

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 162 and your monthly roundup from across the UK.

I'm sure that by the time you read this, the major news this month will be the coronavirus, or COVID-19. I hope that the preserved railways and museums around the country can survive the anticipated reduction in passenger numbers. A lot of planning will already have gone into events and this money cannot easily be recouped. Please support them wherever possible.

For those who can get out and about however, something to see is the first of five Class 90 electric locomotives to receive open access passenger operator Grand Central's branding, unveiled ahead of the launch of London Euston – Blackpool North services this spring. Four of the locomotives hired from DB Cargo UK will be in traffic at any one time, with one spare for maintenance at DB Cargo's Crewe depot. Arriva company Grand Central has also leased four six-car sets of MkIV coaches from Eversholt Rail until December 2026. Previously used on East Coast Main Line inter-city services, these are being refurbished at Alstom's Widnes plant in a £1·5m programme which includes an interior refresh and the application of Grand Central livery. They will be maintained at Alstom's Wembley site and serviced overnight in Blackpool

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Submissions & Contributions

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

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

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

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Front Cover
LNER Class 91 115 with DVT 82218 on the rear crosses the Tyne on King Edward Bridge, Newcastle with the 12:48 Peterborough - Edinburgh service. *Chris Morrison*

This Page
Proving that we have had some sunshine in February, Class 66 623 approaches Reading with an Acton - Merehead working, February 6th. *Richard Hargreaves*

Next Page
Whistling through Kirkby Stephen, No. 35018 'British India Line' puts on a fine display with 'The Cumbrian Mountain Express' on February 28th. *Shep Woolley*



And news for those of us who regularly use the Realtimetrains website is the news that ScotRail is now Britain's first train operating company to publish data on its trains' type and carriage length in real time. The operator has partnered with the rail information provider to share live information on the use of carriages and allocation of trains. In addition to visiting Realtime Trains, customers can still use the free ScotRail app to check how many carriages their train, and how busy the service will be. Anne Gray, ScotRail's Customer Information Strategy Manager, said: "Keeping our customers informed in real time is key to improving their experience travelling with ScotRail. We are committed to finding new ways to provide even more information and this partnership will give unprecedented access to real time data."

Tom Cairns, Owner of Realtime Trains, said: "I'm delighted that ScotRail have agreed to be the first passenger operator to publish this data. This has long been one of the most commonly requested pieces of information, from both commuters and enthusiasts alike, so it is great to be able to make this available online, on demand." Will other train operators follow suit?

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

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

Andy Patten
Editor

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Railway Touring Co.
The Winter Cumbrian Mountain Express

On January 25th, dire weather conditions greet SR MN Class 4-6-2 No. 35018 as it works the first of this years 'Cumbrian Mountain Expresses' through Selside. *Shep Woolley*

Railway Touring Co.
The Winter Cumbrian Mountain Express

On February 8th, with storm Ciara beginning to wind itself up, No. 46115 'Scots Guardsman' heads 'The Winter Cumbrian Mountain Express' through Greenholme. *Shep Woolley*

Railway Touring Co.
The Winter Cumbrian Mountain Express

A brief let up in the rain on February 8th as 'Scots Guardsman' heads the return 'Winter Cumbrian Mountain Express' through Kirkby Stephen station. *Shep Woolley*

Railway Touring Co.
The Winter Cumbrian Mountain Express

LMS 4-6-0 No. 46115 ‘Scots Guardsman’ accelerates the returning ‘Cumbrian Mountain Express’ away from Ribblehead past Salt Lake Cottages in fading light on February 8th. *Gerald Nicholl*

Railway Touring Co.
The Winter Cumbrian Mountain Express

On February 29th, Class 86 259 'Les Ross' passes Coppull with a London Euston - Carlisle CME working. *John Sloane*

Railway Touring Co.
The Cotton Mill Express

Jubilee No. 45699 masquerading as No. 45562 is seen on Copy Pit with 'The Cotton Mill Express', 1Z10 08:10 Blackburn - Lancaster, February 29th. *Nick Clemson*



Railway Touring Co.
The Cotton Mill Express

Running as long departed No. 45562 'Alberta', LMS Jubilee Class No. 45699 passes Hoghton with the 1Z11 14:10 Blackburn - Lancaster on February 29th. Inset: earlier in the day, 'Alberta' passes Huncoat with 1Z10 08:08 Lancaster - Blackburn. *John Balaam*



Railway Touring Co.
The Cotton Mill Express

No. 45699 'Galatea' (in the guise of No. 45562 'Alberta') climbs Copy Pit, working the 1Z10 'The Cotton Mill Express' from Lancaster - Blackburn, via Preston, Wigan, Manchester Victoria, Brighouse, and Hebden Bridge. *Michael Lynam*

Charter Scene

Railway Touring Co.
The Cotton Mill Express



LMS Jubilee Class No. 45562 'Alberta' is seen at Ladybridge as it approaches Bolton with a Blackburn to Lancaster (via Manchester) tour on February 29th. *Lee Stanford*



Jubilee No. 45699 'Galatea', now carrying the guise of No. 45562 'Alberta', approaches Blackrod on February 29th with a Blackburn - Lancaster excursion. *John Sloane*



No. 45562 with 'The Cotton Mill Express', 1Z11 14:10 Blackburn - Lancaster passes Roughtown, Mossley on February 29th. *Nick Clemson*

Saphos Trains
The North Wales Coast Express

On February 1st, LMS Stanier Class 5 No. 45231 arrives at Chester at the head of 1Z22 Leicester - Holyhead, which it had worked from Crewe. Class 47 No. D1924 was on the rear. *Brian Battersby*

Charter Scene

Railway Touring Co.
The Valentines White Rose





LMS Princess Coronation Class No. 6233 ‘Duchess of Sutherland’ leads the 1Z46 Ealing Broadway - York charter through Doncaster on February 15th, with Class 47 802 on the rear providing some much needed warmth for the passengers. *Class47*



Saphos Trains
Pennine Peaks & Valleys Explorer

On February 15th, LMS Royal Scot Class No. 46100 'Royal Scot' passes Lostock Junction working 'Pennine Peaks & Valley Explorer' 1Z80 from Crewe - Blackburn, via Manchester, Bolton, Preston, Carnforth, Hellifield, Clitheroe and Blackburn. Inset: Class 47 810 is seen at Daisyfield Jct. on the rear. *Michael Lynam*

Saphos Trains
Pennine Peaks & Valleys Explorer

LMS Royal Scot Class No. 46100 ‘Royal Scot’ is seen arriving at Stockport on February 15th passing Stockport station No. 1 signal box with a Crewe to Blackburn excursion. Stockport station is still controlled by two manual signal boxes and although being electrified in 1960 the existence of these boxes still creates a steam age era. *Lee Stanford*



West Coast Railtours
The Pendle Dalesman

On February 12th, Class 37 706 and 47 746 are seen at Hellifield . The Class 37 had arrived with the tour from Carnforth and Jubilee 'Galatea' disguised as 'Alberta' waits to take over for the trip to Carlisle with the Class 47 remaining on the rear throughout.
Eddie Emmott



Spirit of the Lakes
Cumbrian Mountain Steam Special

Class 47 832 and 47 746 top'n'tail the 1Z12 Peterborough - Carlisle charter out of Doncaster on February 29th. Steam haulage would take over at Preston. *Class47*

Spirit of the Lakes

Cumbrian Mountain Steam Special

With a splash of sunshine No. 46115 ‘Scots Guardsman’ heads the ‘Spirit of the Lakes’ through Beckfoot heading to Carlisle on February 28th. *Shep Woolley*

Railway Touring Co.
The Cotswold Venturer

On February 22nd, LNER A4 No. 60009 'Union of South Africa' heads through Swindon with the 1Z83 London Paddington - Worcester Shrub Hill. *Ken Mumford*

KWVR/Bahamas Loco Soc.

