

Railtalk Magazine

Issue 155 | August 2019 | ISSN 1756 - 5030



Railtalk Magazine

Welcome

Welcome to Issue 155 and your monthly roundup from across the UK.

Well we are still hanging on to the summer weather this month, but only just. Autumn isn't far away, and the nights are slowly getting darker. Anyway enough about that, we have two major events coming up in the next few months, the first is the transfer of East Midlands Trains from Stagecoach this month and the second is the end of Virgin Trains west coast, who have lost the franchise to First/Trenitalia. Obviously we assume that both fleets will get a livery change, so time to get the old liveries in whilst you can.

However one franchise that will stay the same for now is South Eastern as the Department for Transport terminated the competition for the next South Eastern franchise on August 7th, saying it had 'significant concerns' that continuing with the process 'would lead to additional costs incurred to the taxpayer, with no certainty that this would deliver envisaged benefits for passengers in a timely fashion'

Will all the new rolling stock coming onstream could some of our old EMUs be heading for South Africa as Gautrain Management Agency is planning to obtain second-hand rolling stock from the UK. This follows an abortive tender called in February 2016 for a fleet of 12 new four-car trainsets. Despite three bidders being shortlisted, none of the bids was compliant.

Content

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 42 - Pictures
Pg 145 - News and Features
Pg 155 - Fares Advice
Pg 165 - Did you Know
Pg 166 - Different View
Pg 168 - Preserved/Industrial
Pg 199 - From the Archives

Submissions & Contributions

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

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

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

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover
The days work done, Transport for Wales' refurbished Class 175 002 heads out of Chester for the depot on July 23rd. *Brian Battersby*

This Page
In less than ideal conditions, SR West Country Class No. 34046 'Braunton' worked 1Z27 Bristol Temple Meads to Kingswear, seen passing Dawlish Warren. *Alan Sinclair*

Next Page
GWR HST 4+2 'Castle set' with power car No. 43092 propelling passes Langstone Rock on July 4th working the 2C45 Exeter St Davids - Penzance. *Dave Harris*



Railtalk Magazine

Trains from the UK would match Gautrain's requirements as the existing fleet is built to the UK loading gauge and is derived from Bombardier's Electrostar design; 24 four-car EMUs were delivered from 2008 onwards, with some being assembled in South Africa. As large numbers of new trains are on order or are currently being delivered for use by UK franchises, suitable rolling stock may shortly come off lease, potentially becoming available for sale or lease to the South African operator.

Also for those who are enjoying the Hull Trains hired it HST, get it whilst you can as the first of its five Class 802 electro-diesel multiple-units are nearing completion at Hitachi's Pistoia plant in Italy. The first is scheduled to arrive in the UK during the first week in September and enter service in late October or early November.

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

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

Andy Patten
Editor

Terms & Conditions

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

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

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

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

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

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

Railtalk Magazine

With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton,Robert Bates, Brian Battersby, Mike Bennett,Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Anton Kendall, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington,Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross. Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

GBRf Private Charter

GBRf Staff Charter

On July 6th, Class 50 007 and 50 049 arrive at York working the 1Z50 Motherwell - Scarborough staff charter. *Alan Rigby*

GBRf Private Charter

GBRf Staff Charter

On July 7th, 1Z50 was a GBRf charter from Motherwell to Birmingham, seen here passing Burton Salmon behind Class 50 007 (running on one side at least as 50 014) and 50 049. Very smart! *Steve Thompson*

Railway Touring Co.
The West Somerset Steam Express

On July 27th, LMS Princess Coronation Class 4-6-2 'Pacific' No. 6233 'Duchess of Sutherland' passes through Pewsey with the 1Z29 London Paddington - Minehead, running about 7 minutes early. *Ken Mumford*

Railway Touring Co.
The Dartmouth Express

On June 8th, LNER A4 No. 60009 ‘Union of South Africa’ skirts along the sea wall at Dawlish. Work had just begun that week that will change this view forever; making a two metre promenade and wall along Kings Walk (from Dawlish Station to Kennaway Tunnel). The working was 1Z72 Guildford to Kingswear. *Alan Sinclair*

Railway Touring Co.
The Dartmouth Express

On June 8th, ‘Union of South Africa’ passes Langstone Rock at Dawlish Warren, working 1Z79 Kingswear to Guildford return working. *Alan Sinclair*

Vintage Trains
Welsh Marches

On July 20th, LMS Jubilee Class No. 45596 ‘Bahamas’ leads the 1Z55 Hereford - Dorridge return charter through Wellington with Class 20 142 on the rear. *Richard Hargreaves*

Railway Touring Co.
The Bournemouth Belle

On July 6th, SR Merchant Navy Class No. 35018 ‘British India Line’ along with 47 802 on the rear, worked the Railway Touring Company ‘Bournemouth Belle’ between London Waterloo and Weymouth returning via Southampton and the Laverstock loop, seen here passing Wyke near Andover. *David Lindsell*

Railway Touring Co.
The Bournemouth Belle

‘British India Line’ back on its old stamping ground on the Weymouth to London Victoria line, races through Andover with the 1Z84 Southampton - London Victoria on July 6th.
Michael Bennett

Railway Touring Co.
The End of Southern Steam

On July 9th, SR Merchant Navy Class No. 35018 ‘British India Line’ makes its second trip to Weymouth, this time via Yeovil and is seen passing Andover. *Michael Bennett*

Charter Scene

Railway Touring Co.
The End of Southern Steam

On July 9th, West Coast's Class 47 245 approches its train at Yeovil Pen Mill before proceeding to Weymouth with the RTC charter, 'The End of Southern Steam' from Yeovil Junction. *Derek Elston*





Job done! MN Class No. 35018 'British India Line' stands at London Victoria with The Railway Touring Company 's End of Southern Steam rail tour from Weymouth to London Victoria. *Derek Elston*

'British India Line' working the 1Z92 08:45 London Victoria to Yeovil Pen Mill takes on water at Salisbury courtesy of Wilts & Dorset Fire & Rescue. *Derek Elston*

Railway Touring Co.
The Cumbrian Mountain Express

On July 13th, LMS Jubilee Class No. 45690 ‘Leander’ looks and sounds well as it works ‘The Cumbrian Mountain Express’ northbound through Docker. *Shep Woolley*

Railway Touring Co.
The Cumbrian Mountain Express

With the return leg of 'The Cumbrian Mountain Express' on July 13th, 'Leander' is seen approaching Kirkby Thore. *Shep Woolley*

Railway Touring Co.
The Cumbrian Mountain Express

Class 86 259 speeds through Charnock Richard on July 13th with a London Euston - Carlisle CME. *John Sloane*



Settle and Carlisle RDC

Settle - Carlisle Railway 30th Anniversary Express

Class 47 746 is seen at Chester on July 13th with the ECS from the 1Z80 Carlisle - Chester charter. Inset: Class 47 854 speed the return working of the tour through Warrington Bank Quay.
Brian Battersby

Vintage Trains
Evening Dining

Jubilee No. 45596 'Bahamas' crosses the River Severn at Worcester with the return 19:29 Worcester Shrub Hill - Birmingham Moor St. evening fine dining trip on July 4th. *Chris Morrison*

Saphos Trains
The Fellsman

Standard Pacific No. 70000 'Britannia' roars through Moore on the climb to Acton Grange on July 17th with the last 'Fellsman' tour of 2019. *Lee Stanford*

Saphos Trains
The Fellsman

BR Standard Pacific No. 70000 ‘Britannia’ passes Euxton on July 10th with the return Carlisle - Crewe ‘Fellsman’. *John Sloane*

The statue on this platform depicts a dog named Ruswarp (pronounced 'Russup'). It was unveiled on 11th April 2009 to commemorate the 20th anniversary of the government announcement that the Settle-Carlisle line would not be closed, following years of campaigning. It was placed here by the Friends of the Settle-Carlisle line and was funded by public subscription.

Ruswarp was the faithful friend of Graham Nuttall, co-founder and first secretary of the Friends of the Settle-Carlisle Line.

Through the 1980s the line was under threat of closure, certain closure. Tens of thousands of people, and one dog, objected. Ruswarp's paw-print was accepted as a valid signature of objection, he being a fare paying passenger.

Graham Nuttall and Ruswarp hardly had time to enjoy the railway they helped to save for the 20th January 1990 Graham (then aged 41) and Ruswarp (14) went walking in the Welsh mountains but did not return. Graham had died. It was not until 7th April 1990 that Graham's body was found by a mountain stream. Nearby was Ruswarp who had stayed with his dead master for eleven winter weeks. Ruswarp was so weak he had to be carried off the mountain but recovered and lived long enough to be at his master's funeral.

The statue, by The Sculptress Joss Walker, symbolises the successful campaign to save the line from closure - and the loyalty of man's best friend. Ruswarp's eyes look towards the hills and so a bench on the far platform, dedicated to Graham Nuttall Garsdale was their favourite place.



Grahame Nuttall and his faithful dog, Ruswarp (pronounced 'Russup'). Ruswarp's pawprint was counted as a valid signature of protest against the closure of the Settle-Carlisle Railway.



Sculptress Joss Walker at work on the clay model of the bronze statue of Ruswarp, who stayed with his master's body for eleven winter weeks after he died in the mountains.

Remarkable dog

I WAS the most recently appointed independent director of the then Settle-Carlisle Joint Committee, the body which, in England, was responsible for the railway, when I first met Graham Nuttall and Ruswarp. I was one of a number of invited railway directors and managers who had been to the top of Ais Gill to meet Graham and Ruswarp, and to hear the Settle-Carlisle story told by Graham himself.

Graham's passion for the railway and for Ruswarp, his dog, was clear for all to see. It was equally clear that he was not prepared to accept defeat. He was not prepared to give up the fight. Sure enough, he was back in the public arena, this time in front of Parliament on the traffic flows, Ruswarp by his side, as always.

I shall never forget that sad February week-end when I attended the funeral of a truly remarkable dog.

Clive Clarke
Preston Patrick



Saphos Trains
The Fellsman

On July 10th, with 'Ruswarp' keeping watch, 'Britannia' fairly flies through Garsdale with the northbound 'Fellsman'. Inset: The Graham Nuttall and Ruswarp's story. *Shep Woolley*

Saphos Trains
The Fellsman

Turned out to a very high standard, Standard Pacific No. 70000 ‘Britannia’ passes assorted debris at Ribblehead station with the northbound leg of Saphos Trains’ ‘Fellsman’ excursion on July 17th. *Gerald Nicholl*



Statesman Rail

Royal Windsor Statesman

On July 13th, Class 47 501 and 47 614 head through Telford Central working the 1Z47 Chester - Windsor & Eton Riverside charter.
Richard Hargreaves



Statesman Rail
Royal Windsor Statesman

Class 47 No. D1944 'Craftsman' leads the 1Z47 06:01 Chester to Windsor & Eton Riverside through Northampton with 47 614 tagged on the rear, July 13th. *Derek Elston*

Northern Belle

Northern Belle

Class 57 314 arrives into Crewe on June 29th hauling a Northern Belle working. *Paul Godding*

Railway Touring Co.
The Waverley

On July 7th, ‘Flying Scotsman’ with the inaugural 2019 season ‘Waverley’ passes White Birch Cottage on the approach to Aisgill summit. *Shep Woolley*

Railway Touring Co.
The Waverley

With the sun about to be blocked out by the gathering cloud 'Flying Scotsman' works through Newbiggin with the return leg of 'The Waverley' on July 7th. *Shep Woolley*



West Coast Railway Co.
The Merchant of Avon

LMS Class 8F No. 48151 powers West Coast Railways 'The Merchant of Avon' from Burton-on-Trent to Stratford-upon-Avon through Shirley on July 28th. *Chris Morrison*



Belmond British Pullman

The Royal Scotsman

Class 66 746 and 66 743 top'n'tail the Royal Scotsman through Balshaw Lane Jct. on July 7th with an Edinburgh - Chester working.
John Sloane

Belmond British Pullman
The Royal Scotsman

Class 66 746 leads the Royal Scotsman through Helsby on July 7th. *Brian Battersby*

Belmond British Pullman
The Royal Scotsman

On July 9th, Class 66 746 and 66 743 pass Dunbridge working the 1Z82 Bath to Banbury. *Michael Bennett*



UK Railtours
Buxton and Peak Forest

Class 66 100 and 66 107 top'n'tail the London Euston to Buxton charter out of Crewe on July 13th. *Brian Battersby*

Railway Touring Co.
The Hadrian

Powering up the grade through the rain, LMS 4-6-0 No. 45690 'Leander' heads towards Ribblehead near Ashes Shaw with the northbound 'Hadrian' on July 27th. *Gerald Nicholl*

Steam Dreams
The Royal Windsor Steam Express

LNER B1 No. 61306 ‘Mayflower’ passes Silver End near Kelvedon with ease working a London Liverpool St. - Norwich charter on July 4th. The return working was eventful however with ‘Mayflower’ failing along the route. *Charlie Robbins*

UK Railtours/A1 SLT
The North Briton

LNER A1 No. 60163 'Tornado' passes Selside cottages on July 20th with 'The North Briton' railtour from London to Carlisle.
Lee Stanford

Railway Touring Co.
The Royal Duchy

LMS Princess Coronation Class No. 6233 ‘Duchess of Sutherland’ passes Laira on the Bristol to Par ‘Royal Duchy’, August 4th.
Steve Andrews

West Coast Railway Co.
The Dalesman

Job Almost Done: Cruising down Hoghton Bank, Stanier 8F 2-8-0 No. 48151 has almost finished its day's work heading the steam leg of 'The Dalesman' ending at Preston on July 16th. *Gerald Nicholl*

ECS and Light Engine Moves

Under sunny skies, Class 50 049 and 50 007 shatter the peace of north Warrington with a Wetmore - Polmadie empty stock move on July 5th. *Jeff Nicholls*

Charter Scene

ECS and Light Engine Moves



Class 47 727 and 47 749 pass Rockstone Bridge, Dawlish on June 3rd working the 5Z43 Laira T.& R.S.M.D. to Long Marston with ex GWR HST stock and power car No. 43056 on the rear.
Alan Sinclair



Class 47 593 passes Charnock Richard on July 10th with a Carlisle - Crewe light engine move.
John Sloane



Southern Merchant Navy Class No. 35018 ‘British India Line’ passes Charnock Richard with a Carnforth - Southall move on July 4th.
John Sloane

Charter Scene

ECS and Light Engine Moves



A Bath Spa to Stewart's Lane ECS working with Class 67 024 on the front and 67 021 on the rear, is seen near Andover on July 5th. *Michael Bennett*



Class 47 245, running 41mins late after an issue with a support vehicle, approaches Weymouth with 5Z94, the 17:25 from Weymouth Jersey Siding charter ECS on July 9th. *Derek Elston*



'British India Line' passes through Northampton on July 15th with 5Z35, the 10:19 Southall to Carnforth Steamtown. *Derek Elston*

Charter Scene

ECS and Light Engine Moves



LNER No. 60103 ' Flying Scotsman' is seen being coaled at the Railway Museum on July 6th. *Alan Rigby*



Merchant Navy Pacific No. 35018 'British India Line' trundles it's way round the Northampton loop working as the 5Z35 10:15 Carnforth Steamtown to Southall on July 4th. *Derek Elston*



Class 47 749 'City of Truro' running as 0Z47, the 09:40 Leicester L.I.P. to Tonbridge West Yard GBRf light engine move, passes Isham on July 31st. *Derek Elston*

Caledonian Sleeper

Class 92 014 stands at Glasgow Central on July 17th having just arrived with the Glasgow portion of 1S26, the 23:50 London Euston to Glasgow Central and Edinburgh sleeper service. *Derek Elston*

On July 2nd, Class 92 033 is seen stabled at Preston. *Michael Lynam*

Caledonian Sleeper



Class 90 049 passes Balshaw Lane Jct. on July 6th with a Polmadie - Wembley ECS working.
John Sloane





Class 92 014 passes Coppull on June 30th with a Wembley - Polmadie light engine move.
John Sloane

On July 1st, Class 86 101 ‘Sir William A Stanier FRS’ sits on the blocks at London Euston.
Brian Battersby

Caledonian Sleeper



Class 90 049 heads through Levenshulme at sunrise on July 25th with the diverted 1M16 Highland Sleeper. *Mark Torkington*

Caledonian Sleeper unlocks Gateway to Scotland's Islands

Caledonian Sleeper is making it easier than ever for Londoners to experience the beauty of Scotland's islands this summer – thanks to a new travel connection.

The overnight rail service is connecting adventurers with the Scottish coast through a complimentary coach link which is exclusively available to guests.

Running between the train station at Crianlarich and the coastal town of Oban, the link puts guests within reach of the Hebridean islands, including Mull, Islay, Lewis and Harris.

