it's vital we continue to invest in building a bigger, better railway. The work we're doing in Cambridgeshire will deliver longer trains, with more space for passengers as part of Network Rail's Railway Upgrade Plan. I'd like to thank passengers and local residents in advance for their patience while we carry out this much-needed investment in the railway."

Stuart Cheshire, Passenger Services Director, Great Northern said "The improvements at Meldreth, Shepreth and Foxton stations offer passengers on the Great Northern route a glimpse of the benefits that the Thameslink Programme will deliver to their area over the next eighteen months. The brand new eight-car Class 700 trains, being introduced on the



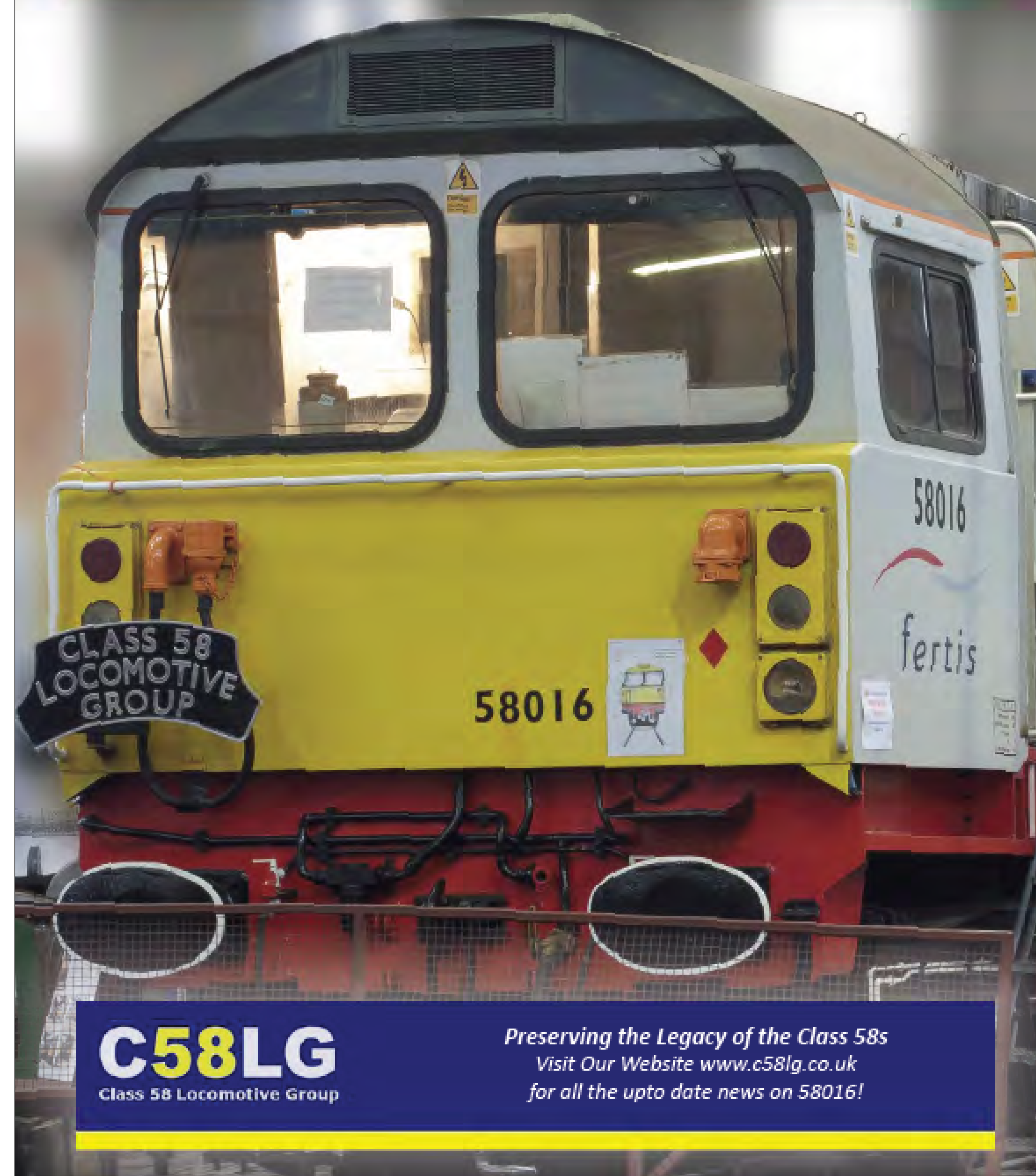
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National Rail

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

There are various ways to help the C58LG:

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



C58LG
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Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!



Arriva introduces world's first virtual reality platforms in support of train passenger safety across Wales

A first of its kind 'virtual reality cave' featuring an interactive rail platform and computer generated passengers is being used by Arriva Trains Wales to improve passenger safety across its network. The train operating company has invested over £100,000 in the Platform-Train Interface virtual reality cave located in Arriva Trains Wales' driver training centre in St. David's House, Cardiff.