Bahamas Railtour to Carlisle

Having made two very successful tours from the Keighley and Worth Valley Railway to Carlisle in February 2019, LMS Class 5P No. 45596 'Bahamas' repeated the tour on February 22nd. Despite high rivers and inclement weather, the tour ran well on the day and was well-loaded. The locomotive is seen on the KWVR at the start of the tour, running beside the swollen River Worth at Damems, on its way to the mainline at Keighley. *Ben Bucki*

KWVR/Bahamas Loco Soc.

Bahamas Railtour to Carlisle

Having made two very successful tours from the Keighley and Worth Valley Railway to Carlisle in February 2019, LMS Class 5P No. 45596 'Bahamas' repeated the tour on February 22nd. Despite high rivers and inclement weather, the tour ran well on the day and was well-loaded. The locomotive is seen mid-morning at Hellifield, stabled in the goods loop to allow a service train to pass. *Ben Bucki*

KWVR/Bahamas Loco Soc.

Bahamas Railtour to Carlisle

On February 22nd, in cold windy conditions, Jubilee No. 45596 'Bahamas' hauls the 'KWVR Steam Special' passed Salt Lake Cottages heading to Carlisle. *Shep Woolley*

KWVR/Bahamas Loco Soc.

Bahamas Railtour to Carlisle

With the swollen River Eden and Armathwaite village in the background, 'Bahamas' hurries passed Coombe Eden heading back to Keighley on February 22nd with the returning charter from Carlisle. *Shep Woolley*

Belmond British Pullman
V.S.O.E.

On February 12th, Class 67 021, with 67 024 on the rear, pass Andover Down with the Belmont Pullman from London Victoria to Bath. *Michael Bennett*

Northern Belle

Northern Belle

On February 15th, West Coast's Class 57 601 and 57 314 top'n'tail the 1Z10 Coventry - Chester through Wellington. *Richard Hargreaves*

Northern Belle
Northern Belle

On February 16th, Class 57 314 hangs on the rear of a Northern Belle working as it passes through Kenyon Cutting on the Chat Moss route, running late as a result of a delay in the Chester area. The train was running from Crewe to the exotic destination of Denton, via Chester, with 57 601 on the front, but did not follow its planned Calder Valley routing due to flooding in the area.
Jeff Nicholls

ECS and Light Engine Moves

LNER A4 No. 60009, on a mainline test run, passes Clapham with the 5M50 09:48 Carnforth Steamtown circular via Hellifield, February 4th. *Nick Clemson*

ECS and Light Engine Moves

Making a fine sight and sound on the approach to Clapham Station, LNER A4 Class 4-6-2 No. 60009 ‘Union of South Africa’ is seen during its loaded test run. *Shep Woolley*

ECS and Light Engine Moves

LNER A4 Pacific No. 60009 'Union Of South Africa' dodges shadows in the Wenning valley on a loaded test run on the Carnforth - Hellifield - Preston - Carnforth circuit on February 4th.
Gerald Nicholl

Charter Scene



ECS and Light Engine Moves

With evidence of the approaching storm Dennis, LNER A4 Pacific No. 60009 'Union Of South Africa' heads past Lawsings Brow on a positioning move from Carnforth to York on February 14th. *Gerald Nicholl*



Class 87 002 'Royal Sovereign' passes Northampton dlt in the cosist of 5Z30, the 10:50 Eastleigh Arlington (Zg) to Crewe H.S on February 28th. *Derek Elston*



West Coast's Class 37 516 'Loch Laidon' was scrambled at very short notice on February16th from Carnforth to Manchester Victoria to assist with the Northern Belle, which followed it some 40 minutes later. *Jeff Nicholls*

Charter Scene

ECS and Light Engine Moves



A well-polished LNER A3 Pacific No. 60103 'Flying Scotsman' catches lots of reflections trundling through Manchester Victoria station en route from Bury to Alton (Mid-Hants Railway) on February 11th. *Gerald Nicholl*



Off to pick cotton, 'Alberta' speeds away from Carnforth with the ECS for 'The Cotton Mill Express' to Lancaster on February 29th. *Shep Woolley*



LMS Stanier Class 5 4-6-0 No. 45231 passes Preston Boats on February 3rd with 5P55 12:42 Coton Hill T.C - Crewe H.S. test run. *Keith Davies*

Charter Scene

ECS and Light Engine Moves



LNER No. 60103 ‘ Flying Scotsman’ is seen passing Norton Crossing on February 11th working 5Z89 Bury - Alton. *Mark Enderby*



LMS Royal Scot Class No. 46100 is seen at Duncote Mill with the 5P55 12:42 Coton Hill TC - Crewe HS on February 12th. *Keith Davies*



Avanti West Coast

The sun rises on a southbound Pendolino at Winwick on a misty February 5th. *Jeff Nicholls*

Avanti West Coast



Class 221 111 passes Walcot with the 1B68 15:24 Shrewsbury - London Euston service. *Keith Davies*



Class 221 101 stands at a sunny Chester on February 1st working a service to London Euston. *Brian Battersby*



Class 390 132 speeds past Charnock Richard on February 2nd with a London Euston bound service. *John Sloane*

Avanti West Coast



Class 390 156 in Avanti West Coast livery calls at Wigan North Western with 1S52 London Euston - Glasgow Central, February 6th. *Nick Clemson*



Class 390 104 stands at Carlisle whilst working the 9M52 08:53 Edinburgh to London Euston service on February 8th. *Derek Elston*



Class 390 151, devoid of livery, is seen at Wigan North Western with 1M10 09:40 Glasgow Central - London Euston, February 6th. *Nick Clemson*

Caledonian Sleeper



Class 92 022 leads a disgraced 92 020 through Daresbury on February 1st working the 1M16 London Euston bound sleeper, which was..... well lets just say a little bit late! *Mark Enderby*



On February 2nd, Class 92 043 passes Moore working the 3Z15 Polmadie - Wembley. *Mark Enderby*



Class 92 043 heads a sleeper ECS through Acton Bridge on February 2nd. *Brian Battersby*

Chiltern Railways



Class 68 014 waits at London Marylebone to work 1R33 13:10 to Birmingham Moor Street on February 13th. *John Balaam*

Commuters serenaded on-board a Chiltern Railways train

Chiltern Railways gave surprised passengers a reason to smile this Valentine's Day by serenading commuters travelling on a train from Birmingham to London with a surprise performance of 'All You Need Is Love'.

The spectacular display launched Chiltern Railways' brand-new Duo Ticket - a standard class ticket offering a discount for two people travelling together to London from various stations. Released in time for Valentine's Day, the Duo Ticket works differently to other similar products as passengers don't need to travel with the same companion every time to be applicable for the 25% discount.

Customers on-board the Birmingham Moor Street to London Marylebone service were taken by surprise by members of Birmingham Community Gospel Choir, who were crowned Gospel Choir of the Year at BBC Songs of Praise 2015.

The award-winning singers were disguised as fellow passengers before bursting into a recital of the well-known love song 'All You Need Is Love' to celebrate the new ticket for two passengers travelling together.

Eleni Jordan, Commercial Director at Chiltern Railways, said: "At Chiltern Railways, we think differently about travel and do our upmost to make our customers smile and ensure their journey with us is as pleasant as possible.