Ryan Flaherty, Serco's Managing Director at Caledonian Sleeper, said: "Caledonian Sleeper is a fantastic way for guests from the south of England to explore all the delights Scotland has to offer. The islands off the west coast are hugely popular tourist destinations and we are making it easier than ever to get there. Following an overnight journey with Caledonian Sleeper, our complimentary coach service will take guests to Oban where they can explore the beautiful town or begin their island adventure with the help of CalMac Ferries."

Oban is a popular destination for tourists and is known for being the gateway to the isles, with ferry services to many islands off the West Coast of Scotland including the stunning Inner and Outer Hebrides and the Western Isles.

Andrew MacNair, Head of Marketing at CalMac Ferries, said: "CalMac Ferries is delighted to work with Caledonian Sleeper and West Coast Motors again to make it easier for people travelling to and from Oban and the islands we serve get to their end destination."

The Oban bus service, operated by West Coast Motors and funded by Transport Scotland, operates Monday to Saturday mornings from Crianlarich railway station to Oban reflecting the Caledonian Sleeper timetable. A return service from Oban will run at 19:40 on Sundays and at 20:30 Monday to Friday.

Guests looking to use the bus service should confirm so when boarding Caledonian Sleeper in London Euston. For more information or to book a journey, visit www.sleeper.scot.

For more information on CalMac Ferries, visit www.calmac.co.uk.

Chiltern Railways

Class 165 027 and 168 111 are seen stabled at London Marylebone on August 3rd. *Class47*

Improvements for Silver Sets

From late-July until late-October, Chiltern will be running a program of heavy maintenance work on each of their four silver set trains. Customers who normally travel on the 0710 Kidderminster to London Marylebone and the 1615 London Marylebone to Kidderminster are most likely to notice this as their silver train will be replaced with another train. Each silver train will go away, one at a time, for a period of 10-20 days, during which time they will be modified to be compliant with Persons with Reduced Mobility (PRM) standards.

Whilst each of these silver trains undergoes this work, another one of our trains will fill in for this timetable. To take advantage of the time that these trains are away for, two of the silver trains will also have periodic heavy-maintenance work carried out whilst the PRM modifications are done. The biggest change for customers will be the installation of priority seating nearest to the carriage doors and installation of digital information screens. After the initial works are carried out, the remaining two silver trains will be sent away carriage by carriage for 5 days at a time for the same heavy-maintenance. Organising the maintenance like this minimises any possible disruption for passengers. For regular silver train passengers, this means that there will be two lots of 5-day periods where one of our silver trains will not be offering Business Zone. There will still be plenty of seating as a standard silver carriage will be added on, but there will, unfortunately, not be a Business Zone offering.

Advice for customers

Customers are advised that whilst this work is carried out there will still be a train service operating. A different train may be filling in for the silver trains that customers on the Kidderminster-London Marylebone line are used to seeing. Additionally, for the two 5-day-periods where one of the silver trains will not have a Business Zone, alternative arrangements can be put in place for passengers requiring assistance. We apologise for any inconvenience this work may cause customers who prefer to travel on our silver trains or in the Business Zone and we look forward to unveiling the improved silver sets to our customers over the summer and Autumn.



Colas Rail



Class 66 846 passes Burgs Lane on July 4th with the 6Z66 06:35 Bridgend Ford Sidings - Ellesmere Port. *Keith Davies*



At the foot of Gunhouse Bank is the M181 motorway, and on July 13th, the 6C82 Up Decoy - Ulceby, heads across unusually for these parts top and tailed by Class 66 850 and 66 848. *Steve Thompson*



Class 56 087 and 56 302 head past Ryther on July 18th with 6S31 Doncaster to Millerhill departmental. *Steve Chapman*

Colas Rail



Class 56 302 passes Mauds Bridge on July 7th, with 6C81 Ulceby - Up Decoy comprising autoballasters and empty flats. *Steve Thompson*





Class 70 814 leads the chirk bound logs through Warrington Bank Quay on July 13th. *Brian Battersby*

Class 70 816 is seen at Thornhill LNW Junction on August 1st working 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*

Colas Rail

On July 4th, Class 70 810 takes a short train of PCA cement tanks with 6C36 around the curve at Langstone Rock from Moorswater to Aberthaw. *Dave Harris*

Colas Rail

On June 6th, Class 70 807 is seen passing Rockstone Bridge near Dawlish with 6C36 Moorswater to Aberthaw cement tanks.
Alan Sinclair





It's quite rare to be able to photograph both outbound and inbound Preston Tanks trains in daylight on the same day at Scunthorpe. Due to problems in LOR, it happened on a cold and wet July 11th, as Class 56 078 and 56 096 forge through Scunthorpe station on 6M32 loaded bitumen to Preston in the morning, then 56 096 leads on the return 6E32 in the evening.
Steve Thompson

Colas Rail



On July 7th, returning from Ulceby to Doncaster Up Decoy, Class 70 802 on 6C82 stone, spoil and scrap passes through Scunthorpe Station. *Steve Thompson*



Class 70 804 passes Charnock Richard on July 10th hauling a Mountsorrel - Carlisle ballast. *John Sloane*



Class 70 804 passes Bayston Hill with the 6C20 06:50 Maindee East Jct. - Crewe Basford Hall on July 7th. *Keith Davies*

Colas Rail

Class 70 810 passes alongside the Dawlish sea wall on July 4th with a lightly loaded 07:55 Moorswater to Aberthaw. *Lee Stanford*



Class 70 811 passes Worting Jct. with a Hinksey - Eastleigh engineers. *John Sloane*



Class 70 814 climbs Battlefield Bank with the 6C21 Maindee - Crewe engineers. *Phil Martin*

Colas Rail



A rare Class 56 triple header is pictured passing Stobswood in Northumberland on June 26th working 6S31 Doncaster to Millerhill engineers train. Class 56 094 and 56 096 were under power with 56 105 dead in tow. You could hear the noise as they passed Widdrington Station a mile away !!!!! *Alan Sinclair*



On July 13th, Class 70 806 passes a Manchester bound TPE as it works through Scunthorpe on 6C81 Up Decoy - Ulceby, conveying empty JNAs and a Kirow Crane. *Steve Thompson*



The Sundays Chirk - Carlisle empty timber sees Class 70 801 passing Preston Boats. *Phil Martin*

Colas Rail



On July 13th, Class 70 811 worked through Scunthorpe station on 6C83 Up Decoy - Ulceby with a mixture of autoballasters and loaded and empty track carriers. *Steve Thompson*



On July 6th, Class 70 802 runs light engine into Doncaster with a move from Barnetby to Up Decoy. *Richard Hargreaves*



On July 7th, Class 70 817 passes Frodingham Jct. with 6C83, conveying stone and a couple of Kirow cranes. *Steve Thompson*

Colas Rail



On July 18th, Class 70 804 heads a Mountsorrel - Carlisle ballast train along the WCML near Acton Bridge. *Michael Lynam*





It is 07:54 on July 17th and Class 56 113 is shut down and stabled on an engineering train at Glasgow Queen Street, that is booked to depart at 23:00 to Millerhill S.S. *Derek Elston*

Class 56 096 and 56 105 silt silently at 16:00 on July 18th at Glasgow Queen Street with a booked departure time of 23:00 to Millerhill S.S. *Derek Elston*

CrossCountry



Class 220 007 passes St. Denys with a Manchester Piccadilly bound service. *John Sloane*



Class 220 001 clears South Yorkshire Junction on the approach to Doncaster working the 1E82 07:45 Reading to Newcastle service on July 24th. *Derek Elston*



Class 221 133 rolls into Edinburgh Waverley a mere eight and three quarter hours after it's 05:20 departure from Plymouth with 1S37 on July 18th. *Derek Elston*





On July 9th, power cars Nos. 43384 and 43357 arrive at Dawlish working a Edinburgh - Plymouth service. *Michael Lynam*

DB Cargo



Class 59 203 passes Hungerford Common on July 15th with an Acton Yard to Merehead working. *Michael Bennett*



Class 66 065 passes Sutton Bridge on July 24th with the 6V75 08:30 Dee Marsh Reception Sidings - Margam. *Keith Davies*



Class 60 039 working Knowsley Freight Terminal - Wilton EFW loaded bins passes through Rainford on July 23rd. *Alan Rigby*

DB Cargo



A service normally in the hands of a Class 66, but having to run via Chat Moss and tackle the 1 in 59 Miles Platting Bank, DB used Class 60 092 on July 25th, seen passing Patricroft with the diverted 10:37 Knowsley FT to Wilton loaded binliner. *Barry Longson*





Class 66 093 climbs Hencote Bank with the 6M86 10:29 Margam - Dee Marsh Reception Sidings on July 3rd. *Keith Davies*

On July 6th, Class 60 066 and 66 139 run through Doncaster on a light engine move from Knottingley. *Richard Hargreaves*

DB Cargo



Class 66 097 is seen at Powderham on July 3rd with the 13:55 Parkendillack to Exeter Riverside. *Lee Stanford*





Class 66 090 is pictured at Sherburn-in-Elmet on July 18th working 6E97 Newbiggin to Tees Dock gypsum empties. *Steve Chapman*

On July 17th, Class 66 103 passes the Fontygary Leisure and Caravan Park with a rake of coal hoppers heading to Margam. *Ken Mumford*

DB Cargo



Class 66 174 and 90 018 top'n'tail a single wagon on an Arpley to Crewe Electric depot move through Acton Bridge on August 6th. *Mark Enderby*



Class 66 116 hauling the London Gateway - Trafford Park heads through Manchester Deansgate on July 31st. *Alan Rigby*



Class 66 051 heads through Doncaster on July 6th. *Richard Hargreaves*

DB Cargo



On June 5th, Class 66 025 rounds the curve at Langstone Rock with the 6C35 china clay from Parkandillack to Exeter Riverside. *Alan Sinclair*



Class 66 221 passes through Acton Bridge on July 29th with a diverted/retimed Ince & Elton - Bescot empty sand train. *Mark Enderby*



On July 31st, Class 66 142 passes through Manchester Deansgate with a lightly loaded Trafford Park - Southampton. *Alan Rigby*

DB Cargo



Class 59 202 on the Fareham to Whatley empties passes Dunbridge on July 10th. What is the future for the 59/2s? *Michael Bennett*



Class 90 029 passes Parkside Jct. on August 2nd with the 4M25 Mossend to Daventry. *Mark Enderby*



Class 90 028 and 90 029 with a diverted Mossend - Daventry head through Manchester Oxford Road on July 31st. *Alan Rigby*

DB Cargo



Class 66 077 catches the evening sunshine as it leads an engineers train into Chester on July 29th. *Brian Battersby*



Class 60 092 with the Knowsley - Wilton binliner passes Parkside Jct. on August 2nd. *Mark Enderby*

DB Cargo

Class 60 100 is seen at Sherburn-in-Elmet on the return 6D11 Lackenby to Scunthorpe steel empties working on July 18th. *Steve Chapman*



Class 66 120 passes Worting Jct on June 26th with a Didcot - Southampton working. *John Sloane*



On July 9th, Class 66 107 passes through Dawlish light engine, working from Exeter Riverside - St. Blazey. *Michael Lynam*

DB Cargo



Class 66 131 heads through Church Fenton on July 29th with 6D11 Lackenby to Scunthorpe steel empties. *Steve Chapman*



Class 60 039 approaches Sherburn-in-Elmet with 6Z16 Tees to Knowsley binliner empties on July 29th. *Steve Chapman*



Class 66 131 passes Worting Jct. with a Southampton - Birch Coppice intermodal. *John Sloane*

DB Cargo



Class 90 018 ‘The Pride of Belshill’ leads 325 012, 325 008 and 325 001 past Wilson’s Crossing with the 16:05 Willesden PRDC to Shieldmuir Mail Terminal on July 31st.
Derek Elston



On July 4th, Class 66 133 climbs Hencote Bank with a late running 6M86 Margam - Dee Marsh loaded steel working. *Phil Martin*



Class 66 104 is captured at Moore, south of Warrington, working the 10:41 Knowsley to Wilton loaded binliner on 3rd July.
Barry Longson

DB Cargo

With thick smoke from the exhaust, Class 60 062 heaves its load of stone from Peak Forest to Warrington Dallam past the crane which will unload it on July 3rd. *Jeff Nicholls*



Class 66 069 is seen at St. Cross (Winchester) with a Morris Cowley - Southampton Eastern Docks car train. *John Sloane*



Class 60 039 passes Thornhill LNW Junction on August 1st with 6M16 Wilton to Knowsley binliner empties. *Steve Chapman*

DB Cargo



On June 14th, Class 66 170 working 6C12 transporting sand from Burngullow E.C.C. to Exeter Riverside N.Y. is pictured passing Shaldon Bridge near Teignmouth. *Alan Sinclair*



On July 4th, Class 90 040 and 90 029 pass Charnock Richard with a Mossend - Daventry working. *John Sloane*



On July 29th, Class 60 092 approaches Church Fenton with 6E26 Knowsley to Wilton binliner. *Steve Chapman*

DB Cargo

Class 60 092 passes Patricroft with the diverted loaded waste train from Knowsley to Wilton on July 24th. *Lee Stanford*



Class 66 005 ‘Maritime Intermodal One’ eases through Doncaster on the 10:04 Wakefield Europort to Felixstowe South, July 24th. *Derek Elston*



Class 66 119 hammers through Bletchley on July 12th working the 6M45 07:07 Dollands Moor Sidings to Daventry Int Rft Recep Rfd water train. *Derek Elston*



DC Rail Freight

On July 8th, working their first Roxby waste train, DCR hired a former Colas 60 from GBRf. Class 60 096 is seen approaching Appleby on 6Z46 empty JRAs from Roxby to Barnetby. After stabling overnight, the train was worked forward to Willesden the next day. *Steve Thompson*

DC Rail Freight



Class 56 091 and 56 103 pass Southampton Maritime with a Westbury - Southampton Up Yard working. *John Sloane*



Class 56 103 shunts around the depot at Leicester on July 24th to access the fuel road. *Derek Elston*



Class 56 091 and 56 103 pass Oakenshaw Junction on July 31st working 6Z57 Boston to Carlisle stone empties. *Steve Chapman*

Direct Rail Services



Class 88 001 passes slowly through the bottleneck between Manchester Piccadilly and Castlefield with the diverted 12:13 Daventry to Mossend on a very hot July 25th. *Lee Stanford*



Class 88 010 is seen near Wigan working the 4S44 Daventry - Mossend on July 2nd. *John Sloane*



Class 88 008 on a Daventry to Mossend intermodal passes Acton Bridge on August 6th. *Mark Enderby*

Direct Rail Services



On July 3rd, in the first week of DRS operation, having taken over from pairs of Freightliner Class 90s, Class 88 008 swoops south through Winwick with the late-running 04:43 from Mossend to Daventry. Timekeeping in this first week was abysmal! *Jeff Nicholls*



Class 88 009 heads through Manchester Oxford Road on July 31st with a Mossend - Daventry working (diverted because of Acton Grange Jct. renewal work). *Alan Rigby*



On July 13th, Class 88 006 heads through Warrington Bank Quay with a Daventry - Mossend working. *Richard Hargreaves*

Direct Rail Services

Class 37 407 ‘Blackpool Tower’ and 37 424 ‘Avro Vulcan XH558’ power the 14:47 to Norwich away from Great Yarmouth on June 22nd. *Chris Morrison*

Direct Rail Services



InterCity liveried Class 37 419 ‘Carl Haviland’ heads the 15:36 Norwich - Great Yarmouth away from Brundall on July 13th. Sister loco 37 407 was on the rear. *Chris Morrison*



Class 66 425 heads south through Warrington Bank Quay on July 13th. *Brian Battersby*



Class 88 008 approaches Patricroft with a diverted 06:03 Mossend to Daventry on July 23rd. *Lee Stanford*

Direct Rail Services



Class 37 424 ‘Avro Vulcan XH558’ arrives at Acle with the 12:36 Norwich - Great Yarmouth service on July 20th. *Chris Morrison*





On July 22nd, Class 66 427 approaches Mauldeth Road hauling 37 401, 68 022 and 66 511 with the diverted 6K05 Carlisle to Crewe engineers train. *Lee Stanford*

On July 3rd, Class 88 008 heads a Mossend - Daventry intermodal through Leyland. *Michael Lynam*

Direct Rail Services



Class 37 424 ‘Avro Vulcan XH558’ with 37 716 on the rear, make the usual spirited departure from Norwich with the 16:40 to Great Yarmouth on July 20th. *Chris Morrison*

Well done Debbie!