The software was developed by Telford-based Virtual Reality Simulation Systems, who specialise in using computer game technology to deliver safety and educational training for businesses. The new simulator comprises a three-walled room called the CAVE, where projectors and screens create an immersive virtual train platform allowing the user to navigate around the virtual reality station using a wireless hand-held controller, to interact with customers, trains and objects as they go. It contains a number of scenarios which will be used by conductors and station staff to recognise behaviours and identify potential risks and hazards to passengers and develop their situational awareness.

Gareth Thomas, Human Resources Director at Arriva Trains Wales said: "In the last five years, 15 people have been killed in platform-train interface incidents across the UK and another 254 major have suffered major injuries." "With such significant numbers of fatalities and incidents occurring as a result of this activity, we have a responsibility to ensure that the safety of our staff and customers is maintained and, where possible improved.

"The well-being of our passengers is vitally important to us and that is why we have invested heavily in developing the virtual reality cave. It will help train our staff to identify potential risks and hazards faster so we they can react quicker and reduce the number of accidents across our network.

"At Arriva Trains Wales we are committed to utilising new technology to improve our customer service offering and ensure our staff gain the necessary training to deal with any issues that may occur."

The virtual platform is just one way Arriva Trains Wales is using state-of-the-art technology to increase customer safety.

In 2008, Arriva Trains Wales invested £2 million into a driving simulator project consisting of four immersive which are used by the 650 drivers Arriva Trains Wales employs across its network. The simulators allow drivers to run through various scenarios and train procedures and practice their driving skills in a controlled and safe environment.



Railtalk Magazine

National Rail

Loco Fleet List 2017

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

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

Contents

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

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

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk

Loco Fleet List 2017



2017

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK



Class 20 142 is seen hiding inside the carriage shed at Clapham Junction on January 14th. *Class47*



Passenger improvements planned for Fylde railway station

As part of a package of work to upgrade the railway line between Preston and Blackpool, passengers are set to have better, easier access to more reliable train services at a key railway station in the Fylde. From November 2017, Network Rail will begin work at Kirkham & Wesham station to increase the number of platforms from two to three. Additionally, a new footbridge with lifts to the platforms will be fitted, meaning that step free access for wheelchair users, families with prams and people with heavy luggage will be provided at the station for the first time. Collectively, these improvements will allow more passengers to get on trains to and from Blackpool South, and on electric trains between Preston and Blackpool North from May 2018. Passengers will also benefit from more reliable journeys between Preston and Blackpool due to improvements being made to the track layout at several locations, including Kirkham station. Introducing a third platform at Kirkham will allow trains to run more efficiently between Preston and both Blackpool North and South stations. Additionally, the old signal box – which controls the movement of trains in and out of the station – will be replaced with a new digital traffic light system operated by Network Rail's railway operating centre (ROC) in Manchester. The work that is being delivered forms part of Network Rail's Upgrade Plan and is part of a wider £1bn+ investment in the north of England.

Fylde MP Mark Menzies said: "Railways in Fylde have been neglected for more than a generation. I'm glad to see that is now changing fast. I am delighted to see work is finally set to begin on electrification and station improvements. Electrification of the Blackpool North Line will give a significant economic boost to the area, allowing more services to run and more efficiently, giving more commuters and leisure travellers access to the area.

It will also allow us to see up to eight services a day to and from London from Kirkham. And I am pleased the long-standing need for a lift at the station will also finally be met, a move that will make the station accessible to people who should have been able to use the station for years."

Michael Butler, commercial scheme sponsor at Network Rail said:

"The new lifts, footbridge, platforms, modern signalling system and track improvements at Kirkham & Wesham station, delivered as part of our Railway Upgrade Plan, will help pave the way for new electric trains between Preston and Blackpool North from May 2018.

Ultimately, it will benefit the local economy by helping more passengers get to work and school, see their friends and family, as well as travel to major tourist attractions in the area." Sharon Keith, Regional Director at Northern said: "This is another example of the partnership work being carried out across the rail network in the North West which will assist in the modernisation of travel for passengers across the region. We have already outlined our commitment to introduce new and refurbished trains across our network and to modernise our stations to provide a rail service fit for the 21st Century. The work to be carried out by Network Rail at Kirkham and Wesham will complement this commitment by allowing us to run those new trains more effectively and efficiently, providing an improved service to our customers."

The Manchester ROC, operating 24 hours a day, is one of 12 nationally which will eventually control the entire rail network in Britain and replace more than 800 signal boxes and other operational locations. The centre has more advanced signalling tools and technology that will help reduce delays, improve performance, increase capacity, provide better information to passengers and offer better value for money for passengers and taxpayers.



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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



UKRL's Class 56 104 hauls the late running 0J72 12:36 Tyseley Steam Trust to Willesden T.M.D. through Northampton on January 23rd, the Class 56 taking Class 86 259 'Les Ross' back south after exam, for use on Cumbrian Mountain Express duties. *Derek Elston*

Trainspotting with ScotRail's own T2

The long-awaited sequel to Trainspotting may be known as T2 – but to a team of railway engineers T2 means something completely different.