We believe our Duo Ticket is a great option for couples, colleagues, friends and families alike, really making a significant difference if you often travel with a companion on our southbound travel service. Whether it's a trip to Madame Tussauds, taking in a West End show or lunch in the capital, the options in London are limitless."

The Duo Ticket can offer some serious savings for those travelling as a pair and are available to purchase via the Chiltern Railways website and mobile app, as well as ticket offices and online retailers.

The Duo Ticket can be purchased in advance or immediately before travel and is valid for a single or a same-day return journey to London.

Colas Rail



The Preston Tanks haven't run very often this year so far, so on February 10th it was good to see 56 078 and 56 090 forging through Scunthorpe station on 6E32 discharged ICAs back to LOR. *Steve Thompson*



On February 1st, Class 70 807 and 70 805 top'n'tail a diverted Eastleigh to Westbury engineers through Andover. *David Lindsell*



On February 17th, Class 56 094 and 56 078 pass Horwich working a diverted Preston Docks - Lindsey Oil Refinery empty oil tanks as 6Z33, diverted via Bolton and Manchester due to engineering work. *Michael Lynam*



Colas Rail

On February 1st, Class 70 807 and 70 805 top'n'tail an engineers train from Eastleigh to Westbury, passing Apsley. *Michael Bennett*

Colas Rail



Class 56 049 and 56 087 pass Heaton Lodge Junction on February 4th with the 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*



Class 56 094 and 56 078 pass Bolton heading in the Manchester direction working a diverted Ribble Rail to Lindsey discharged tanks on February 17th. *Steve Stepney*



Class 70 806 creeps through Chester on February 7th with a Chirk bound log train. *Brian Battersby*



Colas Rail

Class 70 811 on the Eastleigh to Redbridge engineers is seen passing Andover on February 4th. *Michael Bennett*

Colas Rail



Class 56 049 working the 6C98 Prees - Crewe is seen at Shrewsbury on January 12th.
Carl Grocott





Class 70 815 passes through Carlisle on January 29th with a log train from Carlisle - Chirk running via the S&C. *Michael Lynam*

Class 70 807 stands at Shrewsbury station with the 6M51 14:16 Baglan Bay - Chirk Kronospan.
Keith Davies

Colas Rail



Class 70 805 pauses at Newport with the 17:20 Baglan Bay - Chirk Kronospan log train on February 27th. *Chris Morrison*



On February 17th, Class 66 846 is seen surrounded by IEPs at Swindon. *Ken Mumford*



Class 70 810 passes Moore on February 26th with a Carlisle - Crewe wagon move. *Mark Enderby*



Power cars Nos. 43387 and 43207 approach Leeds on February 5th with the 06:06 Edinburgh to Plymouth service. *Steve Chapman*

DB Cargo



Class 66 017 hauling the 6M13 Dollands Moor - Ditton passes Daresbury on February 3rd. *Mark Enderby*





On February 12th, Class 66 142, in Maritime livery, hauling a container train from London Gateway - Trafford Park Euro Terminal heads through Manchester Piccadilly. *Michael Lynam*

Class 66 019 is pictured at Lincoln on January 29th with 6O57 Doncaster to Angerstein empty boxes. *Steve Chapman*

DB Cargo



Class 66 103 on 4R50 Drax - Immingham Biomass empties heads past Appleby on February 5th.
Steve Thompson



Class 90 028 and 90 038 on the 4M25 Mossend - Daventry pass Daresbury on February 3rd.
Mark Enderby

DB Cargo

Class 66 168 is seen on Battlefield Bank with 6F52 08:05 Donnington RFT - Arpley Yard on February 6th. *Keith Davies*

DB Cargo





On February 14th, the Northolt Sidings to Severnside was hauled by Class 66 030 on the front and 66 060 on the rear. *Michael Bennett*



On February 23rd, Class 66 047 heads through Scunthorpe on 6T51 Wrawby Jct. - Belmont after overnight engineering work. *Steve Thompson*



Back on its normal route, Class 66 169 passes Daresbury on February 3rd with the 6E26 Knowsley - Wilton. *Mark Enderby*

DB Cargo



Class 66 206 passes Hungerford on February 14th instead of the usual Class 60 on the Theale to Robeston tanks. *Michael Bennett*





Class 60 001 passes through a sunny Reading on February 6th with a Theale - Lindsey tank working. *Richard Hargreaves*

Class 66 050 hauling failed 90 039 and 90 040 on a late running 4M25, passes Moore on February 11th. *Mark Enderby*

DB Cargo



Class 90 040 and 90 020 head through Wigan North Western on February 6th with the 4M25 06:06 Mossend Euroterminal - Daventry. *Nick Clemson*



On February 21st, Class 66 017 heads through Swindon with a Llanwern bound steel train. *Ken Mumford*



On January 22nd, Class 66 083 passes through Leeds working a Lindsey Oil Refinery - Neville Hill depot fuel train. *Michael Lynam*



The driver of Class 66 131 gives up the token for the Kirkby - Rainford section at Rainford Junction with the lunchtime 'Binliner' bound for Wilton EFW on February 15th. *Jeff Nicholls*

DB Cargo



Class 66 034 is seen on the approach to Preston on February 27th in charge of the 14:24 Liverpool Seaforth to Mossend intermodal. *Barry Longson*



Class 66 120 passes through York on January 28th with a train of empty box wagons from New Biggin British Gypsum - Tees Docks BSC. *Michael Lynam*



On a sunny February 6th, Class 66 199 heads through Newbury. *Richard Hargreaves*

DB Cargo

On January 18th, Class 66 044 passes Heck Ings with an Immingham to Drax Biomass working. *Mark Pichowicz*



On February 23rd, rapidly fading light reveals Class 66 051 hauling 66 099, 66 079, 66 169 and a string of slab carriers on 6D37 Tees Yard - Ent C. *Steve Thompson*



Class 66 172 is seen shut down at Swindon with a scrap train on February 21st. *Ken Mumford*

DB Cargo

Class 66 040 working the 6V75 Dee Marsh - Margam passes Burgs Lane on January 18th. *Carl Grocott*



On February 15th, Class 60 015 with a Tunstead - Lostock working is seen passing 66 065 at Peak Forest. *John Sloane*



Class 66 165 with a Dowlow - Toton working is seen departing Peak Forest on February 15th. *John Sloane*

DB Cargo

Class 66 009 passes Balshaw Lane Jct on February 6th with a Seaforth - Mossend working. *John Sloane*



At Scunthorpe station on February 27th, Class 66 056 is seen on 6E74 Margam - Scunthorpe CHP, a rapidly diminishing coal train. *Steve Thompson*



Class 60 054 climbs Hencote Bank with the 6Z86 15:23 Hereford to Dee Marsh Reception Sidings on February 27th. *Keith Davies*

DB Cargo



Class 66 040 heads past Kempseye with the 6V75 09:30 Dee Marsh - Margam. *Keith Davies*



Class 66 199 on the Northolt to Severnside passes Hungerford on February 7th.
Michael Bennett



Class 66 098 passes Bayston Hill on February 8th with 6V75 09:30 Dee Marsh - Margam.
Keith Davies

DC Rail Freight

In late afternoon on February 27th, with the shadows lengthening, Class 60 055 approaches Scunthorpe station on 6Z42 Roxby-Chaddesden waste empties. *Steve Thompson*

Class 56 091 passes Charnock Richard on February 27th with a Carlisle - Leicester light engine move. *John Sloane*

DC Rail Freight



On February 13th, with the sun breaking through just in the nick of time, Class 60 028 passes Frodingham Jct. on the 6Z60 Rossington - Roxby waste train. *Steve Thompson*