Direct Rail Services are delighted to announce that Debbie Francis, Managing Director has recently received well-deserved recognition for being shortlisted for Corporate Leader and making it to the finals for Director of the Year and Business Women of the Year. As Debbie drives forward in her career, she leads the way inspiring everyone around her to achieve their goals.

Corporate Leader
Forward Ladies recognise the achievements of businesswomen throughout UK. Forward Ladies (North West, Ireland and Wales) revealed that Debbie had been shortlisted for a ‘Corporate Leader’ award alongside four other applicants. The award ceremony takes place on 13 September 2019.

Director of the Year – Inclusivity
The finalists for the national Institute of Directors (IOD) awards were chosen from the hundreds of Directors that entered into one of the 11 heats across the UK, in 14 different categories. Earlier this year, Debbie won the IOD Director of the Year – Inclusivity at the Isle of Man and Manchester awards. Winners will be announced at the award ceremony on Friday 18 October 2019.

Business Women of the Year
Most recently, Debbie has made it to the finalists judging day for Business Women of the Year by Women of the Year. Debbie commented, “I have been so honoured to have received, been shortlisted and sometimes won a number of awards over the last 12 months but this is really the pinnacle of awards for me. I am so very excited to have made it into the finalists for Business Women of the Year. I really can’t believe that I will join such a prestigious line up of finalists. It’s awesome.”

The Women of the Year awards takes place on Friday 25 October 2019. Huge congratulations to Debbie on her continuous award success. Best of luck to all nominees – we look forward to hearing the results!

Direct Rail Services



On July 5th, Class 66 429 passes through Carlisle with the daily engineers train 6K05 from Carlisle - Crewe via the S&C. *Michael Lynam*



Class 88 008 passes Acton Bridge working a Mossend - Daventry intermodal on July 18th. *Michael Lynam*



Class 37 402 passes Charnock Richard with ‘Caroline’ in tow working a Derby - Carlisle inspection train. *John Sloane*

Direct Rail Services



Class 68 018 and 37 716 pass Charnock Richard on July 10th with the 6K05 Carlisle - Crewe engineers. *John Sloane*





Class 88 001 leads a northbound intermodal from Daventry - Coatbridge through Acton Bridge on July 18th. *Michael Lynam*

The 13:51 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (FLT) ambles through Northampton with Class 66 303 in charge on July 10th. *Derek Elston*

East Midlands Trains

Class 153 302 stands at Stoke on Trent on July 20th working a Crewe - Derby service. *Richard Hargreaves*



With the electrification hardware under construction, Class 222 013 passes Isham working the 1P05 09:32 Corby to London St. Pancras International on July 31st. *Derek Elston*



The 1B63 16:45 Nottingham to London St. Pancras International approaches Leicester on July 24th with power cars Nos. 43081 and 43046 in charge. *Derek Elston*



East Midlands Trains

On July 31st, a HST rescue as power cars Nos. 43467 and 43468 lead a failed set with power cars 43047 and 43076 across The Great Ouse at Radwell running as 5Z01, the 14:10 Cricklewood Depot to Neville Hill T&R.S.M.D. Inset: Power cars Nos. 43468 and 43467 on their rescue mission pass Isham working as 5Z00 09:35 Etches Park Sidings to Cricklewood Depot. *Derek Elston*

Freightliner



Class 66 502 is seen at Sutton Bridge with the late running 6C22 09:40 Crewe Basford Hall - Maindee East Jct. *Keith Davies*



On July 18th, Class 47 830 heads north through Acton Bridge on driver training duties working from Crewe - Warrington Bank Quay. *Michael Lynam*



Class 66 585 is pictured at Church Fenton on July 29th with 6G66 Leeds Midland Road to York wagon move. *Steve Chapman*

Freightliner



On July 2nd, Class 70 005 leads the 15:15 Trafford Park to Southampton MCT towards Mauldeth Road station, whilst in the distance Northern's new CAF unit 195 114 is seen heading away on a Manchester Airport to Liverpool Lime St service. *Barry Longson*



Class 66 587 passes Acton Bridge on July 18th with a Felixstowe - Garston liner. *Michael Lynam*



Class 66 567 heads four others, 66 568, 66 547, 66 540 and 66 534 through Church Fenton, light engine from Millerhill to Leeds Midland Road on July 29th. *Steve Chapman*

Freightliner



On August 2nd, Class 86 609 and 86 638 are seen being dragged back to Crewe after failing at Preston on a Thames Gateway to Coatbridge liner. *Mark Enderby*



Class 66 552 'Maltby Raider' leads the 14:03 Ditton (O'Connor) F'liner to Felixstowe North F.L.T. service past Church Brampton on July 4th. *Derek Elston*



Class 66 419 leads the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. gently through Northampton on July 11th. *Derek Elston*

Freightliner



Class 66 515 passes Sutton Bridge Junction with the 6Y98 09:10 Pontrilas - Crewe Basford Hall on July 21st. *Phil Martin*





Class 86 612 and 86 622 speed through Leyland on July 11th with a Coatbridge - Daventry liner. *John Sloane*

On July 3rd, Class 70 010 is seen on the approach to Basford Hall Yard in charge of the 13:00 Southampton MTC to Trafford Park liner. *Barry Longson*

Freightliner



Class 66 587 passes through Manchester Oxford Road on July 11th with a Trafford Park - Southampton liner. *John Sloane*



Class 86 612 leads 86 622 south through Warrington Bank Quay on July 13th. *Brian Battersby*



On July 2nd, Class 66 616 is seen near Wigan with a Hardendale - Tunstead working. *John Sloane*

Freightliner



Class 70 008 is seen being unloaded at Southampton Maritime. *John Sloane*



Class 70 020 is seen near St. Denys with a Southampton - Trafford Park liner. *John Sloane*



Class 08 585 shunts some empty wagons at Southampton Maritime. *John Sloane*

Freightliner

Class 66 623 on the Hayes& Harlington to Stoke Gifford, nears Challow on July 15th. *Michael Bennett*



Class 86 622 and 86 632 pass through Wigan North Western on July 4th with an evening Crewe - Coatbridge liner. *John Sloane*



Class 66 537 passes Worting Jct. with a Southampton - Garston liner, diverted via Andover due to engineering work. *John Sloane*

Class 66 615 on the East Usk to Hayes passes Challow on July 15th. *Michael Bennett*

Freightliner jumbo train trial success with Mendip Rail

In the early hours of Wednesday 17 July, a Freightliner 3,690-horsepower Class 70 locomotive hauled a train with a cargo of aggregate between Merehead in Somerset and Acton in London. Weighing 4,624 tonnes, this is the heaviest 'jumbo' train currently running in the UK.

The trial run was in preparation for the start of Freightliner's bulk haulage service for Mendip Rail Ltd., a joint venture between two of the UK's largest aggregate/cement producers, Hanson UK and Aggregate Industries, who currently use 3,300-horsepower Class 59 locomotives to run this service.

With diagnostic testing carried out throughout the journey by General Electric on behalf of Freightliner, the anticipated four-hour long journey was completed ahead of schedule making the trial an outstanding success, largely due to the careful planning and collaboration between all key stakeholders.

Bulk Commercial Director for G&W's UK/Europe Region companies, David Israel said: "Under the Mendip contract, Freightliner will haul an expected eight million tonnes of aggregate per year, so it was crucial that we tested the maximum haulage capability using one of our powerful Class 70 locomotives, demonstrating our commitment to providing a safe and efficient service to our customers."



Freightliner



On July 22nd, Class 86 628 and 86 608 approach Manchester Piccadilly with the 4M11 from Coatbridge to Crewe Basford Hall, which was diverted via Manchester during the Acton Grange blockade. *Mark Torkington*





On July 11th, Class 66 544 and orange-liveried 66 413 sandwich failed 66 570 on 0Z68 Barnetby - Midland Road through Scunthorpe. *Steve Thompson*

Class 70 008 hauling a Southampton - Trafford Park liner passes through Manchester Oxford Road on July 31st. *Alan Rigby*

Freightliner



On July 8th, Freightliner were still hanging onto the coal and iron ore for BSC at Scunthorpe as Class 66 532 descends Appleby Bank on 4H75 Scunthorpe CHP - HIT with coal empties.
Steve Thompson



With the power on, Class 66 552 leads the 05:00 Trafford Park F.L.T. to Felixstowe North F.L.T. service through Bletchley on July 12th.
Derek Elston



Class 66 529 is seen upon arrival into Southampton Maritime with a loaded liner.
John Sloane

Freightliner



Class 66 413 newly named 'Lest We Forget' finally gets away from a signal check at Ely on July 29th hauling a Felixtowe - Lawley Street liner. *Charlie Robbins*





Class 86 605 and 86 614 pass Balshaw Lane Jct. on June 29th with a Coatbridge - Crewe liner. *John Sloane*

Class 66 623 leads the 11:43 Bow Depot Flhh to Tunstead Sidings empty stone train past Wilson's Crossing on the Northampton loop, July 31st. *Derek Elston*

GBRf







On July 2nd, Class 66 772 passes Wigan North Western working Avonmouth - Clitheroe empty cement tanks. *Michael Lynam*

Class 66 784 approaches Sherburn-in-Elmet on July 18th with 6H70 Tyne Dock to Drax Biomass. *Steve Chapman*

On July 21st, Class 66 785 heads past Walcot with 6G63 07:00 Frodsham Jct. - Bescot Up Eng Sidings. *Keith Davies*

GBRf



At Crowle on July 7th, Class 66 710 passes by with the 6D61 waste empties from Roxby to Down Decoy. *Steve Thompson*





Class 66 782 passes the signal for Hambleton West Junction on July 18th working 6D37 Rylstone to Hull Dairycotes stone. *Steve Chapman*

Class 66 712 is seen at Preston Boats on July 24th with the 6G92 11:30 Frodsham - Bescot Up Eng. Sidings. *Keith Davies*

GBRf

Class 66 762 is pictured at Burn working 4D08 Tees Dock to Doncaster iPort intermodal. *Steve Chapman*



On July 21st, Class 66 783 hauling the 6G61 16:44 Frodsham Jct. - Bescot Up Eng Sidings, passes Preston Boats. *Keith Davies*



Class 66 740 with a Felixstowe - Trafford Park working, heads through Manchester Oxford Road on July 31st. *Alan Rigby*

GBRf



Class 66 728 passes Uffington on July 29th with 6G74 16:10 Frodsham Jct. - Bescot Up Engineers Sidings. *Keith Davies*





Class 60 021 is seen shunting in Eastleigh Yard. *John Sloane*

Class 60 085 passes Church Fenton on July 29th with 6H70 Tyne Dock to Drax Biomass. *Steve Chapman*

GBRf



Class 66 733 approaches Church Fenton on July 29th with 4E27 Hotchley Hill to Middlesbrough gypsum empties. *Steve Chapman*



Class 66 762 eases the 4D08 09:38 Tees Dock GBRf to Doncaster iPort GBRf along the up fast at Doncaster on July 24th. *Derek Elston*



Class 66 772 is seen near Wigan on July 2nd with an Avonmouth - Clitheroe working. *John Sloane*

GBRf



Class 66 735 ‘Peterborough United’ leads the 4L18 14:17 Trafford Park Euro Teminal GBRf to Felixstowe North GBRf past Church Brampton on July 4th. *Derek Elston*



Class 66 735 is pictured at Thornhill LNW Junction on August 1st with 6M36 Drax to Liverpool Biomass empties. *Steve Chapman*



Class 60 002 hauls 60 085 south through Winwick on a Tuebrook - Toton North Yard move on July 3rd. Neither loco had seen much use for several weeks. *Jeff Nicholls*

GBRf







On July 3rd, Class 66 745 threads its way out of Basford Hall Yard working the 15:49 Garston car terminal to Dagenham Dock. *Barry Longson*

On June 23rd, Class 66 782 stands in the centre road at Chester whilst working a Frodsham Junction to Bescot engineers. *Brian Battersby*

Class 66 769 stands at Capenhurst on July 23rd with a Frodsham Junction to Basford Hall ballast. *Brian Battersby*

GBRf's £2 Million Refurbished Class 92 to Enter Caledonian Sleeper Service

Class 66 728 leads an engineers working through Helsby on July 29th. *Brian Battersby*

GB Railfreight are pleased to announce that Locomotive 92006 has re-entered service following a £2 million refurbishment at Wabtec's Brush Traction facility in Loughborough. The Class 92 will be used on the Caledonian Sleeper route once it has completed testing. Originally completed in 1996, the Class 92 last ran in 2006 before being placed into storage in France. The full overhaul and re-instatement of this locomotive is the last in a series of successful programmes of work developed jointly with Brush Traction, part of the Wabtec Group. With the introduction of Mark 5 Coaches on the Caledonian Sleeper, GBRf have fully rebuilt 92006 to haul the Coaches on both the Lowlander Caledonian Sleeper route between Euston and Edinburgh and Glasgow, and in due course the Highlander Caledonian Sleeper routes to Fort William, Aberdeen and Inverness.

The Class 92 has been fitted with special Dellner couplings, providing additional safety measures, improved communication equipment, and power upgrades to operate the more intensive services offered on this route.

The locomotive has been painted in Caledonian Sleeper Livery and will now undergo test runs before entering traffic.

John Smith, Managing Director of GBRf, said: "Our investment in the refurbishment of Class 92s for the new Caledonian Sleeper service means that customers will experience a reliable, state of the art, modern locomotive on their journey from London to Scotland. We are delighted with the work Wabtec has carried out on the 92006 and we look forward to continuing our partnership to meet the growing demands in the rail freight sector."



Paul Bain, Managing Director of Brush Traction, said: "Brush are proud to have been involved with this truly collaborative project where we fully utilise our highly experienced skills. We look forward to continuing our strong working relationship with GBRf as a value-added solution provider".

GBRf



Class 66 706 stands at Chester on July 23rd with a Crewe Basford Hall to Helsby engineers. *Brian Battersby*



On July 24th, Class 66 788 yings it's self through Doncaster with a long rake of ex EWS coal hoppers on 6R79 10:04 Doncaster Down Decoy GBRf to Immingham H.I.T. *Derek Elston*



Class 66 717 passes Bamber Bridge on July 10th with the Wembley - Irvine tanks. *John Sloane*

GBRf



Class 66 728 passes Helsby on July 29th working a Frodsham Jct. - Bescot engineering train.
Mark Enderby

GB Railfreight and Newell & Wright unveil new 'Made in Sheffield' Locomotive

GB Railfreight and Newell & Wright are pleased to announce the naming of the new Class 66 locomotive at a dedicated naming ceremony held on July 9th at DP World's, London Gateway site, in Thurrock.

The new locomotive, called 'Made in Sheffield', was unveiled by John Smith, Managing Director of GBRf, and Frank Newell, Managing Director of Newell & Wright. The naming ceremony was also attended by local dignitary Cllr Piccolo, the Mayor of Thurrock.

GBRf ran its first service to the Newell & Wright terminal in Rotherham from the Port of Felixstowe in 2017, with Newell & Wright Transport contracting 50% of the freight capacity. Last year, GBRf added a five days per week service carrying containers for Mediterranean Shipping Company (MSC) and Newell & Wright between London Gateway and the Rotherham terminal. The Newell & Wright terminal is now becoming a key strategic hub for end users.

John Smith, Managing Director of GBRf, said: "We are delighted to unveil our 'Made in Sheffield' locomotive, which celebrates the success of our shared services into the Newell & Wright Rotherham terminal. The container market is an important source of growth for the industry and we are proud to be delivering a reliable service that also helps the UK cut carbon emissions and improve air quality.

'Made in Sheffield' signifies the close working relationship we have with Newell & Wright and is an important part of the operations we run across the UK."

Frank Newell, Managing Director of Newell & Wright, said: "It is fantastic to have a locomotive named after our Sheffield roots. The service GBRf provides into our terminal in Rotherham offers Yorkshire a reliable, seamless rail service which is an integral part of the supply chain."



Photo: ©Richard Gennis



Class 66 736 is seen with an Eastleigh to Ludgershall route learner at Andover on August 6th. *Michael Bennett*

Site reopening could boost rail's role in Heathrow Expansion

GB Railfreight has assisted in the reopening of a rail site at Link Park Heathrow, just to the north of Heathrow Airport by taking part in a test run which has shown the recreated sidings as suitable for use for the transportation of aggregates to the site.

The test run was successful and site occupier Ashville Aggregates is developing plans to use the site to transport aggregates from the Midlands to their Park Link site.

The site was last used as a railhead in 2013 but since then use has been discontinued and the rail lines had been covered over. Rail consultant, Intermodality, led on the work to uncover and reinstate the lines, and ensure that the sidings were again suitable to for freight train unloading.

The site is just three miles to the north of Heathrow airport and close to the planned site of the third runway.