For T2 is also the working title for the first of a new fleet of 70 trains to arrive in Scotland.

Choose faster, choose longer, choose greener...

As the ScotRail Alliance prepares for the new trains, testing of the four-carriage test train - T2 - is taking place overnight, so it doesn't disrupt any of the 2,800 services that run each day in Scotland.

The Hitachi-built Class 385 fleet will be phased into passenger service from September, delivering more seats, faster journeys and a much greener and cleaner travelling experience for customers across the central belt.

Ian McConnell, programmes and transformation director for the ScotRail Alliance, said: "It's fantastic to have the first of our new trains actually running on Scotland's railway as this means we are one step closer to making them available to our customers.

But before we do that, we have to make sure each train is fully tested on the network. That means ensuring that it interacts properly with railway infrastructure such as signals and overhead lines, and that's what the team is focussing on right now.

"T2 is not yet fitted with seats and tables so we're using sandbags to represent the weight of these, as well as passengers. That means we are carrying out our tests in realistic conditions.

"Up next will be the second phase of testing, when the new fleet will be allowed to operate on the network alongside other trains. That is likely to begin in spring on two routes from Edinburgh, to North Berwick and to Glasgow via Falkirk High - so great opportunities for train spotting!"

Transport minister Humza Yousaf said: "This is another significant step towards delivering more reliable trains and much more capacity across the Scottish network. I have already seen the train up close and I know passengers will be looking forward to travelling on the new fleet as they are gradually introduced into service from September across the central belt. This will play a major part in delivering more than 23% extra seats on ScotRail services by 2019, but we are of course working hard with the industry to do more before then to address capacity issues."

Liz Cameron, chief executive, Scottish Chambers of Commerce, said: "The transport network in Scotland is vital to businesses in every part of the country - from connecting businesses across cities to making sure commuters have a diverse range of reliable travel options. As a result of ScotRail's large scale investment, passengers will be able to experience more modern, comfortable and accessible trains. ScotRail's commitment to the rail network and to customer service is clear, and will have a positive long-term impact for businesses, commuters & tourists."

Hitachi Rail Project Manager Andy Radford said: "It's great to see the first of our brand new style of trains out for testing on the Scottish rail network. Hitachi's trains have a reputation for their quality design and reliable running so passengers will soon be feeling the benefits of trains that use leading Japanese technology and are built in the UK."

The new trains are being built by Hitachi Rail Europe at its state-of-the-art facility in Newton Aycliffe, County Durham.

Did you Know - Ken Mumford

GWR Facts

Newport (Pill) shed [86B] closed in June 1963 when all of the shunting in the Newport Docks was dieselised.

The Alexandra (Newport) Dock Railway [ADR] purchased three 0-4-0 saddle tank loco-motives from a firm of contractors who had been carrying out shunting duties in the Town Dock area. One of them (which ended up at Didcot Railway Centre when purchased for, originally, private preservation) was named Trojan. Built by the Avonside Engine Company in 1897 it entered GWR stock as No. 1340, in 1934 it was sold to a colliery but later resold to the Alders Paper Mills near Tamworth before entering private preservation, then the Didcot Railway Centre.

On 15th April 1963 the following 4-cylinder ex-GWR 4-6-0s were noted in sidings near to the site of Town Dock before being transferred to Cashmore's Yard for cutting up:- 6009 - King Charles II. 5064 - Bishop's Castle. 5021 - Whittington Castle.

EXCEPTIONS MADE ON SUNDAYS

[1] A toll was levied at Corby Bridge just east of Carlisle on the line from Newcastle. The old North Eastern railway allowed pedestrians the use of its viaduct over the River Eden on payment of a halfpenny toll. Magnanimously free passage was granted at church times on Sunday.

[2] For the spiritual welfare of North British Railway employees at the remote Riccarton Junction, the company ran a free church train on Sundays – to the Kirk at Hawick one week and to church or chapel at Newcastleton the next.

When? After the television showing [around the end of 1949] of the film "Go Slow to Brighton" (which portrays a motorman's view of the Victoria to Brighton route as it would appear at an average speed of 800 m-p-h) telephone enquiries were received at Waterloo asking when the 'new Brighton service' was to be inaugurated!

Ken Mumford's PowerPoint presentations			
DATE	TIME	VENUE	POWERPOINT TITLE
7th April	7.45 pm	GWR Swindon	Trains and Busses Galore
18th April	7.30 pm	Aberaeron	The Devon Belle
19th April	T.B.A.	Penarth	Omnibus Allsorts
15th April	7.30 pm	Thatcham	The Devon Belle
Other PowerPoint presentations available as at December 2016			
SIBERIAN YORKSHIRE. MORE RAILWAY ALLSORTS.			
TRANSPORT ALLSORTS. WELSH RAILWAY ALLSORTS.			
7 DAMS & A RAILWAY (The Elan Valley Railway)			
Future PowerPoint presentations in preparation:-			
STEAM ALLSORTS. THE RED DRAGON.			
Non-railway PowerPoint presentations include:-			
DORSET DELIGHTS. CORNISH CAPERS. DEVON DELIGHTS.			
POMPEY PICTORIAL. NORTH WALES. MID-WALES. SOUTH WALES.			
More details:- ken.mumford@ntlworld.com [Swindon]			



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AN AUDIENCE WITH THE PRINCE OF WALES COMING TO PETERBOROUGH

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

The project to build Britain's most powerful steam locomotive will be holding the second in a series of roadshows at The Great Northern Hotel, Peterborough on Saturday 18th February 2017. The A1 Steam Locomotive Trust has announced that it will be holding a number of presentations on the project to build new Gresley class P2 No. 2007 Prince of Wales along the route of the East Coast Main Line from London to Edinburgh and all the way to Aberdeen during 2017.