On February 20th, the second visit of a DCR 60 to the Scunthorpe area, Class 60 055 had earlier worked the Angerstein Wharf - Roxby waste train, here it is seen passing through Scunthorpe with the delayed 6Z42 Roxby - Willesden Sidings empties. *Steve Thompson*

Class 56 091 hauling a single Chiltern Railways DVT heads through Swindon on February 22nd. *Ken Mumford*

Direct Rail Services

On February 22nd, Class 66 305 passes through Hellifield working light engine 0K05 from Carlisle to Crewe. *Michael Lynam*



Class 68 004 ‘Rapid’ and 88 005 ‘Minerva’ pass through Carlisle light engine running from Carlisle Kingmoor - Sellafield, January 29th. *Michael Lynam*



Class 66 434 pauses at Carlisle on January 29th whilst hauling the 6K05 engineers train from Carlisle - Crewe Basford Hall via the S&C *Michael Lynam*

Direct Rail Services

On February 29th, Class 37 403, 37 423 and 37 558 along with a single Mk2 coach arrive at Derby, heading to Crewe. *Class47*

Direct Rail Services



Having arrived with the Class 20 Farewell charter earlier in the month, Class 57 003 and 57 002 'RAIL EXPRESS' were still stabled at York on January 28th. *Michael Lynam*



Class 88 008 passes Coppull Moor on February 29th with a Daventry - Mossend intermodal working. *John Sloane*



Class 88 006 with a late running Mossend - Daventry, passes Bradley on February 20th. *John Sloane*



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Direct Rail Services

Class 37 403 ‘Isle of Mull’ is seen passing Shirley on the North Warwickshire Line with inspection saloon Caroline on a Wolverhampton - Tamworth trip on February 26th. *Chris Morrison*



East Midlands Railway

Power car No. 43055 approaches Leicester on February 29th with a Nottingham - London St. Pancras service. *Class47*

East Midlands Railway

Newly acquired and renumbered from Class 156/4 to the 156/9 series, No. 156 917 is about to depart Crewe with the 12:07 service to Derby on February 22nd. *Barry Longson*

On February 22nd, Class 156 917 waits departure time at Crewe with a service to Derby. *Richard Hargreaves*



Class 156 909 arrives at Doncaster on February 15th with a service from Lincoln. *Class47*





East Midlands Railway

On January 19th, power car No. 43059 brings up the rear of 1D21 10:00 London St. Pancras - Nottingham service as it passes Attenborough nature reserve. *Mark Pichowicz*

Freightliner



On February 12th, Class 66 587 on the Southampton to Garston liner is seen passing Andover Down running an hour late. *Michael Bennett*



On February 12th, Class 70 007 passes light engine through Manchester Piccadilly working from Trafford Park Euro Terminal - Crewe Basford Hall. *Michael Lynam*



Class 66 414 moves slowly through a busy Manchester Oxford Road on February 27th, working the 09:12 Felixstowe North to Trafford Park. *Barry Longson*

Freightliner



On February 5th, Class 66 540 clags it's way up Appleby Bank on 6T24 loaded ore to Santon. *Steve Thompson*





Class 66 562 with a diverted Birch Coppice to Southampton liner is seen near Whitchurch on February 1st. *Michael Bennett*

Class 66 507 approaches Reading on February 6th with a Southampton - Garston liner. *Richard Hargreaves*

Freightliner



The pink 'un worked on the iron ore for a couple of days, but it's appearances were somewhat limited due to problems at the Bulk Terminal. In fact, over the two days, it only managed two daylight runs. So here it is, attacking Appleby Bank on February 6th working 6T25 IBT - Santon FOT, sounding in somewhat better health than it did the previous day. *Steve Thompson*



A manoeuvre not often recorded, is captured on February 26th as Class 70 011 reverses the 13:30 from Runcorn Folly Lane to Northenden RTS, before moving forward wrong line to gain access into the waste terminal. *Barry Longson*



Class 66 571 passes Hungerford on February 14th with a Whatley to Churchyard Sidings working. *Michael Bennett*

Freightliner



Class 59 203 and 66 523 pass Hungerford Common with the Merehead to Colnbrook on February 7th. *Michael Bennett*



Just managing to beat the cloud, Class 66 534 passes Tupton on January 28th with 6M73 10:50 Doncaster Up Decoy - Toton North Yard. *Nick Clemson*



On February 6th, Class 59 204 passes through Newbury with a stone train. *Richard Hargreaves*

Freightliner



Class 66 529 is seen hauling a short Acton to Merehead past Hungerford on February 7th. *Michael Bennett*



On February 20th, Class 70 016 heads an empty bin train through Acton Bridge, working from Runcorn - Northenden. *Michael Lynam*



The sun didn't last! and on February 13th it's back to drab as Class 66 413 arrives on the Up Goods at Frodingham Jct. to run round 6C75 Immingham BT - Scunthorpe CHP coal. *Steve Thompson*

Freightliner

Class 70 011 passes Ashley with the 09:16 Bredbury to Runcorn Folly Lane waste train on February 27th. *Lee Stanford*



Class 66 551 eases through Northampton with the 4L46 12:16 Lawley Street F.L.T. to London Gateway liner on February 28th. *Michael Lynam*



Class 66 418 'Patriot In Memory of Fallen Railway Employees' leads the 10:45½ Hinksey Sidings to Maidenhead engineers working through Reading on February 22nd. *Derek Elston*

Freightliner



Class 70 014 passes through Stockport on February 2nd with 6F33 09:16 Bredbury RTS - Runcorn Folly Lane loaded GMC 'Binliner'. *Nick Clemson*







On February 10th, Class 66 413 provided a bit of colour as it climbed Appleby Bank on 6T25 Immingham BT - Santon FOT. *Steve Thompson*

On February 22nd, Class 66 529 and 66 953 top'n'tail the 6Y42 Hinksey Yard to Margam engineers, seen heading through a damp Swindon. *Ken Mumford*

Freightliner



Class 70 005 leads the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. liner through Northampton on January 31st. *Derek Elston*





On February 17th, a Wentloog to Felixstowe liner passes through Swindon behind Class 66 594. *Ken Mumford*

On February 4th, Class 66 558 passes Andover working a Southampton Maritime to Lawley Street liner. *David Lindsell*

Freightliner



Class 66 620 passes Peak Forest on February 17th with a Tunstead - Bredbury working. *John Sloane*





Class 70 001 approaches Stockport station with the 11:12 Runcorn to Brindle Heath empty waste train on February 19th. These workings are now regularly hauled by Class 70s. *Lee Stanford*

The driver applies power to Class 70 015 as it passes Manchester Piccadilly with the 15:15 Trafford Park to Southampton M.C.T. on February 3rd. *Lee Stanford*

Freightliner



Class 70 014 heads through Acton Cliff after coming off the viaduct at Dutton with 6H35 Folly Lane - Northenden Bin liner on February 6th. Incidentally, it's apparently the first Class 70 on this working. *Dave Harris*



Class 66 512 is seen at Charnock Richard on February 27th hauling a TPE set of coaches on a Longtown - Crewe move. *John Sloane*



Class 66 607 passes Charnock Richard on February 27th with the Hardendale - Tunstead empties. *John Sloane*

Freightliner



Class 70 020 eases the 4L46 12:16 Lawley Street F.L.T. to London Gateway liner through Northampton on January 31st. *Derek Elston*



Class 66 543 works through Cardiff Central on February 19th with the 14:44 Barry Docks Dow Chemicals to Wentloog. *Derek Elston*



Class 66 532 'P&O Nedlloyd Atlas' leads the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. passing the 14.05 departure for London Euston formed of LNWR's Class 350 368 on February 28th. *Derek Elston*