GB Railfreight's test train from the mainline into the sidings to test its operability was successful and the site is now operational.

John Smith Managing Director of GB Railfreight said: "GB Railfreight is pleased to have been able to help in the reopening of this site. The reopening is a clear sign of increasing demand for rail freight services as business look for reliable and more sustainable ways to move freight.
With each train carrying the equivalent of 60 lorry loads and while emitting at quarter of the emissions of equivalent road transport, rail freight has an increasingly important role to play. With major new infrastructure projects planned to happen close by, including the Heathrow third runway, the site offers a potentially useful rail head to transport material to the area and potentially spoil away. We hope that our train will be the first of many into the redeveloped site"



Power cars Nos. 43094 and 43186 head under the bi-directional signal No. E72 along the sea wall approaching Dawlish Warren with 2E12 Penzance - Exeter St. Davids service on July 1st.
Dave Harris

Great Western Railway

Power car No. 43092 is seen in charge of 2E12 Penzance - Exeter St. Davids service on July 4th. After it's stop at Dawlish the train here is now approaching Rockstone Bridge. *Dave Harris*



Great Western's Class 143 Pacers are still hard at work on the Paignton to Exmouth route and here Class 143 617 leads sister 143 618 along the Dawlish sea wall bound for Exmouth on July 4th. *Lee Stanford*



Class 158 956 with the 1F11 Cardiff Central to Portsmouth service, passes Dunbridge on July 10th. *Michael Bennett*

Great Western Railway



A ‘Castle’ HST led by power car No. 43186 approaches Dawlish Warren on July 4th with the 06:00 Penzance to Exeter service. *Lee Stanford*



Class 166 202 eases into Yeovil Pen Mill with the 2E24 13:10 Weymouth to Gloucester service on Juy 9th. *Derek Elston*



On July 9th, Class 158 955 runs into it’s destination with 2O90 12:51 Great Malvern to Weymouth service. *Derek Elston*

Great Western Railway



On July 9th, power cars Nos. 43063 and 43162 call at Dawlish working a Penzance - Exeter St. Davids service. *Michael Lynam*



IEP Class 800 301 is seen departing Paignton on July 10th with a service to London Paddington. *Michael Lynam*



Class 150 243 and 150 239 depart Paignton with a service to Exmouth on July 10th. *Michael Lynam*

Great Western Railway

A pair of Great Western Class 150/2 units formed of 150 233 and classmate 150 219, still carrying the old blue livery, hurry past Cockwood Harbour with a service for Exmouth.
Lee Stanford



On July 9th, Class 802 103 approaches Dawlish with a Penzance - London Paddington service.
Michael Lynam



Class 387 139 is held at Royal Oak awaiting a platform with the 2P17 06:33 Didcot Parkway to London Paddington service on July 27th.
Derek Elston

Greater Anglia

Class 90 007 ‘Sir John Betjeman’ approaches Stowmarket with the 17:30 Norwich - London Liverpool Street on July 13th.
Chris Morrison



Hull Trains

Disappointingly the Class 180s have been fairly reliable in the last few weeks, resulting in the HST set not being used as much. Hopefully they might break again soon. Meanwhile, on July 24th, Class 180 111 waits time at Doncaster on the 1A93 10:33 Hull to London Kings Cross whilst 180 113 working 1H02 09:48 London Kings Cross to Hull does the same. *Derek Elston*

L.N.E.R.



Class 91 117 stands at York on July 6th working an Edinburgh - London Kings Cross service. *Richard Hargreaves*



Class 91 120 passes Burn on July 29th with the 08:00 London Kings Cross to Edinburgh service. *Steve Chapman*



On July 2nd, power car No. 43310 passes the NRM on the approach to York with a service to London Kings Cross. *Paul Godding*

L.N.E.R.



Class 91 105 stands at York on July 2nd working a London Kings Cross to Edinburgh service. *Paul Godding*



Class 91 108 is seen stabled in the south bay at Doncaster on July 24th the day after working it's supposed last service train, although it was called upon to work a few days later before being finally retired on the 31st. *Derek Elston*



Power car No. 43309 heads the 07:52 Aberdeen to London Kings Cross through Burn on July 29th. *Steve Chapman*

L.N.E.R.

Class 800 112 is seen at Burn with 5Q22 Heaton to Peterborough on July 29th. *Steve Chapman*





Power cars Nos. 43312 and 43367 working the 1N81 09:06 London Kings Cross to York arrive into Doncaster on July 24th. *Derek Elston*

Power car No. 43277 leads the 1E07 08:30 Edinburgh to London Kings Cross through Doncaster on July 24th. *Derek Elston*

L.N.E.R.





Wrong way round! Class 91 127 departs Doncaster leading the 1E06 06:48 Glasgow Central to London Kings Cross on July 24th. *Derek Elston*



Azuma Class 800 106 arrives at Doncaster with the 1A18 08:45 Leeds to London Kings Cross service on July 24th. *Derek Elston*

Class 91 132 hurries through Burn on July 29th working the 11:06 London Kings Cross to York service. *Steve Chapman*

Network Rail





On July 5th Class 37 099 is seen stabled at Carlisle with a Rail Inspection Train having arrived earlier from Derby. *Michael Lynam*



Class 37 219 and 37 116 depart Church Fenton with 1Q64 Derby to Leeds test train on July 29th. *Steve Chapman*

Class 73 951 tops and tails 73 952 through Birchwood station, Warrington, catching a stray ray of sunshine on July 11th. *Jeff Nicholls*







Network Rail

Class 37 402 and 975025 ‘Caroline’, working 5Z03 Leeds to York, pass Northern’s 142 090 on the 17:15 York to Sheffield service at Sherburn-in-Elmet on July 18th. *Steve Chapman*

Class 37 057 (with 37 610 on the rear) stands at Wigan North Western whilst working a Neville Hill bound test train on July 4th. *John Sloane*

Class 37 610 descends Hencote Bank on July 16th with the 3Q36 06:47 Derby RTC (Network Rail) - Shrewsbury Coleham SS. *Keith Davies*

Network Rail

Class 37 099 on the rear with 37 521 leading, go full bore after getting a signal check at Queen Adelaide Crossing, near Ely, with a Cambridge - Kings Lynn test train on June 28th. *Charlie Robbins*

Network Rail

On July 4th, the regular 1Q50 Derby RTC - Doncaster West Yard, via North Lincolnshire, was Class 37 218 and 37 059, seen here approaching Hibaldstow Crossing en-route to Sheffield.
Steve Thompson

Class 37 218 and 37 259 pass Acton Bridge on August 6th working a Derby - Carlisle test train.
Mark Enderby

Rail Operations Group







On July 2nd, Class 37 800 is seen near Wigan with a Leicester - Mossend light engine move. *John Sloane*

Class 47 815 and 57 312 pass Southampton Maritime with a Leicester - Eastleigh working. *John Sloane*

On July 15th, Class 37 884 passes Challow with a Hornsey EMUD to Newport Docks Class 313 scrap move. *Michael Bennett*

Rail Operations Group







On July 2nd, Class 37 800 passes through Preston station working light engine from Leicester - Mossend. *Michael Lynam*

Class 37 800 hauls Class 365 519 and 365 529 through Charnock Richard on July 10th with a Motherwell - Crewe move. *John Sloane*

Class 37 884 passes Acton Bridge on August 6th hauling two Class 365 EMUs for storage on an Eastfield to Crewe move. *Mark Enderby*

Rail Operations Group



Class 37 884 ‘Cepheus’ comes off the Marston Vale line at Bletchley working the 09:46 St. Andrews Siding to Wolverton Centre Sidings light engine move on July 12th. *Derek Elston*



On July 13th, Class 57 305 ‘Northern Princess’ departs platform 3 at Northampton working the 09:55 Northampton EMD to Long Marston conveying 350 115 for refurbishment.
Derek Elston

TransPennine Express







A pair of Class 397 on a Carlisle - Crewe mileage accumulation run, pass Acton Bridge on August 6th. *Mark Enderby*

Class 185 108 crosses the River Ouse at York on July 6th working a service to Scarborough. *Richard Hargreaves*

Transpennine Express continue to test their new CAF stock and on July 3rd a UID Class 397 speeds south at Moore working the 10:58 Carlisle to Crewe CS. *Barry Longson*

TransPennine Express







On July 4th, light and shade dominate the confines of Manchester Airport, as Class 185 115 sits in platform 4 awaiting departure with the 16:17 service to Newcastle.
Barry Longson

Class 68 032 is seen stabled at York on July 6th.
Alan Rigby

Class 68 021 on a Carlisle - Manchester test train passes Parkside Jct. on August 2nd.
Mark Enderby

TransPennine Express







Class 350 404 exits The Mound with the 1S46 10:10 Manchester Airport to Edinburgh service on July 18th. *Derek Elston*

On July 5th, new Class 397 'CAF Civity' No. 397 001 stands at Carlisle having worked from Manchester International Depot via Crewe on mileage accumulation testing. *Michael Lynam*

Class 802 202 passes Parkside Jct. on August 2nd, returning to Doncaster after a week of trials from Edge Hill. *Mark Enderby*

Transport for Wales

Class 67 010 passes Long Gardens on July 3rd with the 1W96 17:16 Cardiff Central - Holyhead. *Keith Davies*



On July 18th, Class 67 016 is seen on Hencote Bank with the 1W96 17:16 Cardiff Central - Holyhead service. *Keith Davies*



Class 150 281 heads past the Fontygary Leisure and Caravan Park on July 18th with a service to Aberdare. *Ken Mumford*

Transport for Wales

Class 67 010 climbs Hencote Bank on July 5th with the 1W96 17:16 Cardiff Central - Holyhead service. *Keith Davies*



Class 67 014 departs Manchester Oxford Road on July 11th with a Holyhead - Manchester Piccadilly service. *John Sloane*



Class 158 839 and 158 822 pass Preston Boats on July 29th with an Aberystwyth - Birmingham International service. *Phil Martin*

Transport for Wales



A shot that's only possible around the longest day at this time, Class 67 010 with 1W96 Cardiff Central - Holyhead crosses Chirk Viaduct on July 2nd. *Phil Martin*



Class 143 614 heads past the Fontygary Leisure and Caravan Park on July 18th with a service to Bridgend. *Ken Mumford*



Class 150 227 passes Long Gardens with the 17:31 Manchester Piccadilly - Cardiff Central service on July 3rd. *Keith Davies*

Transport for Wales

Class 158 835 stands at a sunny Shrewsbury on July 5th working a service to Birmingham International. *Paul Godding*



The driver of a Cardiff - Holyhead service waits for the off at Chester on July 27th.
Mark Enderby



Class 150 282 departs Crewe on June 29th working a service to Manchester Piccadilly.
Paul Godding

Units: DMUs and EMUs







South Western Railway's 1L48 12:25 Exeter St. Davids and Bristol Temple Meads to London Waterloo departs Yeovil Junction formed of Class 159 010 and 159 013 on July 9th.
Derek Elston

Northern's Class 150 107 and 150 206 arrive at Chester on July 29th with a terminating service.
Brian Battersby

Southern's 2O41 13:12 Milton Keynes Central to East Croydon runs into Bletchley formed of Class 377 210 and 377 215 on July 12th.
Derek Elston

Units: DMUs and EMUs





South Western Railway's Class 444 018 (with another class member) passes Southampton Maritime working a service to Weymouth. *John Sloane*



Former FGW Class 150 122 stands at Chester on July 29th working a Northern service to Manchester Piccadilly. *Brian Battersby*

London NorthWestern Railway's Class 350 104 stands at Stoke on Trent on July 20th working a service to Crewe. *Richard Hargreaves*

Units: DMUs and EMUs

Scotrail's Class 156 509 passes Moore working the 5W89 Polmadie - Landore. *Mark Enderby*



Northern's Class 319 368 calls at Leyland on July 7th. *John Sloane*



West Midlands Railway's Class 170 634 is seen at Preston Boats on July 24th working the 1G37 13:13 Shrewsbury to Birmingham New Street service. *Keith Davies*

Units: DMUs and EMUs



A station not photographed too often is Manchester Airport but here Northern's Class 158 861 is seen departing with the 12:29 to Barrow in Furness.. *Lee Stanford*



Northern's Class 150 112 calls at Salford Crescent on July 11th with a Southport - Leeds service. *John Sloane*



Northern's Class 142 062 and 150 135 arrive at Lytham with 2S50 15:35 Blackpool South - Preston on June 22nd. *John Balaam*

Units: DMUs and EMUs

South Western Railway's Class 158 885 with the 2R58 Salisbury to Romsey service is seen near Dunbridge on July 9th. *Michael Bennett*



On July 6th, Southern's Class 313 203 arrives at Brighton with the 2L45 16:23 from Lewes. *Derek Elston*



On July 11th, Northern's Class 150 150 and 150 109 depart Manchester Oxford Road with a service to Alderley Edge. *John Sloane*

Units: DMUs and EMUs



Unbranded London NorthWestern Railway's Class 350 123 and branded 350 246 stand at Northampton working the 9K26 13:15 London Euston to Crewe and Rugeley Trent Valley on July 12th. *Derek Elston*



London NorthWestern's Class 350 107 leads another Class 350 passing Church Brampton on July 4th working the 1T72 16:14 Birmingham New Street to London Euston service. *Derek Elston*



Merseyrail's Class 507 001 calls at Port Sunlight on July 6th with the 2C27 12:45 Chester - Chester via Liverpool service. *John Balaam*

Units: DMUs and EMUs



On July 2nd, Northern's Class 156 491 is seen arriving at Barrow in Furness with a service from Carlisle. *Michael Lynam*



Northern's Class 156 441 passes Frodsham with the 1P78 13:38 Leeds - Chester service on July 6th. *John Balaam*



On July 18th, Northern's Class 195 002 passes Acton Bridge on driver training duties working from Crewe - Wigan. *Michael Lynam*

Units: DMUs and EMUs



SouthEastern Javelin Class 395 018 arrives at Canterbury West on July 8th. *Eddie Emmott*





Brighton variety as Thaneslink's Class 700 151, Southern's 377 424 and Gatwick Express' 387 227 line up on July 6th. *Derek Elston*

Forming the 2S17 14:01 to Bedford, Class 230 005 waits it's departure time at Bletchley on July 12th. *Derek Elston*

Units: DMUs and EMUs



Northern's Class 319 385 is seen arriving at Wigan North Western on Jul;y 2nd working a Liverpool Lime Street - Blackpool service. *Michael Lynam*



Grand Central's Class 180 112 'James Heriot' hammers through Doncaster working the 1N93 12:57 London Kings Cross to Sunderland service on July 24th. *Derek Elston*



In what could be its final days in traffic (who knows?...) Northern's Class 142 045 leads the 10:50 Manchester Oxford Road - Liverpool Lime St. stopper into Irlam on July 11th. Class 150 226 brings up the rear of the ensemble. As ever, the murals on the platform are very eye-catching. *Jeff Nicholls*

Units: DMUs and EMUs

A twelve car SouthEastern service comprising of Class 375 926, 375 703 and 375 920 arrives into Canterbury West, heading for London Charing Cross on July 8th. *Eddie Emmott*





Former GWR Class 153 380 passes Barrow Road Box on the approach to New Holland Station on 2F88 Barton - Cleethorpes Northern service. *Steve Thompson*

Northern's Class 319 372 arrives at Warrington Bank Quay on July 13th with a service from Liverpool Lime St. *Brian Battersby*

Units: DMUs and EMUs



Northern's Class 195 116 working a Manchester Airport - Barrow in Furness service, stands at Grange -Over-Sands on July 3rd. *Alan Rigby*



South Western Railway's Class 444 013 forming the 1W30 18:03 Weymouth to London Waterloo awaits it's booked departure time at Weymouth on July 9th. *Derek Elston*



Northern's Class 170 477 arrives into Doncaster working the 1W42 09:25 Sheffield to Bridlington service on July 24th. *Derek Elston*

Units: DMUs and EMUs

After months of delay, the Gospel Oak - Barking line finally gets the Class 710s into service as Class 710 268 approaches Upper Holloway with a service to Barking on July 16th. *Charlie Robbins*



Northern's Class 195 121 arrives at Wigan North Western working a Manchester Airport - Barrow in Furness service. *Michael Lynam*



Class 195s have now almost completely taken over the Manchester Airport - Liverpool Lime Street services. On July 11th, Class 195 114 draws to a halt at Birchwood station with the 19:50 service from the airport. *Jeff Nicholls*

Units: DMUs and EMUs



SouthEastern's Class 375 701 arrives at Canterbury West on July 8th. *Eddie Emmott*





West Midlands Railway's Class 170 516 stands at Shrewsbury on July 13th working a service to Birmingham New Street. *Paul Godding*

July 2nd, was the second day of passenger operation for Northern's new CAF units. One diagram to see the use of two units is the 15:16 Liverpool Lime Street to Manchester Airport. Here Class 195 119 trails 195 120 at Mauldeth Road station, where selective door operation is required for 6 car formations due to short platforms. *Barry Longson*

Virgin Trains offers 100% digital tickets

Virgin Trains now offer a digital version of every ticket

Development comes as customers can now purchase digital season tickets online

Charging pods for phones and devices also introduced at stations

Virgin Trains has become the first train operator to offer 100 percent of its ticket types digitally.