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

The next Roadshow is at The Great Northern Hotel, Peterborough. Each presentation will feature key Trust personnel including Mark Allatt (Chairman) and David Elliott (Director of Engineering) and will cover the background to the project, progress to-date, future plans and details of how to get involved. The presentation will run from 11:00hrs to 13:00hrs on each of the days listed below and are open to existing supporters and interested members of the public:

- Saturday 18th February 2017 – The Great Northern Hotel, Peterborough
- Saturday 18th March 2017 – Doncaster Museum & Art Gallery, Doncaster
- Saturday 22nd April 2017 – York Railway Institute, York
- Saturday 13th May 2017 – Darlington Locomotive Works, Darlington
- Saturday 17th June 2017 – Newcastle Mining Institute, Newcastle
- Saturday 1st July 2017 – Edinburgh Jury's Inn, Edinburgh
- Saturday 14th October 2017 – Dundee Heritage Trust Discovery Point, Dundee
- Saturday 25th November 2017 – Aberdeen Jury's Inn, Aberdeen.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and 790 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed),

The Boiler Club (well over 110 people have pledged £2,000 each - target of 300 people), The Mikado Club (105 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (over £180,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges almost 50% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "The past three years have seen dramatic progress toward our aim of completing new Gresley class P2 No. 2007 Prince of Wales by 2021. No. 2007 is already at the stage Tornado was eight years into the project. We are holding a series of free roadshow presentations in 2017, the next one being at Peterborough, to promote the £5m project and at each we will cover the background to the project, our progress to-date, future plans and details of how to get involved. These presentations are open to anyone interested in the project and we are encouraging our existing supporters to bring along interested family and friends."

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

Photo: The P2 at Darlington Loco Works. ©A1SLT



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Preserved
Railways





GREAT CENTRAL RAILWAY SALUTES VALIANT VOLUNTEERS

Sixty six volunteers with more than forty years of service - a staggering two thousand six hundred years combined!

The Great Central Railway has celebrated the volunteers who keep the award winning Leicestershire line alive and uncovered a staggering track record. Sixty six of them have each clocked up more than forty years of service. To put it another way, that's two thousand and six hundred years combined!

More than three hundred volunteers attended a dinner event at Leicester's King Power stadium. The aim was to celebrate all who give their time to the line and was personally supported by the Directors. The evening culminated with the presentation of the long service awards to people who have loyally served the project.

Chief Executive Andy Munro said, "As we started adding up the numbers, we couldn't believe how many people have been committed to the railway for so long. In total, sixty six people have been volunteers for forty years or more. Combined, that's an extraordinary two thousand six hundred years of service. It is the sort of record many companies can only dream of, so it was absolutely right that we salute their dedication. Along with all of our volunteers, it's their effort which continues to keep the Railway alive".

The original Great Central Railway finally closed in 1969. That year, a number of people met in the waiting room at Leicester Central station to discuss how a section of the line could be preserved as a home for large steam locomotives. At the dinner some of those founding fathers were present, meaning they are approaching half a century of service.

They come from all walks of life and work right across the railway from restoration of priceless heritage to running the trains.

Andy continued "we have around seven hundred volunteers at the GCR from all age groups and its great to see young people working alongside more experienced engineers and volunteers. People are passionate about volunteering and helping to shape the future. With major developments coming down the line in the years ahead, there is a real buzz of excitement in the air. It's a great time to get involved and experience the passionate team spirit."

The Great Central is developing a heritage lottery funded museum at its southern terminus in conjunction with the National Railway Museum and Leicester City Council. It is also working to create and eighteen mile heritage railway across the East Midlands.

About the Heritage Lottery Fund

HLF Heritage Grant Programme applications are assessed in two rounds. A first-round pass is given when HLF has endorsed outline proposals and earmarked funding. A first-round pass may also include an immediate award to fund the development of the project. Detailed proposals are then considered by HLF at second-round and as long as plans have progressed satisfactorily and according to the original proposal, an award for the project is confirmed.