GBRf







On February 19th, Class 66 723 ‘CHINOOK’ comes off the Blackburn line working a China Clay train from Wembley - Carlisle.
Michael Lynam

Class 66 707 on 6D62 Thrislington - Ent C sand train heads through Scunthorpe on February 27th. *Steve Thompson*

Class 66 737 passes Clay Cross with 6M05 10:51 Tinsley Yard - Coton Hill, January 28th.
Nick Clemson

GBRf



Class 66 745 races through Settle, North Yorkshire, with 6M38 Arcow Quarry to Bredbury Tilcon loaded quarry train on February 6th. *Ben Bucki*





Class 66 774 heads through Tupton with 6X01 Scunthorpe Trent Yard - Eastleigh East Yard on January 28th. *Nick Clemson*

Class 66 709 working the 6E10 Liverpool - Drax Biomass passes Daresbury on February 3rd. *Mark Enderby*

GBRf



On February 27th, running an hour late, Class 66 779 passes Frodingham Junction, having just started out on it's long journey from Entrance C to Eastleigh. Its train consists of concrete sleepers and long-welded rail. *Steve Thompson*





Class 66 756 passes Thornhill LNW Junction on February 3rd with 5Z19 Worksop to Widnes ECS comprising 2 short sets of Mark IV coaches for use with Grand Central. *Steve Chapman*

On February 4th, Class 66 709 passes Heaton Lodge Junction with 6E09 Liverpool to Drax Biomass. *Steve Chapman*

GBRf





On February 25th, Class 66 781 arrived at Andover running 100 mins late with the 6O44 Bicester MOD to Ludgershall MOD consisting of three KFA and two SVTA FLU wagons, all empty. *David Lindsell*



On February 13th, nearing the end of its journey is Class 66 705, working 6D62 Thrislington - Entrance C sand train. *Steve Thompson*



On February 5th, Class 66 771 working the 6E10 Liverpool - Drax passes through St. Helens Jct. *Mark Enderby*

GBRf



On February 4th, Class 66 757 'West Somerset Railway' hauling a single VGA No. 210579, forming the 6Z44 Marchwood MOD to Ludgershall MOD is seen arriving at Andover for a runround before departing for Ludgershall. The loco returned light engine to Eastleigh later in the afternoon. *David Lindsell*

GBRf employee wins Lifetime Achievement Award at the end of a 60-year career

GB Railfreight are thrilled to announce that longstanding colleague Chris Hopcroft MBE was awarded with the Lifetime Achievement Award at February's Rail Business Awards ceremony in London. Managing Director John Smith collected the award on behalf of Chris.

Chris, who started working when he was 16 has spent the last 60 years on the railways, providing outstanding work and dedication to all his roles, most recently as a Train Manager for GBRf. Throughout his long career he has trained up colleagues and passed on vital technical knowledge of operations.

His passion for, and service to, the railways was recognised in 1994 with an MBE for services to the safety of young people. Throughout his career, Chris has worked tirelessly to ensure every job he's ever had was done to the best of his ability. The commitment that he has demonstrated every day since first starting has shown him to be an exemplary figure and inspired colleagues across the industry.

Now 76, Chris only retired at the end of 2019. To thank him for his years of service, the GBRf team named a loco after him in a special ceremony attended by his family and close friends.

GBRf Managing Director John Smith who collected the award on Chris's behalf said:
"We are absolutely delighted for Chris and his family that he won the Lifetime Achievement Award at this year's Rail Business Awards. Having started off at the bottom of the ladder and worked his way up, Chris has boundless experience, and knows the sector better than anyone. Chris contributed to our industry over a huge period of time, and he has been the consummate professional throughout. He has a reputation in the industry for being a highly reliable and skilled colleague who makes time to pass on his expertise and support modernisation in all aspects of the railway. We are incredibly proud of him and this is a fantastic way to end a 60-year career on the railways."

Chris Hopcroft said:"I am over the moon for this award. Thank you to the Rail Business Awards and to GB Railfreight for putting my name forward. The railways have been my life and I have loved every minute of the last 60 years. The last 10 years of my career working with GBRf have been the most rewarding of my career. I would like to thank everyone at GBRf for making my last few years on the railways so special."

GBRf



Class 66 709 passes through St. Helens Jct. on February 5th working the 6M36 Drax - Liverpool Biomass empties. *Mark Enderby*



Running two hours late due to problems on the Calder Valley route, and catching the last rays of sunshine, Class 66 763 hauls one DVT and five Mk4s through Culcheth with a Doncaster Works - Crewe working on February 4th. *Jeff Nicholls*



Class 66 756 leads a long rake of Mk4s, containing two DVTs, across Chat Moss with a Worksop Down Yard - Widnes Transport Tec working on February 3rd. *Jeff Nicholls*

GBRf



Still looking fantastic in BR large-logo livery, Class 66 789 heads through Utley with the 6M37 Arcow Quarry to Pendleton loaded quarry train, slightly delayed by a late running stopping train to Bradford on February 5th. *Ben Bucki*

GB Railfreight resumes services between Cricklewood and Calvert

GB Railfreight are thrilled to confirm that in December 2019 it resumed services from Cricklewood to Calvert. The rail freight operator is operating services five times a week between S Walsh and Sons waste transfer station, off Brent Terrace at Cricklewood, to FCC Environment's landfill site in Buckinghamshire, transporting building and construction waste.

The trains carry around 1,500 tonnes of soil and rubble from major projects such as the Brent Cross redevelopment and preliminary works being undertaken for the construction of HS2. Since Cricklewood opened in 2015, more than 1 million metric tonnes of building and construction waste has been moved out of London by rail from what was previously known as the North London Soils Hub.

The contract will also ensure fewer journeys are made on roads as construction waste will be easily removed by GBRf trains. This will contribute to reducing carbon emissions, especially with the Government's stated aim of reaching net zero emissions by 2050.

GBRf are committed to increasing the amount of goods and materials transported via rail freight, reducing emissions and delivering a more sustainable logistics solution. An average freight train removes 80 HGV journeys from roads every day. They already move 40 per cent of all construction material into London, and there is the potential for this to grow, reducing lorry miles on the capital's roads.

John Smith, Managing Director of GB Railfreight, said: "We are delighted to have recommenced services from Cricklewood. We look forward to working with S Walsh and Sons in the future to build a successful partnership. This contract is also an important step towards reducing traffic in London and, by extension, improving air quality in the capital. These services provide a vital alternative to road transport and each one removes circa 60 lorries from London's roads. This is even more important in the context of reducing carbon emissions if we are to reach the Government's ambitious net zero target by 2050, and we at GBRf are delighted to be able to play our part."