The new addition of monthly and annual season tickets in this format means that Virgin Trains now offers a digital version of every fare.

Customers can purchase their season ticket online and it will be delivered straight to a mobile device in seconds - cutting out the need to queue at stations, and the worry of losing or damaging a paper ticket.

It follows a number of technological developments and industry firsts rolled out by Virgin Trains in the last 12 months.

These include the introduction of mobile handheld ticketing devices so customers can buy directly from station staff, free Wi-Fi on trains and Track 'n' Travel online – which keeps passengers up to date on the status of their journey.

Sarah Copley, Executive Director, Commercial, Virgin Trains, said: "Buying or renewing a season ticket is now so much easier as it can be done anytime, including from your phone. Offering 100% of our tickets digitally is more evidence of our ongoing commitment to innovation and our customer service.

"Digital tickets have many advantages. For example, because they allow us to link up our different systems customers can claim compensation much more quickly if there are delays."

As the use of e-tickets increases and more customers rely on a charged phone, Virgin Trains has also introduced charging points at information podiums at various stations.

London Euston, Crewe, Preston and Manchester Piccadilly have introduced the wireless and cable charging points to give customers a ready boost of battery power, removing any anxiety about arriving at the stations with digital tickets on an uncharged phone.



On July 3rd, Class 390 132 speeds through Moore working the 09:43 London Euston to Glasgow Central. *Barry Longson*

Virgin Trains and Cherry Healey launch 'Train Jotting' to help children reimagine train travel

TV presenter Cherry Healey will lead competition judging panel and help pick the winning entry
Winner will have their drawing turned into a real-life model to play with,and a Virgin Trains Rookies Academy Experience Day to take a peek behind the scenes of train travel
The competition was inspired by the new Virgin Trains TV advert 'Imagine,' which challenges viewers to visualise their ideal mode of transport

This summer, Virgin Trains is launching a competition encouraging young people across the UK to get creative and reimagine train travel by drawing the ultimate dream train journey. 'Train Jotting'is a brand-new initiative open to children aged five to 12 and one lucky winner will have the chance to see their drawing turned into a real-life toy.

Inspired by the new Virgin Trains TV ad, 'Imagine', the competition is calling for children to take their vision of the perfect train journey one step further; the train has already got speed, WiFi and snacks, but what if there was a swimming pool inside the train carriage? Or a video arcade?What if all the other passengers were super cute puppies?! With 'Train Jotting', Virgin Trains wants kids to let their imaginations run wild. To enter, all they have to do is draw a picture illustrating their ultimate train ride and upload it to the Virgin Trains website: www.virgintrains.co.uk/trainjotting.

To help pick the winner, Virgin Trains has enlisted the help of TV presenter and podcaster, Cherry Healey. As a mother of two, Cherry is a huge fan of encouraging creativity within in the household - be it writing, drawing or crafts.

Once chosen, the winner's design will be turned into a real-life model for them to take home and keep. But that's not all, the winner plus three friends will also get a chance to take part in a Virgin Trains Rookies Academy experience day.They will get to see what goes into running a railway station and have a chance to take partin all sorts of different activities that include;learning how to dispatch a train, making a station announcement and even meeting a driver in the cab of the train. Places on a Virgin Trains Rookies Academy experience will also be available to three runners-up.



Peter Broadley, Executive Director of Customer, Operations and Safety at Virgin Trains,said: "With 'Train Jotting' we want to help children delve into the magic of train travel. From the Scotland to the Lake District, our services pass through some of the most picturesque locations in the UK, and we love to see how excited children are onboard. There are no rules on this competition –we want entries to be as fun and imaginative as possible. We can't wait to see what our young entrants come up with!"

TV Presenter, Cherry Healey, said:"Having kids myself I know how vivid a child's imagination can be. This competition is a fantastic way to get young people interested in train travel whilst also getting their creative juices flowing!"

"There are certainly a few things that would complete my dream train journey - a play area carriage complete with ball pit for kids would be a brilliant idea. I also wouldn't mind an on-board spa where I could get a massage while the train gently glides towards my destination!"





Class 390 045 passes Bradley on July 6th with a London Euston - Glasgow service. *John Sloane*

Class 390 136 speeds northwards through Parkside Jct. on August 2nd. *Mark Enderby*

Virgin Trains

On July 18th, Class 221 123 departs Glasgow Central 12 mins late after the late arrival of the inbound service, working 9M61 17:40 Glasgow Central to Birmingham New Street service. *Derek Elston*



Class 390 103 'Virgin Hero' crosses 'The Clyde' on July 17th on the approach to Glasgow Central with the 1S42 07:30 from London Euston. *Derek Elston*



Journey completed, Class 390 002 'Stephen Sutton' having arrived at it's destination with the 1S39 07:15 Birmingham New Street to Glasgow Central service on July 16th. *Derek Elston*

Scotrail

Class 91 115 and 91 109 are seen at Edinburgh Waverley on June 30th. *Paul Godding*

Scotrail

The 2M94 11:45 to Newton formed of Class 314 203 departs Glasgow Central on July 17th. *Derek Elston*

Scotrail

On July 2nd, Scotrail's Class 385 032 is seen upon arrival at Edinburgh Waverley. *Paul Godding*



Class 314 209 leads the 2N36 17:37 Glasgow Central to Neilston as it departs from Glasgow Central on July 18th. *Derek Elston*



On July 18th, Class 170 414 departs Edinburgh Waverley on 2K03 13:39 to Glenrothes passing 170 415 arriving on 2K26 12:28 from Glenrothes with Thornton. *Derek Elston*

Scotrail



On July 1st, Class 68 006 arrives into Edinburgh Waverley with a Fife Circle service. *Paul Godding*



Power cars Nos. 43028 and 43181 depart Edinburgh Waverley as 5B24 13:58 ECS to Haymarket depot on July 18th. *Derek Elston*



Power cars Nos. 43012 and 43037 stand at Stirling after arriving with the 1T14 09:42 from Aberdeen on July 18th. *Derek Elston*

Scotrail

Power car No. 43028 leads the 1B24 11:02 Aberdeen to Edinburgh into it's final destination on July 18th. *Derek Elston*



Class 380 105 stands at Edinburgh Waverley on July 18th after arrival with 1P28, the 12:02 from Dunblane. *Derek Elston*



Power cars Nos. 43036 and 43163 stand at Glasgow Queen Street having arrived with the 1T26 13:48 from Aberdeen on July 18th. *Derek Elston*

Manchester Metrolink



'Vodafone' liveried tram No. 3093 departs Manchester Victoria with a service to East Didsbury. *Richard Hargreaves*



Tram No. 3044 approaches Victoria with a service to Bury. *Richard Hargreaves*



On July 13th, 'Bee' liveried tram No. 3022 departs Victoria with a service to Piccadilly. *Richard Hargreaves*



Edinburgh Trams

On July 1st, EE liveried tram No. 267 heads along Princes Street.
Paul Godding

Going Underground

Central line 1992 stock No. 91105 emerges into the daylight at Stratford with a service to Epping. *Class47*

Blackpool Trams

Heritage tram No. 147 heads past the Tower on June 22nd with a service to Pleasure Beach. *John Balaam*



Brush Railcoach No. 621 passes South Pier, nearing the end of its journey to Pleasure Beach. *Phil Martin*



Blackpool Bombardier Flexity 2 tram No. 010 departs Fleetwood Ferry on June 22nd with the 13:13 service to Starr Gate. *John Balaam*

Blackpool Trams



Engineering tram No. 754 is seen near Cabin, heading back to Rigby Road. *Phil Martin*





Balloon tram No. 713 stands at Fleetwood, with a service to Pleasure Beach. *Phil Martin*

Blackpool ‘B’ fleet Balloon No. 700 arrives at Rigby Road. *Phil Martin*

Award for Greater Anglia's on-board catering team is icing on the cake

Freshly ground coffee, hot bacon rolls, a great vegan range and now the icing on the cake! Greater Anglia's on-board catering team has received a prestigious 'Investor in People' (IIP) Gold Award in recognition of the its progressive approach to business improvement through its people. After a new, more rigorous assessment, the team achieved the Gold standard, putting them among just 3.5% of all organisations currently assessed in the UK. Over 70 members of staff work in the catering team, led by Michael Wyatt, Greater Anglia's Business Manager – On Board Catering, who earlier this year was named Abellio 'Leader of the Year', out of 13,000 employees worldwide. Their Gold Award demonstrates that they have gone beyond the 27 requirements needed to achieve the standard IIP Status and have taken a forward thinking and expansive approach to cascading best practice through the team.

In achieving the Gold Status, they demonstrated through evidence portfolios, 1-1 interviews and observations that they consistently create positive outcomes across the nine key areas of Investors In People, going beyond the standard accreditation. They are also the first team to receive a Gold accreditation first time round under the new Investors in People Gen 6 criteria which is significantly harder to achieve compared to previous years.

Michael commented: "I've been told that getting a Gold accreditation on the first assessment is almost unheard of so I'm really proud of the whole team for achieving such a high standard. We look forward to continuing to serve customers with our range of refreshments from the trolley and at the café bar and developing what we offer further to ensure that our customers are always delighted."
Commenting on the awards of 'Investor in People' status, Greater Anglia's Human Resources Director, Katy Bucknell, said: "The award of 'Investor in People' Gold status for the catering team is another key milestone in our approach to offering customers a consistent, professional and high-quality standard of service, through excellent staff recruitment, support, engagement and training processes.
I am pleased to offer my warmest congratulations to the team. We are always receiving great feedback about what they do and I know they worked extremely hard in achieving this award and in ensuring customers receive a high standard of service."



Fares Advice with RailUK

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

Delays to Advance tickets do NOT mean you need to pay again

The National Rail Conditions of Travel (NRCoT) Condition 14 clearly permits the use of two or more tickets for one journey

..you may use a combination of two or more Tickets to make a journey...

The rail industry does not make tickets available for all journeys; some journeys require a combination of tickets. Many staff employed in the rail industry also encourage the use of combination of tickets under various circumstances, including (but not limited to):
•where the passenger wishes to book far in advance, and only one leg is open for booking (e.g. a journey such as Edinburgh to Newbury booked 20 weeks in advance); where the passenger wishes to travel in 1st class, and there is no through 1st class fare (e.g. Hull to Burnley); where there is no through Advance fare (e.g. Stafford to York)

The rail industry's internal KnowledgeBase (iKB) provides further clarification that the use of combinations of such tickets is allowable for one journey, and that Advance tickets remain valid in case of delays: If the passenger is delayed and the rail industry or its partners (as shown below) is at fault, which should be checked with your Control Office, change to another train of the same company is allowed to get them to their destination with the least delay.

This is irrespective of combinations of rail tickets held. Normally the customer would be expected to use the same company, though discretion can be shown to allow the use of other companies; to give just one example if a Hereford to London Paddington service is cancelled, a long-standing local instruction exists to redirect passengers to travel via Newport, even though this involves the use of another company's train.

Furthermore, train companies are required to assist any passenger who would otherwise risk being stranded, as Condition 28.2 of the NRCoT states: Where disruption prevents you from completing the journey for which your ticket is valid and is being used, any Train Company will, where it reasonably can, provide you with alternative means of travel to your destination, or if necessary provide overnight accommodation for you.There is no reduction in rights when using a combination of tickets whatsoever.

For example, a passenger may hold any of the following tickets between Sheffield and London:

Route: GC & XC ONLY / AP HULTRNS & TPE/ GC & NTH VIA DON / LNR AND XC ONLY

It is great that such a wide range is available, however this does not cater for all the potential possibilities, such as via Northern & Hull Trains, or any other combination. Passengers may alternatively mix and match by using any operator, by any route they wish, by purchasing a combination of tickets. Absolutely no rights are lost when holding any combination of tickets, compared to the equivalent validity that would be made available by the use of any equivalent through fare.

But... If using a combination of tickets, you must still travel by the operators specified on your tickets. So, I hold a Scarborough to York advance "TPE only"and York to Newcastle advance "XC" only. If my Scarborough to York train is delayed I am entitled to catch the next Cross Country service with no penalty. My ticket from York to Newcastle is not valid on LNER or TPE trains. Likewise, if I hold a XC only ticket from Newcastle to Leeds, a Northern Advance from Leeds to Sheffield and an off peak ticket from Nottingham to Reading route Not London I still need to travel with XC, Northern and use a route that is not through London. Unless ticket acceptance is in place.

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!

Class 802 105 departs Dawlish with a service to Penzance. *Michael Lynam*

Polos, starting from £14.00 each, minimal order of 3.



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

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



10+ Price: £25.50 EACH

Morf's (neckwear), starting from £9.00 each, minimal order of 3.



15+ Price: £8.35 EACH

Gymsacs, starting from £5.00 each, minimal order of 3.



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

Umbrellas, starting from £14.00 each, minimal order of 3.



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



10+ Price: £7.60 EACH

If you are after an item not shown, please ask, we have a vast range.

Prices shown is example pricing, Pricing will vary on artwork / design and quantities.

Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

Clubs and Societies Apparel

HAD-PRINT

Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

huddersfield@had-it.co.uk • 01484 500441 • had-print.co.uk



A study of Stanier Pacific No. 6233 'Duchess of Sutherland' at the head of 1Z29, the 08:00 London Paddington to Minehead West Somerset Railway as she passes Royal Oak on july 27th. *Derek Elston*



RSS Class 08 511 is seen shunting in Eastleigh Yard. *John Sloane*

New era starts for Greater Anglia as first brand new train rolls into service

The first of Greater Anglia's brand-new trains entered passenger service on July 29th – heralding the start of a new era of rail travel in East Anglia. One of the train company's new bi-mode trains set off for its maiden passenger voyage as the 07.47 service from Lowestoft to Norwich.

Jamie Burles, Greater Anglia managing director, said: "This is an important and significant day for us today – and one we have all been looking forward to. Our first new train has now entered passenger service and it's the start of a new era. "We were committed to beginning our transformation in Summer 2019 and we've done just that. This is an incredibly exciting time for everyone involved with East Anglia's railways – customers, communities and all the team here at Greater Anglia. Our new trains will transform rail travel across the region, bring wider economic, social, business, tourism and environmental benefits. It is the largest wholescale replacement of trains by any train company in the UK."

A formal launch for the introduction of the new trains is due to take place later in the summer, as the phased entry into service for the new trains starts to pick up speed. The company will also mark the introduction of new trains on each of its routes over the coming months, highlighting the benefits not just for customers, but also businesses, the economy and the wider region.
Greater Anglia is getting 38 regional bi-mode trains (24 x 4-carriage trains and 14 x 3-carriage trains) which switch between electricity and diesel power, from international rail vehicle construction company Stadler, headquartered in Switzerland. They will offer a positive step change on regional routes across Norfolk, Suffolk, Cambridgeshire and parts of Essex - mainly the Marks Tey to Sudbury line. Every train is longer, with many more seats, and other features including air conditioning, plug and USB points and improved accessibility. They will also improve reliability and resilience with three and four carriage trains replacing a fleet of one, two and three carriage trains, many of which are nearly 40 years old.

Thomas Ahlburg, group chief executive of Stadler, said: "The roll-out of the new trains into passenger service is a momentous occasion not just for our business, but for passengers and local communities alike. The contract, signed less than three years ago, was our first for mainline rolling stock in the UK. It signified our entry into this this important market and blazed a trail for orders secured subsequently for the Liverpool City Region and Wales & Borders. The new trains for Greater Anglia are FLIRTs, our best-selling product which we have sold 1,700 of in 17 countries. Like all the trains we build, the FLIRT relies on state-of-the-art technology to ensure safety, reliability and comfort for the benefit of passengers. We hope that the travelling public in East Anglia will like them."

In the early stages of the rollout, a small number of services between Norwich and Great Yarmouth and Norwich and Lowestoft will be operated by new trains, followed by some services between Norwich and Cambridge. It should then gather pace and the majority of the regional bi-mode trains should be in service by the end of 2019. They will be maintained at Norwich Crown Point depot, which is benefitting from a £40 million upgrade to prepare it as the base for the new regional, intercity and Stansted Express trains. Autumn 2019 will see the first new intercity train enter service and the first suburban train, built by Bombardier, is also due to enter service later this year. The bi-mode trains are part of a £600m investment in new Stadler trains for the region which have been financed by Rock Rail East Anglia and will be leased to Greater Anglia for the life of the franchise.