Thanks to National Lottery players, we invest money to help people across the UK explore, enjoy and protect the heritage they care about - from the archaeology under our feet to the historic parks and buildings we love, from precious memories and collections to rare wildlife. [@heritagelottery](http://www.hlf.org.uk)

Photo: GCR Volunteers with 40 year service. ©GCR/Scott Mattock



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Great Central Railway

LMS Ivatt Class 22-6-0 No. 46521 approaches Quorn and Woodhouse on January 28th with a Loughborough to Leicester North service.
Richard Hargreaves



Preserved Railways

Great Central Railway



BR Class 9F No. 92214 drifts down Woodthorpe bank on a freight working during the gala on January 29th. *Derek Elston*



The lines Metropolitan Cammell DMU climbs Woodthorpe Bank with the 11:05 service to Quorn & Woodhouse on January 29th. *Derek Elston*

BR Standard Class 2 No. 78018 is seen working a light engine move at Woodthorpe during the GCR winter steam gala on January 28th. *Derek Elston*



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Great Central Railway

Under stormy skies, visting Southern Railway Q Class No. 30541 and SR N15 King Arthur Class No. 777 'Sir Lamiel' pass Kinchley Lane with the 13:45 Loughborough - Leicester North service.

Mark Pichowicz



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Great Central Railway

▶ London Midland and Scottish Railway (LMS) Fowler 3F 0-6-0T 'Jinty' No. 47406 is seen outside the shed at Loughborough on January 28th. *Richard Hargreaves*

▶ LMS Stanier 8F No. 48624 arrives into Quorn and Woodhouse on January 28th, hauling a service from Leicester North to Loughborough. *Richard Hargreaves*

▶ SR 'Q' Class No. 30541 passes Kinchley Lane on January 27th with a freight working from Switherland to Loughborough. *Ken Livermore*





Preserved Railways

Great Central Railway

▶ Ivatt 2-6-0 No. 46521 pilots GWR Hall 4-6-0 No. 6990 'Witherslack Hall' away from Loughborough with the 09:45 departure for Leicester North on January 29th. *Mark Pichowicz*

▶ British Railways Standard Class 7 No. 70013 'Oliver Cromwell' ascends Woodthorpe Bank working the TPO during the GCR winter steam gala on January 29th. *Derek Elston*

▶ SR N15 King Arthur Class No. 777 'Sir Lamiel' ascends Woodthorpe Bank with the 10:45 departure from Loughborough on January 29th. *Derek Elston*





JAMES MAY MAKES 'SLACKING COCK FLANGE' FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

James May, TV presenter, media celebrity and secret steam enthusiast has made the appropriately named 'slacking cock flange' for what will be the most powerful steam locomotive to operate in Great Britain - new build steam locomotive No. 2007 Prince of Wales.

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

The TV presenter of Top Gear and The Grand Tour fame has already applied his engineering prowess in crafting the first component for No. 2007 when he last visited Darlington Locomotive Works in February 2013. Then he manufactured the smokebox door dart, the component at the front of the locomotive that secures the smokebox door shut (resembling the hands on a clock). Now, using materials and tools at Darlington Locomotive Works, James created the more complex 'slacking cock flange' which connects the high-pressure hose (slacking pipe) to the boiler and controls the volume of water used to wash away coal dust on the footplate of a steam locomotive. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and almost 800 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (112 people have pledged £2,000 each - target of 300 people), The Mikado Club (111 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (almost £200,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of almost 50% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

James May commented, "Not many man-made machines stir the soul, but a full-blown steam locomotive is right up there, and we invented it. However, over the decades we've lost so much of the talent, skill and knowledge needed to build them. That's why it's such a thrill to work alongside the team building No. 2007 Prince of Wales, determined to not only resurrect this monster from the past, but to improve it using modern wizardry to do so. It's a real privilege to know that when Prince of Wales eventually roars past me at a station, I can proudly say along with many others that I helped build that... and it works!"

In the thirteenth series of BBC Top Gear in 2009, James May raced a Jaguar XK120 sports car against a Vincent Black Shadow motorcycle ridden by Richard Hammond and No. 60163 Tornado with Jeremy Clarkson on-board from London to Edinburgh in the 'Great Race to the North'.

Mark Allatt, Chairman of The A1 Steam Locomotive Trust added, "We are delighted that James agreed to craft another part of No. 2007 Prince of Wales three years after his last visit. James has been a fervent supporter of ours over the years with Tornado and we are very pleased to continue to have him on board with our next adventure to build the most powerful steam locomotive to operate in the UK. This isn't the only time James has got his hands dirty with us, he has been out as a volunteer member of Tornado's support crew, helping ensure the locomotive ran smoothly."

Construction progress to-date includes:

- Frame plates for engine and tender rolled, profiled and machined
- Engine frames erected at Darlington Locomotive Works with most frame stays permanently fitted
- Footplate angles and plates profiled and fitted, splashers made
- All 20 wheels for engine and tender cast and machined ready for pressing onto



axles

- Engine tyres, axles and material for crank pins delivered
- Engine hornblocks, axleblocks and cannonboxes cast/machined; roller bearings delivered
- Contract placed to assemble wheelsets
- Over 1,000 fitted and driven bolts and nuts delivered, over 630 fitted
- Cab built, all glazings and window frames procured
- Preliminary discussions held with boiler manufacturers; forged foundation ring corners manufactured
- Vampire study into ride and suspension and finite element analysis of crank axle completed with redesigned components to comply with modern standards
- Assessment and Notified Body appointed to oversee certification; preliminary meeting held with ORR
- Smokebox, chimney and smoke lifting plates manufactured
- Nameplates and chime whistle delivered!