GBRf

On February 14th, Class 66 747 heads through Scunthorpe with a train load of sleepers heading to Eastleigh. *Steve Thompson*

You don't get a Mk4 set for decades and then they're all over the place! On February 4th, Class 66 763 passes Moore on a Doncaster - Crewe move. Presumably another set for the Blackpools. *Mark Enderby*

GBRf







Class 66 723 passes Charnock Richard on February 19th with the Wembley - Irvine tanks. *John Sloane*

On January 30th, Class 66 773 passes Kempseye with the 6Z84 15:10 Donnington Rft GBRf - Eastleigh East Yard. *Keith Davies*

Class 66 714 crosses Sankey Viaduct on February 5th on a Doncaster - Tuebrook wagon move. *Mark Enderby*

GBRf

On February 15th, Class 66 788 draws its loaded wagons out of the sidings at Peak Forest. *John Sloane*



On February 11th, Class 66 789 working the 6M75 Avonmouth to Clitheroe is seen passing Moore. *Mark Enderby*



On February 12th, Class 66 780 'The Cemex Express' stands at Hellifield waiting to take the line to Clitheroe with the Ribble cement empty tanks. *Eddie Emmott*

GBRf













On March 3rd, Class 66 778 ‘Cambois Depot 25 Years’ worked from Kineton to Ludgershall arriving at 10:45 to work the 6Z80 Ludgershall MOD to Dereham UKF, due off at 17:00. The train of 9 KFA, one IKA twin and one VGA loaded with Army vehicles departed Andover right time at 17:43. *David Lindsell*

GBRf



Looking quite presentable in it's NWT livery, Class 66 747 works it's way past Frodingham Junction on 6X01 Entrance C - Eastleigh, February 13th. *Steve Thompson*



Class 66 709 passes Thornhill LNW Junction on February 2nd with 6M51 Doncaster to Liverpool Biomass empties. *Steve Chapman*



Running over 3 hours late at this stage, Class 66 763 passes Heaton Lodge Junction on February 4th with 5Z18 Worksop to Crewe ECS comprising a short set of Mk4 coaches for use with Grand Central. *Steve Chapman*

GBRf





Class 66 701 arrives at Andover on February 17th with the 6O44 Kineton to Ludgershall, before reversing and heading along the branch (inset). *Michael Bennett*



Class 60 085 passes Moore on February 26th, working the 6E10 LBT - Drax Biomass. *Mark Enderby*



Class 60 021 leads a LBT - Drax Biomass through Acton Bridge on February 2nd. *Brian Battersby*

GBRf



Class 66 709 hammers through Wilmslow, working the 03:14 Felixstowe North to Trafford Park on February 22nd. *Barry Longson*



On January 28th, Class 66 786 heads through York with a Tyne Coal Terminal - Drax working. *Michael Lynam*



Class 66 756 passes Daresbury on February 3rd with the 5Z19 Worksop - Widnes Mk4 stock transfer. *Mark Enderby*

On January 28th, Class 66 737 passes Walcot with the 6V06 10:51 Tinsley Yard - Coton Hill. *Keith Davies*



Grand Central

Class 90 036 and 90 019 top'n'tail a Grand Central training run through Standish on March 4th heading from Crewe LNWR to Blackpool and return. *John Sloane*

Great Western Railway

Class 802 005 working the 1K17 Bedwyn to London Paddington service passes Hungerford on February 7th. *Michael Bennett*

Great Western Railway

Class 800 015 approaches Reading on February 6th with a London Paddington bound service. *Richard Hargreaves*



Class 800 317 runs into Cardiff Central as 5L25 15:21 Cardiff Central to Cardiff Central and will form the 1L25 service to London Paddington, February 19th. *Derek Elston*



Having reversed at Malvern Wells signal box Class 800 004 crosses Malvern Common to form a Great Malvern to London Paddington service on February 29th. *Neil Pugh*

Great Western Railway



Class 800 008 working the 1K14 London Paddington to Bedwyn service slows for the Hungerford stop on February 14th.
Michael Bennett



The 2P37 11:06 Didcot Parkway to London Paddington runs into Reading formed of Class 387 168 and 387 146 on February 22nd.
Derek Elston



Class 387 144 and 387 168 arrive at Newbury on February 6th with a terminating service from London Paddington. *Richard Hargreaves*

Great Western Railway



Having reversed at Malvern Wells signal box Class 800 034 crosses Malvern Common to form a Great Malvern to London Paddington service on March 1st. *Neil Pugh*



Power car No. 43194 ‘Okehampton Castle’ on the rear of the terminating 2U12 08:47 from Plymouth is seen at Cardiff Central on February 19th. *Derek Elston*



Power cars Nos. 43040 and 43186 ‘Taunton Castle’ are seen upon arrival at their destination with the 2U20 12:49 Plymouth to Cardiff Central service on February 19th. *Derek Elston*

L.N.E.R.



Class 800 113 waits departure time at Leeds on January 22nd working a London King's Cross - Harrogate service. *Michael Lynam*



Class 91 116 arrives at York on January 28th with a service from Edinburgh. *Michael Lynam*



On January 22nd, Class 91 104 waits to depart Leeds on the rear of a service to London Kings Cross. *Michael Lynam*

L.N.E.R.



On January 28th, Class 91 128 ‘INTERCITY 50’ arrives into York with a terminating service from London King’s Cross. *Michael Lynam*



Class 91 111 has just arrived at Leeds with the 07:03 service from London King’s Cross on February 6th. *Steve Chapman*



Class 91 122 departs York on January 28th with a service to Edinburgh. *Michael Lynam*

Network Rail







On February 18th, power car No. 43013 leads a Gloucester bound test train past Purton Common. *Ken Mumford*

Class 37 259 leads a test train working through Helsby. *Brian Battersby*

Class 37 409, top and tailing with 37 424, passes Thornhill LNW Junction on February 2nd with 5Z01 Carnforth to Derby test train working. *Steve Chapman*

Network Rail







Class 97 303 is seen at Belle Vue, Shrewsbury with the 6J89 14:22 Coleham Isu (CE) - Welshpool on February 12th. *Keith Davies*

Power cars Nos. 43062 and 43014 pass Bayston Hill on January 3rd, with the 1Q20 07:50 Crewe C.S. (L&NWR Site) - Derby RTC. *Keith Davies*

Class 37 610 and 97 303 top'n'tail the 6C26 Crewe Basford Hall - Crewe Basford Hall at Knighton on January 4th. *Carl Grocott*



Class 37 610 and 97 303 are seen at Kempseye on January 5th with the 6C26 20:33 Crewe Basford Hall - Crewe Basford Hall ballast working. *Keith Davies*

Network Rail

On January 29th, Class 37 254 ‘CARDIFF CANTON’ with a Network Rail inspection train is seen stabled at Carlisle, alongside DRS’ Class 57 307 ‘Lady Penelope’. *Michael Lynam*

Class 37 116 departs Coleham Yard on February 26th with 3Q15 09:56 Coleham Isu - Coleham Isu. *Keith Davies*





Rail Operations Group



On February 15th, Class 47 813 heads north through Doncaster, heading to York for 'Thunderbird' duties during Storm Dennis. *Class47*



Class 57 301 'Goliath' passes through Carlisle on a light engine move as the 08:23 Kilmarnock Bonnyton Depot to Leicester L.I.P. on February 8th. *Derek Elston*

Class 57 305 top'n'tails 37 608 with 710 273 sandwiched between them, passing Clay Cross with 10:24 Derby Litchurch Lane - Worksop, January 28th. *Nick Clemson*

Class 57 301 ‘Goliath’ hauls Class 317 508 through Winwick Jct. as 5Q80 Kimarnock Bonnyton Depot - Wembley H.S. on February 6th. *Dave Harris*

TransPennine Express







Class 68 030 on a Carlisle - Bletchley test run passes Daresbury on February 3rd. *Mark Enderby*

Class 68 030 ‘Black Douglas’ leads the 5Q32 14:57 Bletchley Relief 1 to Manchester Int Depot (Fl) through Northampton on it’s homeward mileage accumulation turn, January 31st *Derek Elston*

Class 802 213 passes St. Helens Jct. on February 5th working the 11:24 Liverpool Lime Street - Newcastle service. *Mark Enderby*

TransPennine Express







Class 397 003 arrives at Oxenholme on January 25th working 1M96 11:08 Glasgow Central - Preston. *John Balaam*

CAF Civity Class 397 012 rolls into Northampton on January 31st working the 5Q91 10:53 Carlisle to Northampton test/mileage run. *Derek Elston*