Mark Swindell, chief executive officer Rock Rail, said: "Rock Rail is delighted to see the second of its fleets enter passenger service and mark the start of a step change in the travel experiences for rail passengers across Greater Anglia. It follows the introduction of Rock Rail's first fleet on Great Northern routes earlier this year. These new, state-of- the art trains for Greater Anglia are some of the first to enter service in the UK financed through pension funds and insurance companies. This long term, highly competitive funding enables significantly better value for money to rail passengers and tax payers over the life of the trains, along with significant improvements in passenger, environmental and operational features."

Secretary of State for Transport Grant Shapps, said: "This is an exciting time for passengers on Greater Anglia, with the arrival of modern, spacious and accessible new trains helping to transform journeys and boost business and tourism. As we invest a record £48bn to modernise our rail network, we are seeing the introduction of thousands of new trains right across the country, enabling faster, greener journeys that benefit local communities and the environment."



On July 3rd, Royal Mail EMUs Class 325 001, 325 016 and 325 011 approach Crewe South Jct. working the 16:21 Willesden PRDC to Shieldmuir Mail Terminal. *Barry Longson*

Brand new intercity train on maiden voyage into London



One of Greater Anglia's brand-new intercity trains has successfully completed a daylight test run between Norwich and Liverpool Street.

Technicians on board the 12-carriage electric train, built by Swiss company Stadler, were checking the train's energy consumption levels, by putting the train through its paces at different speeds and braking levels. Once the train arrived at Liverpool Street, station staff were given some training on board and had a look round it. Staff were shown the train's retractable step which closes the gap between the platform and the train. Combined with the train's lower level floor, the step makes it easier for customers with wheelchairs, buggies or mobility issues to get onto the train.

Ian McConnell, Greater Anglia franchise and programme director, said: "It was quite a sight, our brand new intercity making its way from Norwich to Liverpool Street and then to sit opposite one of our old intercity trains at Liverpool Street was such a contrast between old and new.

"We are very much looking forward to bringing our new trains into passenger service because we know they will transform our customers' journeys."

Martino Celeghini, project manager for Stadler, added: "This trip made during daylight hours is yet another small, but significant step, bringing us ever closer to passenger roll-out of the new fleet.

"We are now in the final stages of testing and feel confident that customers will share our enthusiasm for these state-of-the-art trains, which are on the cusp of being introduced on to the network."

The new intercity trains are longer than the existing intercity trains – 12 carriages of seats as opposed to nine on the existing trains.

They have electric push-button doors – double width in the middle of each carriage - which are easier for customers to open once they have been unlocked and speed up the train's departure from stations as they driver can close them all automatically.

Other features on board the train are plug and USB sockets, free wifi, air conditioning, a café bar, a large accessible area, accessible toilet, dedicated area for bikes and passenger information screens.

Greater Anglia has ordered ten new intercity trains from Stadler. Three of them are now in East Anglia. The first is due to come into passenger service this autumn.

The train is the same model as the ten new Stansted Express trains, but the interiors are different. Only the intercity trains will have a First Class seating area and a café bar.

Meanwhile the company's new bi-mode trains, powered by diesel or electricity, continue to be tested on Greater Anglia's network, with drivers completing their training on them on rural routes including Norwich to Lowestoft.

The Office for Rail and Road has now signed off both the bi-mode and electric trains for passenger service, subject to further performance and safety tests that Greater Anglia is conducting.





Colas Rail's No. DR73922 is seen stabled at Chester on July 27th. *Mark Enderby*

Grand Central's Class 180 105 arrives at York on July 6th July working a Sunderland - London Kings Cross service. *Alan Rigby*

Full speed ahead for Greater Anglia's Bombardier trains



High-speed testing has started on Greater Anglia's new UK-built commuter trains.

Bombardier is building 111 trains for Greater Anglia which will run into London Liverpool Street from Essex, Suffolk, Cambridgeshire and Hertfordshire.

Once the trains are built, they have to go through a series of safety and performance tests before they can go into passenger service.

Testing has begun with the first of the newly built trains being put through its paces at 110mph at the Railway Innovation and Development Centre test tract at Old Dalby.

Although these trains will only ever run at a maximum speed of 100mph on the Greater Anglia network, testing runs go up to 110mph for contingency purposes.

The acceleration and braking systems of the train are being tested, as well as a number of safety systems.

Other tests underway include an extreme sway test, which checks physically how much a train may sway when travelling around curves to check no infrastructure or part of the train is damaged.

Ian McConnell, Greater Anglia franchise and programme director, said: "It's good to see one of our new Bombardier trains running at full speed on the test track. I can't wait to see it doing 100mph in East Anglia.

"These trains are going to transform our customers' experience of rail travel in this region as we replace old trains with brand new state-of-the-art modern trains."

Andy Derbyshire, UK Chief Operating Officer, Bombardier Transportation said: "This is an exciting time for our Aventra platform and our product for Greater Anglia. We are looking forward to completing the tests and seeing the new trains in passenger service."

Greater Anglia is replacing every single one of its existing trains with brand new trains, which will all be longer with more seats.

All new trains will have USB and plug points, wifi, air conditioning, improved passenger information systems and accessible seating areas and toilets.

The Bombardier trains will have underfloor heating – a first for UK trains – which will work with an overhead heating and ventilation system to improve passenger comfort and increase foot room for passengers sitting in window seats.

The first of the new Bombardier trains is expected to come into service at the end of this year and all of them should be in service by the end of 2020.





Arlington Fleet Group's No. 01508 is seen at Eastleigh Works. *John Sloane*

LNER IEP Class 801 104 and TPE IEP Class 801 208 are seen at Eastleigh undergoing commissioning. *John Sloane*

History panel installed to celebrate 150 years of St Albans City station



Thameslink staff, local dignitaries and Royal British Legion members gathered for the unveiling of a history panel, marking 150 years of St Albans City station and paying tribute to fallen railway workers during the Great War. The panel, which takes pride of place in the waiting room on platform 1, charts the history of the station, which opened in 1868, and focuses on the railway workers who paid the ultimate sacrifice during World War One, listing their names, ranks and regiments. The display was developed over the last six months by members of the St Albans Signal Box Trust and the recently formed Bedford to St Albans Community Rail Partnership (CRP).

CRP Line Officer Andy Buckley said: "I'm really grateful to the members of the Signal Box Trust, who have done a splendid job researching the information for the history panel. Special thanks must go to Les O'Leary who did the design work on the panel. I'm very pleased that Thameslink has been able to support this project with a prominent position at the station. It's important to remember the sacrifice and the history that goes with both the railway and the community it serves."

Following a ribbon cutting on July 24th to unveil the panel at the station, an act of remembrance took place at the signal box with St Albans Mayor Janet Smith reading the names of the fallen. The Last Post was sounded and a silence was observed before wreaths were laid in front of a smaller panel dedicated to the fallen. The Lord-Lieutenant of Hertfordshire, Robert Voss, was among those to lay a wreath.

Cllr Smith said: "It was a great honour to be invited to the unveiling of the new history panel at St Albans City station, especially as it pays tribute to the railway staff who lost their lives in the First World War. To read out the names of those lost was very moving indeed."

Richard Kirk, who is a trustee of St Albans Signal Box Trust, said: "The Trust is pleased and honoured that our history panel has been put on display at the station for all to see, especially as we have been able to incorporate a copy of our World War One memorial as well as publicising the restoration and public openings of the signal box."

Thameslink and Great Northern Managing Director Tom Moran said: "We are proud to celebrate St Albans City station's long history. The trustees and CRP have worked hard to produce a well-researched timeline of the station's history, paying tribute to those who paid the ultimate sacrifice during the Great War."

On the same day, the Signal Box Trust also signed up to become a station partner with the CRP, which encourages people to become involved in their local railway. CRPs are being set up across the Govia Thameslink Railway network with the aim of getting people involved in maintaining floral displays, creating community art schemes and helping run special on-train activities or community or school visits to stations.

Mr Kirk said: "We are also delighted to become the first Station Adopters at St Albans City and look forward to working with both Thameslink and ACoRP [umbrella organisation for rail partnerships] to further the partnership."





Class 33 035, 58 016 and 47 749 seen on Leicester depot, July 24th. *Derek Elston*



"Trainbow" departs for Brighton & Hove Pride

Govia Thameslink Railway has unveiled a special edition train emblazoned with a rainbow livery ahead of the upcoming Brighton & Hove Pride. The eye-catching makeover of the Thameslink Class 700 train was designed by a GTR apprentice from South Croydon and celebrates the rail company's thriving LGBT+ community.

Dubbed "trainbow" by GTR colleagues, the 12-carriage train was given its new look in recent weeks at Hornsey depot in north London in a team effort featuring colleagues from branding, fleet and engineering. It will be part of the Thameslink fleet operating an enhanced service for hundreds of thousands of revellers travelling to and from Pride in August and is the seaside city's busiest weekend of the year.
The rainbow design will also be used on merchandise and GTR's first-ever float in the Pride parade which will carry members of the company's LGBT+ network and other colleagues. It is accompanied by GTR's Pride motto: "Our people bring out our best colours".

Maggie Luckhurst, 21, GTR's Design and Content Apprentice and a member of its LGBT+ network, said: "This was a really special project to work on for me, and I'm grateful that I got to work alongside many other fantastic people in the company. I've always had a huge interest in the railways, so to be able to combine that with my creativity in this job has been a dream. I'll be keeping an eye out for this train on my commute."

Maggie, who joined the marketing team through GTR's apprenticeship programme in April 2018, added: "Whether you're a member of the LGBT+ community or not, I hope that the train brings joy to everyone who sees it and that it also raises awareness of LGBT+ issues."

Stuart Meek, Train Services Director and chair of GTR's LGBT+ network, said: "We are absolutely delighted to see the train out in passenger service. This symbol of support shows how everyone is welcome on our services and celebrates our LGBT+ colleagues."

GTR's LGBT+ network is made up of colleagues and advocates from departments across the organisation. It serves as a support and social network and making plans for Pride have topped the agenda at recent meetings. Last month GTR pledged to do even more to attract and retain more women working in the rail industry and as part of this effort has established a Women's Network Group.

Paul Kemp, Managing Director of Brighton & Hove Pride 2019, said: "We're thrilled by the new train design, in support of GTR's LGBT+ colleagues for Brighton & Hove Pride and hope that visitors to the city enjoy travelling to Pride by it! "The creative is a great visual reminder of the importance of Pride and LGBT+ and allies standing together to celebrate and defend the progress that has been made by the LGBT+ community. It also symbolises our positive working partnership with GTR in making sure travellers can get to and from the city over Pride weekend."
Photo: Pride Thameslink train at Brighton. © Matthew Wilmhurst, GTR



Former GWR IC125 power car No. 43002 'Sir Kenneth Grange' stands in the Potter Group sidings at Ely on July 20th having arrived by road a couple of days earlier. *Chris Morrison*

Cannon Street railway bridge owned by Network Rail receives makeover as part of £45m artwork project

Four of the Thames's most famous bridges including Cannon Street have been transformed with the launch of the first phase of Illuminated River An ambitious new art commission for London that will eventually see up to 15 bridges lit along the Thames

The project is the result of an unparalleled collaboration between London based and international creative talent, local authorities and partners including Network Rail.

Free to view, and accessible to all, Illuminated River is a symbol of London's creativity, ambition and spirit. The artwork celebrates the architecture and heritage of London's historic bridges and will encourage more people to enjoy the river and the riverside at night. Artwork for the first four bridges will be seen more than 60 million times each year by Londoners and visitors alike.
Cannon Street station also features digital posters along with floor displays which use QR codes to provide more information on the breath-taking project.

Sir Peter Hendy CBE, chair of Network Rail, said:"Millions of rail passengers rely on London's beautiful and iconic bridges every day to get to and from places of work, education, health and leisure. The Illuminated River project will help highlight the vital role these bridges play in connecting our capital city."

John Gill, Director of Business Development, Network Rail said: "The Illuminated River Project has created a very special opportunity for Network Rail to do the right thing and showcase our responsibility in the community. I am proud to have been part of making this happen and seeing the huge transformation it has made to Cannon Street Railway Bridge".

Conceived by internationally-acclaimed American artist Leo Villareal, and British architectural practice Lifschutz Davidson Sandilands, Illuminated River is a philanthropically-funded initiative supported by the Mayor of London and delivered by the Illuminated River Foundation. Working with seven different local authorities, Illuminated River is the biggest single planning application ever made without an act of Parliament. It is the first time the Thames bridges have been cohesively and artistically lit.

Four bridges – London, Cannon Street, Southwark and Millennium – are now lit up in unison, with sequenced LED patterns subtly unfolding across each unique structure. Villareal's artwork replaces outdated and inefficient lighting on the bridges, providing a more long-term sustainable solution for lighting the Thames. Designed by Atelier 10, the lighting will minimize direct light spill onto the river and reduce energy consumption. While the former lighting ran all night, from dusk to dawn, Illuminated River's connected LED lighting from Signify (formerly Philip's Lighting) will be switched off at 2am. The new artwork will be in place for at least 10 years.







Class 07 007 and 73 133 are seen stabled outside Eastleigh Works. *John Sloane*

Class 47 828 and 47 832 passes Bamber Bridge on July 11th with the Scarborough Spa Express. *John Sloane*



Celebrations as £1.1million improvement work at Worksop station receives national award

The prestigious Railway Heritage Trust Conservation Award was given to the station following work carried out by Network Rail to strengthen and refurbish the footbridge, re-glaze and refurbish the station canopies and to repaint the station and adjacent signal box in the original London North Eastern Railway colours of green and cream. The project has also seen lighting on the station canopies and footbridge replaced. The project received a £100,000 grant from the Railway Heritage Trust, with the remaining funding coming from Network Rail. The project will improve passenger experience at the station.

On Friday, 12 July, MP John Mann, alongside representatives from the rail industry, unveiled a plaque at the station celebrating the prestigious award.

John Mann, MP for Bassetlaw, said: “I am delighted that the work undertaken at Worksop station has been recognised by the National Railway Heritage Awards as a fantastic example of railway heritage preservation. The completed work has refreshed and reinvigorated the experience for passengers using the station and will continue to provide a great gateway to our town for years to come.”

Tim Brunt, Senior Asset Engineer for Network Rail, said: “We are absolutely thrilled that this vital project at Worksop station has won the prestigious Railway Heritage Trust Conservation Award. This project will really improve passenger experience at the station and will preserve important railway history for years to come.”

Andy Savage, Executive Director of the Railway Heritage Trust, said: “We were very pleased to sponsor the restoration of the station, and delighted that the National Railway Heritage Awards adjudicators chose it as the best of our projects in 2018.”

Theo Steel, National Railway Heritage Awards Trustee, said: “This project shows the best in conservation management: I am particularly pleased with the choice of the ex London North Eastern Railway colour scheme.”

Steve Hopkinson, Regional Director at Northern, said: “This is a well-deserved award for what has been a wonderful transformation of the station. The refurbishments complement our own commitment to giving customers in Worksop the best possible service and, with the recent doubling of the frequency of services to Sheffield, even more people will be now able to enjoy all the station and wider network has to offer.”

Class 50 049 with 50 033 and 50 007 passes Dunbridge with a Kidderminster to Eastleigh light engine move on July 10th. *Michael Bennett*

Loco Fleet List Ten

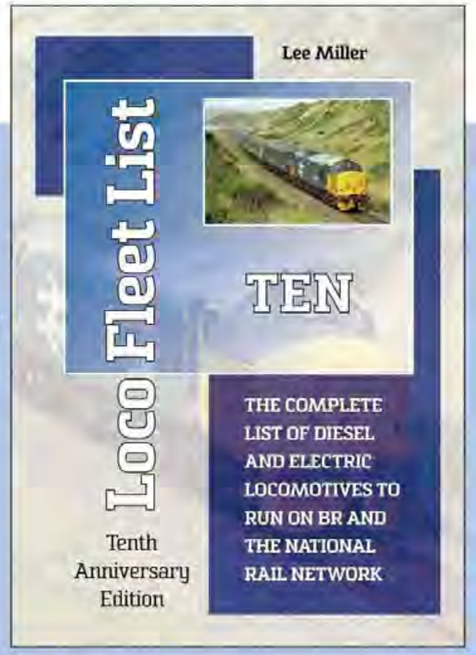
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain’s railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

The Nosh Report



Bringing a touch of Morning Sunshine to Warwick Parkway Station

Chiltern Railways are very pleased to announce that start-up coffee shop Morning Sunshine has opened at Warwick Parkway station this month. We sat down with Myles and Ashley to find out a bit more about them ahead of the official re-opening of Warwick Parkway station and Morning Sunshine coffee shop.