The plan for the next 12 months includes the following, costing around £500,000:

- Completion of wheelsets and fitting to frames
- Finish cab and smokebox
- Complete design, make and fit outside motion brackets
- Finish re-design and fabricate pony truck frame
- Make and fit spring hanger brackets and spring gear
- Make and fit brake linkage
- Boiler procurement
- Complete design for valve gear
- Place order for cylinder block

Photo: James May checks his work. ©A1SLT



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Keighley and Worth Valley Railway

With services running only at weekends at the start of the year, the Worth Valley Railway gives a welcome outing for their Waggon & Maschinenbau diesel railbus No. M79964. The unit is seen pulling away from Haworth Station on January 7th. *Ben Bucki*

Waggon & Maschinenbau diesel railbus No. M79964 is seen drawing to a halt at Ingrow West Station with the first Oxenhope-bound service of the day on January 7th. *Ben Bucki*

The former Taff Vale tank locomotive No. 85 is seen heading away from Ingrow Tunnel, through the housing estate built on a former mill with an afternoon Oxenhope-bound service on January 7th. *Ben Bucki*





The A1 Steam Locomotive Trust
New Steam for the Main Line

SCHEDULED STEAM HAULED TRAINS RETURN AFTER 50 YEARS TO CELEBRATE THE REOPENING OF THE SETTLE & CARLISLE RAILWAY

60163 Tornado to pull “I love S&C” trains on Tuesday 14th to Thursday 16th February 2017

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, is delighted to announce its participation in the celebrations to mark the re-opening of the Settle & Carlisle Railway (S&C) after its rebuilding following a huge landslip in February 2016. The S&C, completed in 1875, is regarded as one of the most scenic railway routes in the UK and runs for 73 miles through the Yorkshire Dales and Northern Pennines and includes the spectacular 24 arch Ribbleshead Viaduct.

New Peppercorn class A1 ‘Pacific’ No. 60163 Tornado, completed in 2008, will haul the scheduled Northern trains over the S&C between Skipton and Appleby on three consecutive days from Tuesday 14th February to Thursday 16th February 2017. These will be the first timetabled ordinary main line passenger steam hauled trains to run in England for 50 years and are the result of a pioneering modern and heritage railway industry alliance, formed to help revive the economic fortunes of the line as well as the towns and villages that it serves.

This collaborative alliance comprises Northern, Network Rail, DB Cargo, The A1 Steam Locomotive Trust and Friends of the S&C, together with RAIL and Steam Railway from the Bauer Media magazine portfolio, who came up with the proposal two years ago. These historic community trains are being promoted under the banner “I love S&C”.

On Tuesday 14th to Thursday 16th February, the usual Diesel Multiple Unit (DMU) trains will be replaced by No. 60163 Tornado hauling British Railways Mark 2 carriages on the 10:45hrs ex-Skipton and 15:07hrs ex-Appleby services, supplemented by morning and evening extras, running in reverse order. This will be the UK’s first German-style ‘Plandampf’ operation where steam locomotives haul scheduled passenger trains. Tickets bought in advance or from National Rail ticket offices will be permissible for travel.

Nigel Harris, Managing Editor, RAIL, commented: “Former Steam Railway Editor Tony Streeter and I first suggested this to Northern Managing Director Alex Hynes a couple of years ago, but with the old franchise in its last days, it just wasn’t possible

to pull it all together. Severance of the S&C gave us the opportunity to finally run a German-style ‘Plandampf’ operation, and it was fantastic to see how everyone at NR, Northern and DB grabbed the idea and ran with it. Northern MD Alex Hynes and NR Route Managing Director Rob McIntosh deserve special thanks. They proved how devolved decision making and regional collaboration at ground level really works. We need to see much more of that!”

Mark Allatt, chairman, The A1 Steam Locomotive Trust, added: “What better way to celebrate the re-opening of the Settle & Carlisle Railway than with England’s first scheduled steam hauled main line passenger trains for 50 years. The beautifully scenic S&C holds a special place in the hearts of all those who admire Britain’s railway heritage following its saving from closure in 1989 and subsequent renaissance. We are delighted that No. 60163 Tornado, Britain’s newest main line steam locomotive will be hauling these special ‘I love S&C’ trains over this iconic railway, offering the magnificent sights and sounds that will accompany a fast, express passenger steam locomotive working hard... an experience not to be missed!”

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

Photo: No. 60163 Tornado completes its first crossing of the Ribbleshead Viaduct with ‘The Waverley’ on 3rd October 2009. © Ian McDonald/A1SLT.