On January 22nd, Class 802 217 departs Leeds with a Newcastle - Manchester Airport service. *Michael Lynam*





TransPennine Express



On February 3rd, Class 802 202 (left) working a Liverpool to Newcastle service and 802 210 working a Newcastle to Liverpool service pass at Manchester Victoria. *Steve Stepney*

Class 397 002 stands at Oxenholme on February 14th working a Manchester Airport - Glasgow service. *Mark Enderby*

On February 5th, one of the now quite common doubled-up TPE sets, Class 185 101 and 185 135 pass Appleby on 1B72 Manchester Airport - Cleethorpes. The rear unit is invariably empty stock east of Scunthorpe due to the short platforms at Habrough. *Steve Thompson*

TransPennine Express







Class 350 408 in full London North Western livery but still operating for TPE departs Carlisle with 1M94 09:07 Glasgow Central to Manchester Airport service on February 8th. *Derek Elston*

CAF Civity Class 397 012 showing some signs of cab side damage, seen on January 31st whilst stabled at Northampton. *Derek Elston*

Class 350 403, in LNWR colours, calls at Oxenholme with 1S51 11:26 Manchester Piccadilly - Glasgow Central service on January 25th. *John Balaam*

TransPennine Express



Class 68 023 ‘Achilles’ departs Leeds with a Liverpool Lime Street - Scarborough service, January 22nd. *Michael Lynam*



Class 397 003 departs Carlisle on January 29th working an Edinburgh - Manchester Airport service. *Michael Lynam*



Class 68 021 ‘Tireless’ departs York on January 28th with a Liverpool Lime Street - Scarborough service. *Michael Lynam*

TransPennine Express

Class 802 217 passes Colton Junction with 1P24 11:43 Newcastle - Manchester Airport service. *Nick Clemson*



Class 802 214 approaches Manchester Piccadilly on February 22nd working a service to Manchester Airport. *Richard Hargreaves*



One of TransPennine's stylish new units, Class 397 003, waits at Manchester Oxford Road with the 11:08 Glasgow Central - Manchester Airport service on February 18th. *Jeff Nicholls*

TransPennine Express

Class 68 019 pushes its train out of Manchester Victoria on February 22nd with a Liverpool - Scarborough service. *Richard Hargreaves*



Class 802 214 waits departure time at Manchester Victoria on February 22nd working a service to Newcastle. *Brian Battersby*



A Class 397 unit speeds through Blackrod on February 29th with an Edinburgh - Manchester Airport service. *John Sloane*

TransPennine Express



A Class 185 working the 15:35 Manchester Piccadilly - Hull service passes 802 209 with the 13:43 Newcastle - Manchester Airport at Roughtown, Mossley on February 29th. *Steve Chapman*



Class 350 407 in full LNWR livery approaches East Didsbury with 1S46 10:04 Manchester Airport - Carlisle, February 14th. *Nick Clemson*



Class 802 202 approaches East Didsbury on February 14th with 1P21 10:04 Manchester Airport - Newcastle service. *Nick Clemson*

TransPennine Express



Class 68 023 is seen at Heaton Lodge Junction on February 4th with the 09:53 Liverpool to Scarborough service. *Steve Chapman*



On February 8th, the 1S38 08:07 Manchester Airport to Edinburgh service rolls into Carlisle running 10 minutes late formed of Class 397 003 *Derek Elston*



Class 802 213 with 15:24 Liverpool Lime Street - Edinburgh service passes Roughtown, Mossley, on February 29th. *Nick Clemson*

TransPennine Express



Class 802 215 is pictured at Heaton Lodge Junction on February 4th with the 11:24 Liverpool to Edinburgh service. *Steve Chapman*



Class 185 140 passes Horwich on February 17th working an Edinburgh - Manchester Piccadilly service. *Michael Lynam*



Class 68022 is pictured at Thornhill LNW Junction on February 3rd with the 09:53 Liverpool to Scarborough service. *Steve Chapman*

Transport for Wales

Class 153 333 and 153 320 are seen at Chester on February 1st. *Brian Battersby*



Northern's Class 150 138 with the 14:02 service to Manchester Piccadilly via Altrincham and 175 101 with the 12:54 Llandudno Junction to Manchester Airport are seen at Chester on February 5th. *Steve Chapman*



Class 175 007 working a service to Manchester, passes Moore on February 26th. *Mark Enderby*

Transport for Wales

Class 143 616 approaches Pontypridd with the 13:51 Aberdare - Barry Island service on February 27th. *Chris Morrison*



Former Greater Anglia Class 170 207 approaches it's destination with 2G67 14:48 Gloucester to Cardiff Central service on February 19th.
Derek Elston



Living on borrowed time, Class 142 080 stands at Cardiff Central working City Line service 2C23 12:03 Radyr - Coryton on February 19th.
Derek Elston

Transport for Wales

Class 37 421 arrives at Hengoed under the grade 2 listed late 19th century iron footbridge with the 2R20 17:01 Cardiff Central - Rhymney service on February 6th. *Chris Morrison*

Transport for Wales



DVT No. 82308 brings up the rear of the 09:50 Manchester Piccadilly - Holyhead service as it waits time at Chester on February 18th, the loco being Class 67 001. *Jeff Nicholls*



On February 19th, Class 37 421 makes its entrance into Cardiff working 5R20 16:53 Cardiff Canton Sidings to Cardiff Central ECS to form 2R20 the 17:01 to Rhymney. *Derek Elston*



Class 175 107 passes Bayston Hill on February 8th with the 1V95 08:20 Holyhead to Maesteg service. *Keith Davies*

Transport for Wales



Class 37 421 gets away from Cardiff Queen St. with the 17:01 Cardiff Central - Rhymney service on February 27th. *Chris Morrison*



Class 175 114 arrives into Cardiff Central working the 2W70 15:02 Carmarthen to Abergavenny service on February 19th. *Derek Elston*



The 2D52 15:18 Penarth to Bargoed service formed of Class 143 623 and 143 608 stands at Cardiff Central on February 19th. *Derek Elston*

Transport for Wales



A four car Class 142/143 combination headed by 142 072 rumbles away from the funfair at Barry Island with the 14:56 to Merthyr Tydfil on February 6th. *Chris Morrison*



Class 170 204 arrives into Cardiff Central working the 2G64 15:15 Maesteg to Cheltenham Spa on February 19th. *Derek Elston*



Class 150 208 stands at Cardiff Central on February 19th working the 2D56 15:48 Penarth to Bargoed service. *Derek Elston*

Transport for Wales

Class 175 010 stands at Shrewsbury on February 22nd working a service to Cardiff Central. *Richard Hargreaves*



Class 143 624 departs Cardiff Central on February 19th with the 2C37 15:33 Radyr to Coryton service. *Derek Elston*



Class 67 001 hauling the 1H89 Holyhead to Manchester passes Moore on February 11th (note that conifers have finally been hacked back). *Mark Enderby*

Units: DMUs and EMUs







Still carrying the livery of its former operator but having been modified to meet the disability requirements, note the removal of a window on the second vehicle and replaced by a panel, Northern's Class 150 107 departs from Manchester Piccadilly with the 14:40 to Rose Hill Marple on February 22nd. *Lee Stanford*

Northern's Class 319 375 departs St. Helens Jct. on February 5th with a Warrington Bank Quay - Liverpool Lime Street service. *Mark Enderby*

TFL Rail Class 345 030 departs Reading on February 6th with a service to Hayes and Harlington. *Richard Hargreaves*







Units: DMUs and EMUs

A CAF takeover at Manchester Oxford Road on February 18th as Class 195 019 and 195 009 arrive with the 08:23 Blackpool North - Hazel Grove service. Another 195 watches on with the 09:28 Manchester Airport - Barrow-in-Furness. *Jeff Nicholls*