Tell us a bit about yourself

Ashley: I'm a 27-year-old caffeine fanatic - Espresso, Chemex, Aeropress or a quick instant - my day begins with coffee. I've been involved in just about every step of the coffee process from washing mugs and teapots, managing cafes and espresso bars, to visiting coffee at source with the farmers. When I'm not working I can be found in the peak district, at coffee festivals (that's right they exist!), on my bike or climbing at local centres.

Myles: As a student, I witnessed the coffee scene grow in the Midlands. Student life also gave me the opportunity to help start-ups, run events and create my own side hustles alongside my University course. The business bug bit me hard! When not in business mode I can be found in coffee shops, knee deep in a flat white or peppermint tea, with my head in a book. I've played semi-professional rugby and love a good mountain hike.

How are you involved with the Prince's Trust?

We were able to secure our place on the Prince's Trust Enterprise Programme last year. We entered an intensive course period where we were able to hone our business skills and work towards our end goal. For us, the most important element of the Princes Trust was access to a dedicated mentor. We've wasted no time in soaking up as much knowledge as we can and the help and advice from The Princes Trust has been invaluable.

Are you local to the area?

Ashley: Yes, I grew up in Kenilworth and moved to Nottingham after graduation. I've been living in Kenilworth for the last two years while working as a manager in several coffee shops.
Myles: Yes, after graduating from Aston University I moved back home to Coventry. I've just moved to Leamington - Coffee HQ!

What can customers look forward to?

Aside from a friendly face and a warm welcome, our customers can look forward to specialty coffee and gourmet teas as well as a range of hot and cold breakfast and lunch options. We plan to cater for dietary requirements wherever possible - we'll be looking for feedback from customers on this.
We aim to provide a fast, efficient service for the busy morning commute and add personal touches like remembering customer's names and daily order.
We are surrounded by some great local businesses and will be offering our customers the best of their baking produce as well as guest coffee blends to complement our homemade offering.
Finally, we can confirm - bacon and sausage options will be on sale throughout the day as well.

What makes you different?

Our commitment to high level customer experience. Put simply, we care about what we're doing and hope this will shine through with the service we provide and the products we offer. We understand waking up at the crack of dawn to start your commute can be stressful and tiring - we want to brighten up that journey and give our customers a positive start to their day.
We have ethically sourced high-quality ingredients for our food options and use biodegradable cups and lids to reduce our carbon foot print. We also have created our own re-usable bamboo cups, are working with local businesses and looking to hire within the local area. How does it feel that Chiltern has given this opportunity to a local start up? We're excited. We have worked with Chiltern Railways previously when we managed Gourmet Coffee Bar & Kitchen and Little Italy Espresso Bar at Leamington Spa Station.
We worked hard to pitch our brand at the right level and feel supported by Chiltern. It's great they recognised our hard work and commitment within the rail industry. It's now up to us to show Chiltern Railways and the commuters of Warwick Parkway what we're made of.

Debunk the Flat White Debate - What is a Flat White?

The Flat White is a trendy but no-nonsense coffee - espresso with steamed milk, finished with a thin layer of micro-foam. So, you get a strong flavour and velvety taste from the steamed milk. It originated from Australia and New Zealand and a staple of the UK coffee shop menu.

What makes the perfect cup of coffee?

We have our favourite blends, countries of origin, equipment used, baristas and venues, but for us, the perfect cup will be a combination of those - it's different for everyone. A perfect cup of coffee might be the sneaky one before the kids get up; or the one from the bookshop you escape to on your lunch break. It could be the double espresso, caffeine hit, you gulp down to get through a tough meeting. The 'perfection' embodies the entire experience.

For more information and regular updates from Morning Sunshine Coffee, you can visit their website at: www.morningsunshinecoffee.com or find them on Instagram @morningsunshinecoffee or Facebook: morningsunshinecoffee.

Rail industry issues reminder as first planned closure of East Coast Main Line in 20 years nears

Network Rail and train operators are reminding passengers of major changes to services this August Bank Holiday as work takes place as part of a £1.2billion upgrade to the route. Work will take place along the southern end of the historic route, including in Newark, Stevenage and around London King's Cross station. This work will close the lines from Peterborough and Cambridge into London King's Cross and London St Pancras International meaning no trains will run on this portion of the line. Passengers are being reminded that there will be significant disruption and are urged not to travel on services which start or terminate in the capital on 24/25 August. Instead, the advice is to travel on either Friday, 23 or Tuesday, 27 August. There will be a heavily reduced service on Monday, 26 August as work at Newark continues, with trains expected to be extremely busy.

The East Coast Upgrade is the biggest investment into the line in a generation and will bring significant benefits for all users of the route, including quicker journeys which are more reliable and up to an extra 10,000 seats per day. It will also mean more services able to run, increasing choice for passengers. Over the August Bank Holiday, a huge amount of work will take place, including:

•At London King's Cross, Network Rail will transfer control of signalling equipment from King's Cross signal box to a state-of-the-art facility in York. This will create a more modern and reliable railway, which is more resilient in times of disruption. Network Rail will also carry out work on the overhead line equipment outside of the station to support improvements to the power supply, track layout and signals.

•In Stevenage, work will continue on a major project to construct an additional platform to support increased services along the route.

•Network Rail is renewing a level crossing in Newark which is of unique design and historically, has had to be renewed every 15-20 years. Engineers will replace timbers with a more durable material, which will provide a more reliable railway and greatly reduce the amount of times we need to carry out work in the future.

Railtalk Magazine

National Rail



SOUTHERN COUNTIES RAILWAY SOCIETY
A club for anyone interested in the railways of Southern England.

www.southerncountiesrailwaysociety.co.uk

Did you Know - Ken Mumford

Some more of the nations oddities this month:

A case for DOCTOR Beeching?
Spotted in the 'Brighton Argus' many years ago:-
"Woman hit by train on the mend."

Said Churchward about Gresley's A1 4-6-2s:-
"There was no need for that young man to build a Pacific. We could have sold him ours" {Referring, of course, to Churchward's 'THE GREAT BEAR.']

A Chief Mechanical Engineer felt that a 'Mark 2 Britannia' incorporating all the lessons learned with the first lot, and with THREE CYLINDERS, would have been a superb locomotives; BUT the edit of 1955 slammed the door on any such aspirations.

GWR train identification boards [or route identification codes] were first introduced in January 1934.

The signalman/porter at a station on the Bedford to Bletchley line in 1957 actually helped young mothers lift their children and prams into the trains despite being crippled himself.

The planks of Appleby footbridge were 'elevated' once by 46229 'Duchess of Hamilton' during a run-past.

LLANBISTER ROAD station (on the Central Wales line) was five miles (some timetables said 5¾ miles) from LLANBISTER which involved a journey along lonely minor roads plus up and down several hills. It would have been better to alight two stations further west, at PENYBONT, where there was a regular bus service to LLANBISTER.

On 9th May 1958 the CARDIGAN BRANCH train stayed longer than normal. WHY? Because the engine driver was picking rhubarb from his adjacent allotment. At Whitland the same day, the yard gate was locked. The signalman leaned out of his box with the yard gate keys and asked some train enthusiasts not to park in there again!

National Rail

On July 22nd, Class 66 711 in Aggregates Industries livery and Fertis liveried 56 032 are seen at Electro Motive, Longport. *Michael Lynam*



A Different View

James watches on as an East Midlands Trains Class 153 races through Irlam station at the head of the 10:51 Liverpool Lime Street - Norwich service on July 11th. *Jeff Nicholls*

A Different View



A rake of ScotRail Mk2s stand at Edinburgh in the shadows. *Paul Godding*





We all know that health and safety is a necessity in this day and age but does this sign actually over complicate things? Seen at Ashbury Crossing between Didcot and Swindon. *Ken Mumford*

DCR Class 56 091 has now been named, seen here at the East Lancs Railway on July 7th. *Steve Stepney*

Preserved Railways

Severn Valley Railway

Hunslet Engine Co. No. 686 'The Lady Armaghdale' is seen gleaming at Bridgnorth on July 7th. *Richard Hargreaves*

SR West Country Class No. 34027 'Taw Valley' arrives at Bridgnorth on July 21st with a service from Kidderminster. *Michael Lynam*

On July 21st, Class 52 No. D1062 'Western Courier' waits to depart Bridgnorth with a service to Kidderminster. *Michael Lynam*

Class 08 No. D3586 shunting GWR tank engine No. 4144 and BR Standard 4MT No. 75069 are seen on Bridgnorth shed, July 21st.
Michael Lynam

Preserved Railways

Babbacombe Cliff Railway

The Babbacombe Cliff Railway was built in 1926 by Waygood Otis, to link Babbacombe (top station) with Oddicombe Beach (bottom beach).*Michael Lynam*





Preserved Railways

East Somerset Railway



Ivatt Class 2 2-6-0 No. 46447 departs Cranmore on July 24th with the 12:30 service to Mendip Vale. *John Balaam*



Andrew Barclay 'Lady Nan' (built in 1920) is seen at Cranmore on July 24th. *John Balaam*



GWR 56xx Class steam locomotive No. 5637 is seen stabled at Cranmore. *John Balaam*

Preserved Railways

Sittingbourne and Kelmsley Railway



Kerr Stuart 0-4-2 ST works No. 4219/1924 'Melior' runs round its train at Sittingbourne. *David Lindsell*



On June 23rd, 0-6-2ST 'Melior' is seen approaching Viaduct station. *David Lindsell*



The oldest surviving Peckett loco, an 0-4-0ST No. 3 'Bear', works No. 614/1896 is seen on display at Kelmsley. *David Lindsell*



The A1 Steam Locomotive Trust
New Steam for the Main Line

ON JULY 13TH 25 YEARS AGO THE CONSTRUCTION OF NO. 60163 TORNADO OFFICIALLY STARTED

The A1 Steam Locomotive Trust marks birthday before historic first visit of Tornado to Tenby

It's hard to believe that 25 years ago - Wednesday 13th July 1994 - the construction of No. 60163 Tornado officially started at the then British Steel facility in Leeds. Mrs Dorothy Mather, the late President of The A1 Steam Locomotive Trust – the registered charity which built, owns and now operates No. 60163 Tornado - and widow of Arthur Peppercorn, ceremonially started the CNC Plasma and Oxy fuel profile cutting system which cut the main frames from steel donated by British Steel.

The Peppercorn class A1s were designed by Arthur Peppercorn for the London & North Eastern Railway and 49 were built in 1948/49 by British Railways. However, following dieselisation, all were scrapped by 1966. The A1 Steam Locomotive Trust was formed in 1990 to right that wrong and build a brand-new Peppercorn class A1. The 'impossible' project took rather longer than initially anticipated but Tornado was finally unveiled to the world's press outside Darlington Locomotive Works on 1st August 2008 – the first new main line steam locomotive to be built in Britain for over 50 years and the first by public subscription.

Frequently headlined in the press and on TV, Tornado was the subject of the 2008 BBC documentary 'Absolutely Chuffed: The Men Who Built a Steam Engine' and was undoubtedly the real star of BBC Top Gear's 'Race to the North' with Jeremy Clarkson on the footplate which first aired in 2009. Tornado went on to receive publicity world-wide for the 'I Love S&C' Plandampf-style trains to mark the reopening of the Settle & Carlisle Railway in February 2017 and her 100mph test run on the East Coast Main Line in April 2017 – the first British steam locomotive to reach 100mph for 50 years and the subject of a second BBC documentary 'Tornado – the 100mph Steam Engine'. To the delight of her younger fans, Tornado had a starring role in PADDINGTON 2 the movie which was released globally in 2017.

David Champion, President, The A1 Steam Locomotive Trust, commented:
"What a 25 years it has been! After 18 years of construction and fundraising the new £3m locomotive was unveiled to the world's press at Darlington Locomotive Works in August 2008. Since completion, No. 60163 Tornado has covered over 100,000 miles and seen service on the Network Rail main line and heritage railways right across Great Britain. Some of the highlights have included three Royal Trains, with the first following the naming of the new locomotive by TRH The Prince of Wales and The Duchess of Cornwall in February 2009 in honour of the now retired RAF aircraft; 'The Winton' train to commemorate the 70th anniversary on the Kinder Transport and the rescuing of stranded commuters in Kent."

In June 2019, The A1 Steam Locomotive Trust announced that it had placed a £1m order with DB Meiningen for two new boilers for its two steam locomotives. The order is to supply the boiler for new Gresley class P2 No. 2007 Prince of Wales, currently under construction at Darlington Locomotive Works, and a 'spare' boiler for use on both No. 2007 and No. 60163 Tornado. This order will enable the Trust to rotate the three identical boilers over its two locomotives, with two operational boilers and one 'spare' undergoing overhaul at any one time. DB Meiningen delivered Tornado's original boiler in July 2006.

The first new boiler – to be fitted to No. 60163 Tornado during its next overhaul – will be delivered in September 2020 with the second – to be fitted to No. 2007 Prince of Wales – scheduled to be delivered

in July 2021. The funding of No. 60163 Tornado's contribution to the 'spare' boiler will come from extending its 'I Love 60163' fundraising campaign - 100 supporters donating £601.63 in up to six payments - beyond the 100-supporter target.

David Champion continued: "In order to ensure we have the funds available for No. 60163 Tornado's overhauls we need to raise in excess of £250,000 each year. Our Covenantor scheme – an A1 for the price of a pint of beer a week – raised the funds to build Tornado and now provides the essential support to keep our locomotive in tip-top condition. To ensure we keep Tornado on the main line where she belongs, we would be delighted to welcome you on-board as a Covenantor, from as little as £2.50 each week. Tornado is now fulfilling the dream of those who helped to build her, hauling main line steam excursions, visiting heritage railways and giving joy to thousands of passengers and linesiders who want to witness the legend in action. You can be part of this by travelling with us, becoming a Covenantor or by donation to the I Love 60163 appeal for the 'spare' boiler - helping us to raise the funds to keep the dream alive."



Photos:

Above: Graeme Bunker-James, David Elliott, Ben McDonald, Alex Morton and DB Cargo driver Tony Jones present Tornado with her birthday cake. © Mike Goodfield/ A1SLT

Right: David Champion (then Chairman and now President of The A1 Steam Locomotive Trust) and the late Dorothy Mather (Arthur Peppercorn's widow and former President formally start the construction of Tornado. © Ted Parker/A1SLT



Preserved Railways

Spa Valley Railway

On June 22nd, R.S. & H. 0-6-0ST No. 62 ‘Ugly’ arrives at Eridge station. *David Lindsell*

Class 73 140 in faded Network South East livery, prepares to take the next departure to Tunbridge Wells from Eridge on June 22nd. *David Lindsell*

Preserved Railways

Keighley and Worth Valley Railway





With the local school summer holidays about to start, the final Vintage Train Sunday of 2019 was on July 14th and saw Ex-Taff Vale Railway No. 85 hauling a mid-day train alongside the River Worth at Damems, as it heads from Keighley to Oxenhope. *Ben Bucki*

Stalwart BR 4F No. 43924 has been in charge of the weekday timetable during July. The loco is seen heading a train alongside the River Worth at Damems, as it heads from Keighley to Oxenhope with the first southbound service of the day on July 12th. *Ben Bucki*

Preserved Railways

East Lancs Railway



This years ELR diesel gala was unusually held from Thursday to Saturday. One of the last trains to run the full length of the line on July 6th was the 17:06 from Rawtenstall to Heywood hauled by Class 50 015, seen crossing Brooksbottom Viaduct, Summerseat. *Barry Longson*



Class 50 015 'Valiant' clags away from its stop at Burrs Country Park with the 10:44 from Bury to Ramsbottom on July 6th. *Jeff Nicholls*



Class 45 108 departs Heywood with the 14:55 to Rawtenstall on July 6th. *Barry Longson*

Preserved Railways

East Lancs Railway

On July 6th, with vans immediately behind the loco, (and therefore no one hanging out of the windows), Class 25 No. D7629 crosses Brooksbottom Viaduct, Summerseat, with the 16:52 Ramsbottom to Bury shuttle service.
Barry Longson



Class 45 108 leaves the sylvan setting of Brooksbottom and prepares to dive into the tunnel of the same name with the 14:55 from Heywood to Rawtenstall on July 6th.
Jeff Nicholls



On July 5th, visiting locos Class 20 314 and 20 311 get the shunt signal at Bury Bolton St. as they prepare to move off to Buckley Wells yard.
Barry Longson

Preserved Railways

East Lancs Railway

On July 6th, 'Warship' Class 42 No. D832 crosses Roch viaduct working the 14:26 Rawtenstall to Heywood service. *Barry Longson*



Class 20 132 and 20 096 arrive at Bury with the 15:26 Rawtenstall to Heywood service on July 6th. *Stephen Stepney*



DC Rail's Class 56 103 waits departure time at Bury Bolton Street on July 5th, with the 11:25 Heywood to Rawtenstall service.
Barry Longson

Preserved Railways

East Lancs Railway



Class 47 No. D1501 passes the signal box at Townsend Fold on July 6th, powering the 16:16 Rawtenstall to Heywood service. *Barry Longson*



Class 24 No. D5054 arrives at Ramsbottom with the ECS of the 15:02 mixed passenger / parcels train to Bury. *Lee Stanford*



On July 7th, Class 33 035 working a service train to Rawtenstall, waits departure time at Bury Bolton Street. *Stephen Stepney*

Preserved Railways

East Lancs Railway



Class 33 117, BRCW DMU Nos. M50455 and 50517, Cravens DMU Nos. E51485 and E56121, and Class 47 765 are seen stabled at Bucley Wells depot. *Michael Lynam*



Class 20 132 and 20 096 round the curve at Bury South en route to Heywood with Class 56 091 on the rear. *Michael Lynam*



Class 07 013, Class 03 No. 2062 and 08 164 are seen stabled at Bury South. *Michael Lynam*

East Lancs Railway

Possibly the most popular performer at the 'East Lancs Summer Diesel Spectacular' was Class 42 No. D832 'Onslaught', seen here departing Irwell Vale with the 14:26 Rawtenstall to Heywood service on July 6th. *Jeff Nicholls*

Preserved Railways

East Lancs Railway



On July 5th, Class 37 109 stands at Bury Bolton St. waiting departure time with a service to Heywood. *Paul Godding*





Class 33 109 and 33 035 are seen arriving at Summerseat en route to Rawtenstall. *Michael Lynam*

Class 47 765 approaches Summerseat, with 45 108 on the rear, working a service to Rawtenstall. *Michael Lynam*



P2 PROGRESS REPORT

ENGINEERING

General
We have reached that period in the project where there is a lot of essential but relatively unspectacular work going on at Darlington Locomotive Works including pipework and electrics, brake gear details and fittings. Having said that, the tender tank has been ordered and we have just ordered the boiler for No. 2007 Prince of Wales as part of a larger order which included a spare boiler for it and No. 60163 Tornado.