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North Norfolk Railway

BR Class 9F No. 92203 'Black Prince' stands at Sheringham on the North Norfolk Railway having arrived on a service from Holt on December 26th. *Ray Anslow*



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Swanage Railway

On December 27th, Class 33 No. D6515 'Lt. Jenny Lewis RN' is seen arriving at Corfe Castle with the 11:40 Norden to Swanage freight.
Stewart Smith



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Swanage Railway

▶ LWSR M7 No. 30053 enters Corfe Castle with the 12:00 Norden to Swanage service on December 27th. *Stewart Smith*

◀ Class 33 111 is photographed after departure from Corfe with the 12:40 Norden - Swanage service on December 27th. *Stewart Smith*



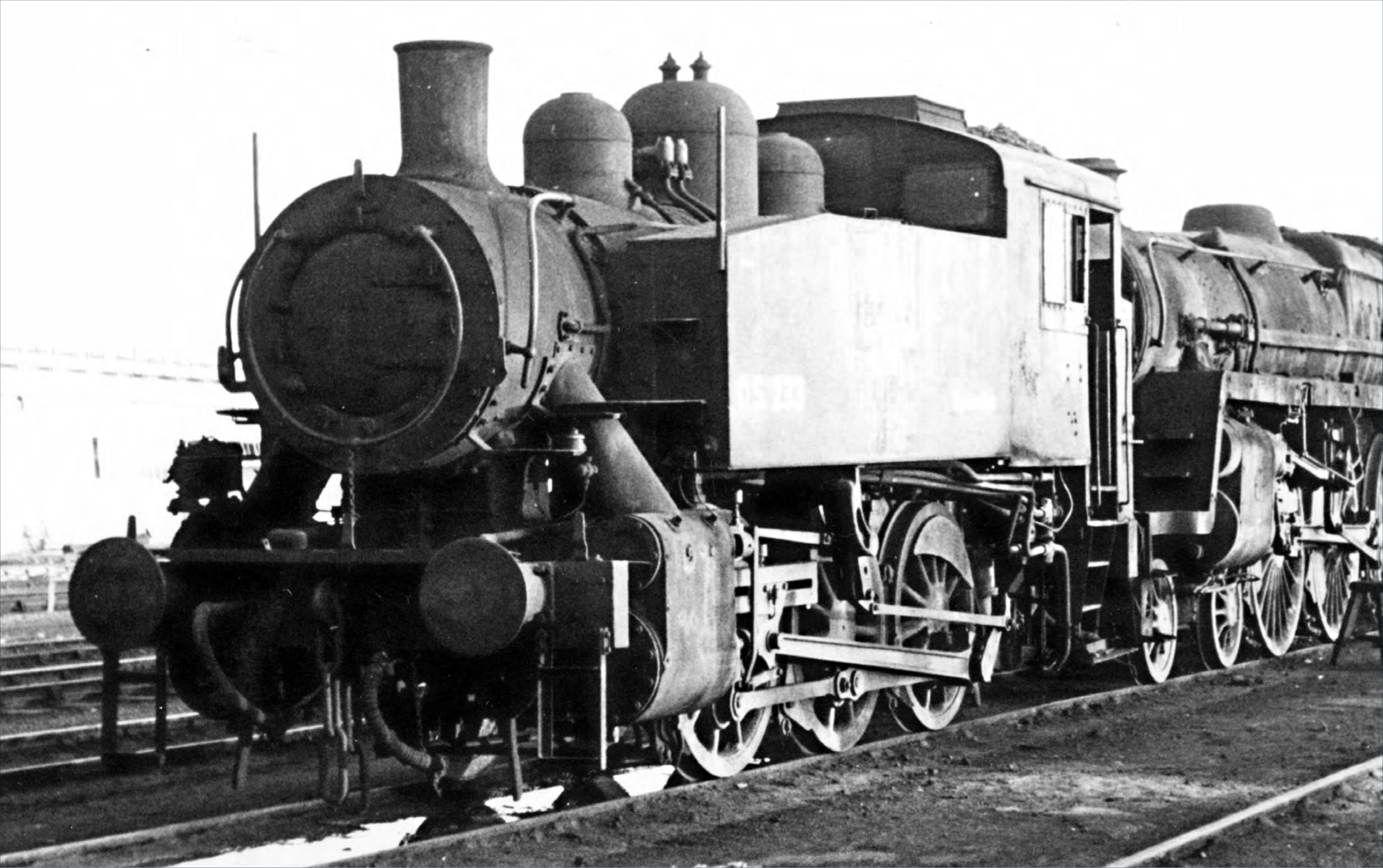


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Swanage Railway

Southern 'U' Class No. 31806 with the 12:26 Swanage to Norden freight, approaches the A351 overbridge between Harmans Cross and Corfe on December 27th. *Stewart Smith*