Frames
We have received the first of the two outside motion brackets and following inspection, this has been trial fitted to the frames. The last of the frame components in the form of the remaining 10 spring hanger brackets have been ordered from North View Engineering Solutions. The original designs used steel castings, however as they are all handed and are mostly different from one another, the pattern costs would be considerable. On first look they are similar to those on Tornado, but on closer examination, and resulting in part from the difference in coupled wheel sizes, they are longer from top to bottom than the A1 type, preventing use of the Tornado patterns. They have all been redesigned as welded fabrications and the two pairs which are joined together across the frames – on the P2 by bolting a heavy section angle irons between them, have been replaced by the significantly stronger one-piece design employed on the A1 class. Two of the spring brackets have bearing housings attached to the back of them to support the brake lever shaft for the rear pair of coupled wheels. As we have modified the design of the brake lever from vacuum to air operation which has slightly altered the distribution of forces in the brake lever shaft, the spring hanger brackets with brake shaft bearings have been subjected to Finite Element Analysis (FEA) by Daniela Filová, which after a subtle improvement to some weld profiles, have been shown to have an adequate margin of strength and fatigue resistance.
The fitting of the motion brackets and spring hangers will complete the engine frame structure.

Wheelsets
After further protracted delays, the pony truck cannonbox is back with Timson Engineering at Kettering for final machining following replacement of some of the manganese steel wear plates. Delivery to Darlington is eagerly anticipated. Ian Matthews and our volunteers are making good progress with polishing the tyre rims. The speedo drive return crank (which doubles as the crank pin nut on the LH trailing coupled wheel) has been delivered and has been fettled and polished by our volunteers.

Boiler
Following a lengthy procurement process originally directed at a total of eight possible suppliers, the choice was narrowed down to two builders. A further request for “best and final” offers were followed by negotiations resulting in an order being placed with DB Meiningen works (which built No. 60163 Tornado’s boiler) for two boilers to the same overall design as Tornado’s boiler but updated with all the modifications which have been incorporated since Tornado’s boiler was built. One boiler will be fitted to No 2007 Prince of Wales when it is delivered in Summer 2021, however the other boiler is due for delivery in September 2020 and will be fitted to Tornado during the overhaul scheduled for winter 2020/21. Having a “spare” boiler should reduce the overhaul duration for both locomotives from 10 months plus to around four months as boilers usually take far longer to overhaul compared with the rest of the engine. This is a continuation of practice in steam days where most classes had several more boilers than locomotives to minimise the overhaul time.

Major boiler fittings
Preparations are being made to carry out the hydraulic test on the superheater header (including finding the 86 rubber dog balls required to block the superheater element connection holes).

Cylinders
Further detailed design work has been done on the cylinder block and valve gear in anticipation of commencement of manufacture. In the meantime, Alan Parkin has produced drawings and quotations for valve cover patterns that have been sought.

Brake rigging
Four fabricated brake cross stays (similar to those made for Tornado) have been delivered by North View Engineering Solutions. The front and rear short brake links have been completed, the latter being a complicated offset design which have been machined from solid at Darlington Locomotive Works. Brake blocks have been ordered and all the brake pins made. We are expecting delivery of the two brake lever shafts from I D Howitt at Crofton shortly.

Cab
With Daniela having completed the drawings, the cab seats and cab seat cubicles have been constructed and are now being shot blasted in preparation for the next stage.

Tender
The order for the tender tank has been placed with North View Engineering Solutions. Delivery of the base plate to Ian Howitt at Crofton is scheduled for pre-fitting to the frames during July, with the completed tank delivered to Darlington Locomotive Works in September, by which time we expect to have the frames on site. Ian Howitt continues to make good progress with the tender frames with the spring hanger and tank brackets attached to the frame plates. Major components have been made including the drag boxes. The delivery of the remaining tender axle is imminent so when it arrives the four axles will be dispatched along with the wheels to South Devon Railway Engineering.

Fittings
Our first attempt to appoint a machinist was not successful, so we have re-advertised the job and are in discussions with candiates. In mean time urgent fittings and machining work is being subcontracted out.Efforts are being made to secure the loan of patterns from the No. 71000 Duke of Gloucester team for the Davies & Metcalfe class K exhaust injector. Manufacturers are also being sought for the grease separator which is located in the exhaust steam pipe to prevent oil and grease from the exhaust steam being injected into the boiler.In the meantime, eight castings for cylinder drain cocks (six for the engine plus two spares) have been received from Manor Foundry of Ilkeston.

Pipework
The critical path on project plan is pipework, so effort has been concentrated on design and installation of the major pipe runs. The first to have been made is the exhaust steam injector exhaust steam pipe - a 4in bore pipe which carries exhaust steam from the cylinder block all the way back to the exhaust steam injector under the cab. As it is the largest pipe we must accommodate, it was routed and made first with Ian Matthews fabricating it. It has been trial installed but each of the sections will require hydraulic testing before permanent installation. This pipe also serves as the exhaust pipe for the two air pumps. The next pipe run will be the 2in vacuum pipe including the DV2 air/vacuum proportional valve. Design is well in hand for the air brake and air reservoir pipes which also run the full length of the frames.

.....Continued on Next Page

P2 PROGRESS REPORT

.....Continued

Electrical
The casing for the new belt driven alternator prototype has been fabricated by North Bay Railway Engineering in Darlington and has been christened “Noo Noo” due to its similarity in appearance to the vacuum cleaner in the Teletubbies! Meanwhile Alan is seeking quotes for the remaining detail components. Alan has made very good progress with routing the stainless steel electrical trunking and conduits through the frames. He has also worked up a design for a slightly enlarged battery box which will permit fitting of batteries of greater capacity than those on Tornado, to provide greater margins for when the ERTMS cab signaling system eventually has to be fitted to the locomotive. The new battery boxes look very similar to the BR AWS (Automatic Warning System) battery boxes fitted to Tornado which is somewhat anomalous as P2s were never fitted with AWS! However, we do not have enough space to locate the batteries anywhere else so have adopted the same location as Tornado. The BR design is not very conspicuous and had the class P2s survived into original form into the 1950s, they would have been fitted with AWS. One change we are making from Tornado design is the means of disconnecting cables between the cab and frame so that the cab can be removed from the engine – which is often needed for firebox repairs. On Tornado, the cables from the frames pass through holes in the footplate and the bottom of the brake equipment cubicle in the cab floor and plug directly into the equipment in the under-seat cubicles. The process of disconnecting these requires great care and leaves the cables with their connectors hanging from the trunking above the battery boxes where they are vulnerable. The chosen solution is to set military standard plug sockets in recessed boxes in the underside of the cab base which enable short cables to be plugged in directly. When the cab is removed, the plug sockets have dummy covers fitted and the cables and plugs (which are much shorter) can be coiled up as stowed in the trunking above the battery boxes.

A further electrical design review has been conducted with Rob Morland, Alan Parkin and David Elliott to assess the design work to date and decide if any changes were needed. Fortunately, very little alteration was felt to be required, and Alan is clear to proceed under Rob’s direction to complete the detail design of the trunking installation.

Summary of engineering progress to-date

- Engine’s frames erected; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast; around 1,000 driven bolts fitted to the frames
- All engine wheelsets complete; materials for tender wheelsets delivered
- Boiler design study commissioned, and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves; regulator castings delivered; superheater header cast and machined; boiler cladding manufactured and trial fitted to frames; boiler order (for an heir and a spare) placed with DB Meiningen for delivery in July 2021
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re designed crank axle to ensure locomotive complies with modern standards
- Cab erected and cab side and spectacle window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox assembled and trial fitted to the frames; chimney cast and fitted
- Tender tank and frames construction under way, axlebox and other tender castings produced by William Cook Cast Products
- Nameplates and chime whistle delivered
- Significant progress on design and manufacture of pipework and electrical system
- Many non-ferrous fittings being cast and machined

FUNDRAISING

Over £2m spent, £2.5m raised and £3.3m pledged of the required £5m.
As of end June:

- We have over 920 active covenantors bringing in almost £190,000pa including GAD (over £17pp pm including GAD)
- The Boiler Club has 179/300 members at £2,000pp excluding GAD
- The Motion Club has 139/175 members at £1,000pp excluding GAD
- The Tender Club (new) has 25/250 at £1,500pp excluding GAD
- Dedicated Donations have brought in around £350,000 inc GAD
- The Founders Club, The Mikado Club and The Cylinder Club have all closed having reached or exceeded their targets












Embasy and Bolton Abbey Railway

Hudswell Clarke 'Illingworth' stands at Bolton Abbey station on a wet June 25th. *John Balaam*

On July 10th, Alice, built by Simkins & Vere of Ashby de la Zouch in 1984, is seen in operation at the line at Trago Mills, Newton Abbot.
Michael Lynam

Preserved Railways

Middleton Railway





Ex-LNER Y7/H Class No. 1310 is seen stabled outside the engine shed on July 6th. *Ben Bucki*



The line hosted their annual visit by the Leeds Steampunk Market on July 6th. With the busy market and games stalls occupying the exhibition shed at Moor Road, Hunslet 'Brookes No. 1' (works No. 2387 of 1943) was in charge of the timetabled steam services. The loco is seen running-round at Park Halt, after arriving with a busy early-afternoon service from Moor Road. *Ben Bucki*

Hunslet 'Brookes No. 1' (works No. 2387 of 1943) is seen in charge of the timetabled steam services on July 6th. The loco is seen arriving at Park Halt with a busy early-afternoon service from Moor Road. *Ben Bucki*

Llangollen Railway

Class 31 271 waits departure time at Glyndyfrdwy on July 7th with a service to Llangollen. *Phil Martin*

Kent and East Sussex Railway

On June 25th, GWR 0-6-0PT Pannier Tank No. 1638 is seen at Tenderden Town station, being its first day back in service following a 10 year overhaul. *David Lindsell*

Bluebell Railway

South Eastern Railway O1 Class No. 65 is seen at Sheffield Park on June 29th. *David Lindsell*

Preserved Railways

Mid Hants Railway



BR Class 2MT No. 41312 departs Ropley station with a service to Medstead on July 13th. *David Lindsell*





Southern Urie S15 No. 506 at rest in Ropley yard. The loco was returned to traffic on June 2nd following overhaul. *David Lindsell*

On July 13th, BR 4MT Standard No. 76017 arrives at Ropley at 14:10 with the service from Medstead to Alresford. *David Lindsell*

Mid Hants Railway

In the fairly new siding at Ropley is seen long time withdrawn BR Standard Class 5MT No. 73096. *David Lindsell*

Great Central Railway hosts a Chinese Delegation of 40 business professionals from CRRC.



A Chinese Delegation of 40 business professionals from CRRC, the world's largest supplier of rail transit equipment spent a day at the Great Central Railway in late July.

The delegation were visiting the UK for a month long study program as part of their studies at the International Business School Suzhou.

They started their tour in London looking at the Cross Rail project and the new Paddington Station. Their next port of call was Derby whereupon they took time off to spend a day at the Great Central Heritage Railway in Leicestershire to discover how it used to be.

After a round trip on the heritage line, they were taken on a tour of the locomotive repair works before departing for Derby in the afternoon.

Marketing Manager from the railway, Michael Stokes said "The graduates really enjoyed their day of travelling behind a steam locomotive and found it very amusing travelling at 25mph instead of 250mph!"



Preserved Railways

South Devon Railway

BRCW Class 33 No. D6501 (33 002) stands at Buckfastleigh on July 3rd. *Lee Stanford*

A scene recreated from days gone by sees GWR Pannier Tank No. 6412 standing at Totnes Riverside waiting for its departure time before heading to Buckfastleigh, or with the benefit of hindsight should it really be heading for Ashburton? *Lee Stanford*

Preserved Railways

Gloucestershire Warwickshire Railway



Class 47 376 heads for Winchcombe on July 28th July during the lines Heritage Diesel Gala. *Neil Pugh*



Class 73 No. E6036 calls at Hayles Abbey Halt on July 28th. *Neil Pugh*



Class 45 149 is seen near Hayles Abbey Halt on July 28th. *Neil Pugh*

Preserved Railways

Gloucestershire Warwickshire Railway



Class 37 248 (No. D6948) is seen near Hayles Abbey Halt on July 26th. *Neil Pugh*



On July 23rd, GWR No. 2807 sits with a rake of coaches at Toddington before running round to head the first train of the day to Broadway. *Michael Lynam*



Visiting the line for the diesel gala, Class 50 035 'Ark Royal' is seen near Hayles Abbey Halt on July 26th. *Neil Pugh*

Preserved Railways

Gloucestershire Warwickshire Railway

Class 37 215 and Class 26 No. 5310 are seen at Toddington on July 27th. *Phil Martin*



BTH/Yorkshire 0-6-0 shunter No. 372 is seen outside the shed at Toddington on July 27th. *Phil Martin*



Class 26 No. D5343 departs Toddington on July 27th with a service to Cheltenham Racecourse. *Phil Martin*

Yeovil Steam Centre

Ruston 48DS works No. 458959 now carries the number DS1174 and is named 'River Yeo'. The loco is based at the Yeovil Steam Centre where it was photographed on July 9th. *Derek Elston*

From the Archives

In the summer of 1970, a pair of Sulzer type 2s, headed by No. D7512 take the Gloucester avoiding line at the head of 8V69 Washwood Heath to Stoke Gifford, a mixed freight typical of the period.
Christopher Baldwin

From the Archives

Class 47 033 passes Hungerford Common with a rake of four wheeled VGA wagons. *Michael Bennett*



On July 9th 2010, Class 50 044 (D444) and 50 026 pass Dunbridge. *Michael Bennett*



Southern S15 Class No. 828 is seen as an exhibit at Eastleigh open day on September 27th 1992. *David Lindsell*

From the Archives

Class 56 039 passes Bedwyn with an empty stone train on its way to Whatley. *Michael Bennett*

From the Archives



Class 50 048 is about to call at Overton, whilst working a London Waterloo to Yeovil service. *Michael Bennett*



Class 56 041 hauling a coal train passes through Barnetby on March 28th 2002. *Paul Godding*



Class 37 711 hauling a steel train, passes Goring on the Great Western main line. *Michael Bennett*



A pair of Class 85s hauling a freight train, pass Euxton Junction on March 22nd 1982. *Dave Felton*