From the Archives



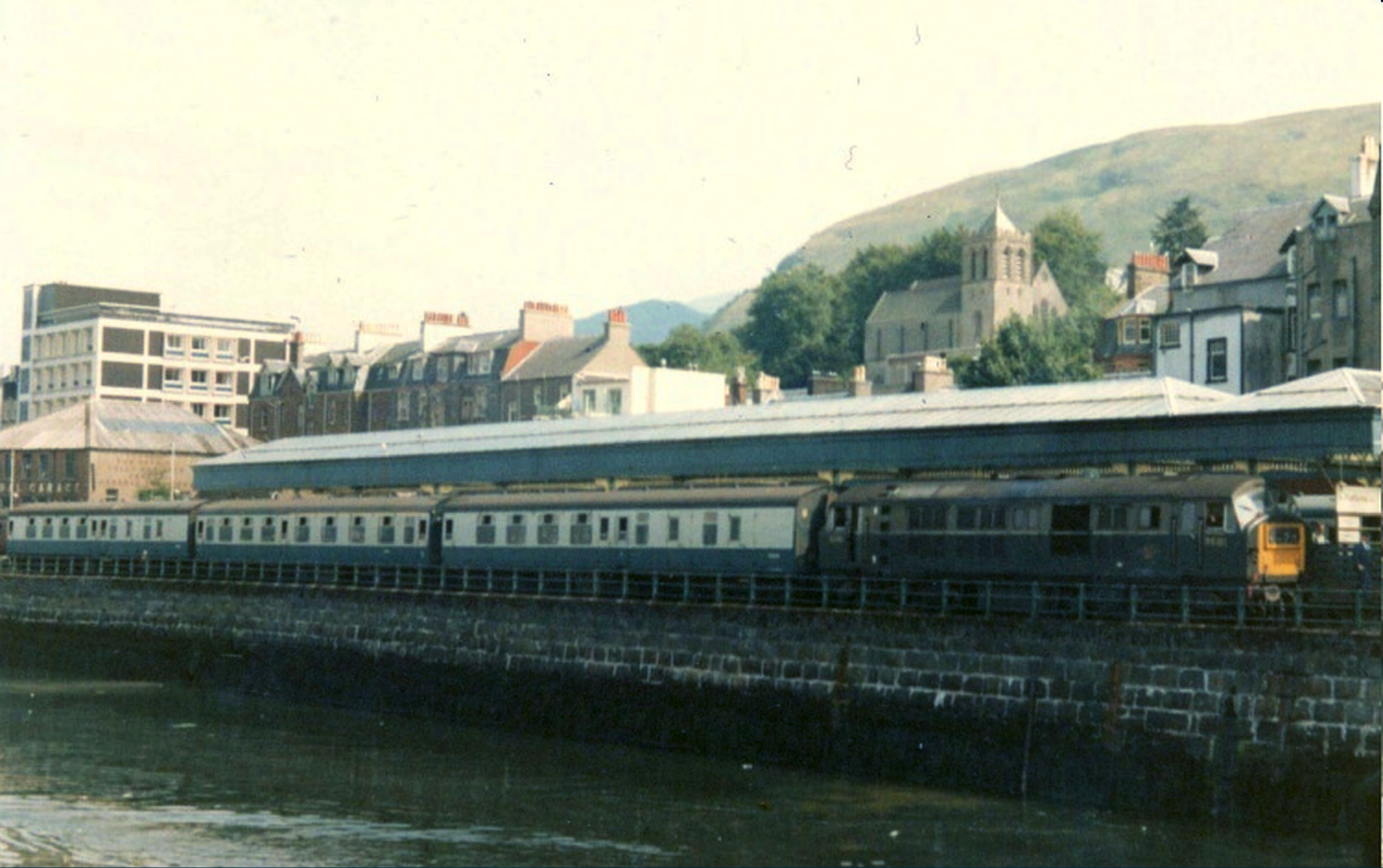
▶ Class 25 176 and 25 109 pollute Miles Platting bank with a light engine movement on July 1st 1986. *Nick Clemson*



▶ Class 31 416 and 31 421 stand at Birmingham New Street on May 30th 1981. *Brian Hewertson*



▶ Class 50 041 stands at Reading on May 3rd 1980. *Brian Hewertson*





From the Archives



Class 45 022 stands at Manchester Piccadilly in February 1980 working a Harwich bound boat train. *Brian Hewertson*

Class 08/9 shunter, 08 993 'Ashburnham', with cut-down cab stands at Swansea in 1986. It was converted in 1985 from 08 592 to enable it to work on the restricted clearance Cwmmawr branch line. *Keith Chapman*



From the Archives



▶ A Class 373 Eurostar on the WCML, passing Norton Bridge station and signal box in September 1997. I assume it was on a 'test working' before the idea of through services from Manchester to Paris/Brussels was abandoned. *Keith Chapman*



▶ Class 31 324 is seen stabled at Warrington Low Level on February 25th 1992, acting as pilot loco for MGRs to Fiddlers Ferry power station. *Michael Lynam*



▶ Class 31 403 passes Warrington Central signal box as it runs into Warrington Central with the 15:40 Hull - Liverpool service on July 1st 1986. The Signal Box was recovered from Platt Bridge Junction when that line closed on the March 15th 1973 and it was found to be in such good condition that it was dismantled piece by piece and transported to Warrington with most of it being rebuilt as the new Warrington Central Signal Box. *Nick Clemson*