Heading for scrap, Class 142 042, 142 015 and 142 066 pass Kempseye with 5Z42 Gascoigne Wood - Newport Docks (Sims Group) on January 7th. *Keith Davies*

Northern's Class 331 011 heads through St. Helens Jct. on February 5th with a Crewe - Liverpool Lime St. service. *Mark Enderby*

Units: DMUs and EMUs



West Midlands Railway's Class 170 633 is seen at Walcot with 1G99 14:34 Birmingham New St. - Shrewsbury service on January 28th. *Keith Davies*



Merseyrail's Class 507 002 stands at Chester on February 7th working a service to Chester via Liverpool Central. *Brian Battersby*



On February 14th, Northern's Class 195 111 arrives at Oxenholme Lake District with a local service from Windermere. *Mark Enderby*

Units: DMUs and EMUs



Northern's Class 195 112 calls at East Didsbury on February 14th with the 09:48 Manchester Airport - Liverpool Lime Street as 66 110 approaches with 4O21 0917 Trafford Park - Southampton Western Docks. *Nick Clemson*



Northern's Class 195 124 sits in platform 2 at Manchester Victoria on February 22nd, ready to work the 15:54 service to Leeds. *Barry Longson*



TFL Class 345 059 sits at Reading waiting departure time with a service to London Paddington on February 6th. *Richard Hargreaves*

Units: DMUs and EMUs

On February 22nd, Northern's Class 153 331 and a Class 150 await departure time of 15:23 with the local Manchester Victoria to Stalybridge service. *Barry Longson*

On February 5th, a Northern Class 319 crosses Sankey Viaduct. *Mark Enderby*

Units: DMUs and EMUs

Southern's Class 313 204 departs from Worthing with the 11:15 to Brighton service on February 18th. *Lee Stanford*

On February 22nd, TPE Class 185 113 and Northern units 323 231 and an unidentified Class 319 brighten up a dull afternoon at Liverpool Lime Street with a variety of liveries. *Barry Longson*

A Northern Class 333 EMU pulls away from Saltaire, and passes the famous Salts Mill, on its way to Bradford with 2S09 08:15 service from Skipton on January 28th. *Ben Bucki*

Units: DMUs and EMUs



Northern's Class 150 112 is seen stabled at Chester on February 7th. *Brian Battersby*





Northern's Class 144 001 is seen stabled at York on January 28th. *Michael Lynam*

On January 22nd, Northern's Class 142 078 running with 150 113 for compliance, arrives at Darwen working a Rochdale - Clitheroe service. *Michael Lynam*

Units: DMUs and EMUs



Ormskirk station is a terminus for both Merseyrail trains from Liverpool Central and Northern services from Preston. In this view Class 507 025 has arrived from Liverpool and 156 424 can be seen approaching its destination on a service from Preston. *Lee Stanford*



With a winter storm brewing, a Northern Class 333 unit pulls away from Saltaire, having passed the famous Salts Mill on its way to Leeds with 2H27 09:17 service from Skipton, January 28th. *Ben Bucki*



Northern's Class 142 055 departs Manchester Victoria on January 22nd with a service to Rochdale. *Michael Lynam*

Units: DMUs and EMUs

Northern's Class 319 381 departs Wilmslow on February 22nd with the 11:17 semi fast service to Crewe. *Barry Longson*



The driver of Northern's Class 156 464 has just taken the token for the Rainford - Kirkby section of its journey with the 11:13 from Manchester Victoria to the end of the line at Kirkby on February 15th. *Jeff Nicholls*



Northern's Class 170 458 arrives at Leeds on January 22nd with a service from Knaresborough. *Michael Lynam*

Units: DMUs and EMUs



South Western Railway's Class 159 011 on a Salisbury service passes 450 059 on an ECS working at Worting on February 21st. *Michael Bennett*





On February 22nd, Northern's Class 150 204 awaits the last of its passengers to board, before departing with the 17:41 service from Manchester Piccadilly to Chester. *Barry Longson*

Northern's Class 333 010 departs Leeds on January 22nd with a service to Skipton. *Michael Lynam*

Units: DMUs and EMUs



Northern's Class 322 483 is seen arriving at Leeds with a service from Ilkley, January 22nd. *Michael Lynam*





Northern's Class 323 239 approaches East Didsbury with 2F31 09:16 Crewe - Liverpool Lime Street as TFW Class 175 109 departs with 1H83 07:45 Llandudno - Manchester Airport on February 14th. *Nick Clemson*

Northern's Class 195 122 approaches East Didsbury with 1C52 09:28 Manchester Airport - Barrow - in - Furness service on February 14th. *Nick Clemson*

Units: DMUs and EMUs

Northern's Class 323 229 stands at Manchester Piccadilly on February 22nd having arrived with a service from Alderley Edge. *Richard Hargreaves*





Class 150s aren't that common around the Scunthorpe area, so when Northern's Class 150 120 arrived on 2P25 from Doncaster, it was worth a second glance. *Steve Thompson*

Northern's Class 331 106, working a service from Ilkley, arrives at Leeds on January 22nd. *Michael Lynam*

Units: DMUs and EMUs



Having had a run out to Bletchley whilst being kept in warm store, TFL Class 315 859 and 315 833 pass through Northampton working 5Q23 12:36 Northampton Tc Up Sidings to Northampton Tc Up Sidings on January 31st. *Derek Elston*



New Northern DMU, Class 195 020, is seen at Preston on February 27th working the 15:54 Warrington Bank Quay mileage accumulation run. *Barry Longson*



On January 22nd, Northern's Class 144 006 departs Leeds with a service to Sheffield. *Michael Lynam*

Units: DMUs and EMUs



Merseyrail's Class 507 020 arrives at Green Lane station with the 12:31 Chester to Chester service on February 26th. *Lee Stanford*



West Midlands Railway's Class 170 501 crosses Malvern Common with a Hereford to Birmingham New Street service on February 29th. *Neil Pugh*



Northern's Class 195 121 is seen at Hoghton working 1B27 12:23 York - Blackpool North service on January 29th. *John Balaam*

Units: DMUs and EMUs

West Midlands Railway's Class 172 222 passes Malvern Wells down main inner home signal on a Great Malvern to Birmingham New Street service on March 1st. *Neil Pugh*



Northern's Class 319 369 speeds past Standish on February 6th. *John Sloane*



Southern's Class 313 219 is seen arriving at Worthing with the 11:14 from Littlehampton to Brighton on February 18th. *Lee Stanford*

Units: DMUs and EMUs



Northern's Class 769 442 and 769 450 pass Chapel Lane crossing on February 27th with a Southport - WiganSpeings Branch test working. *John Sloane*



Southern's Class 313 206 arrives at West Worthing ready to form the 11:12 to Brighton on February 18th. *Lee Stanford*



Northern's Class 319 370 calls at Blackrod on February 29th. *John Sloane*

Units: DMUs and EMUs

Advertising the Beatles Story, Merseyrail's Class 508 111 departs Chester on February 5th with the 12:45 service to Liverpool. *Steve Chapman*



West Midlands Railway's Class 172 001 stands at Leamington Spa having arrived with 2G72 08:16 service from Nuneaton on February 22nd. *Derek Elston*



Merseyrail's Class 507 007 is seen on arrival at Chester on February 5th with a Wirral Line service from Liverpool. *Steve Chapman*

Units: DMUs and EMUs



On February 12th, Northern's Class 331 107 arrives at Mauldeth Road working wrong line to rescue the stranded 331 018. The line was blocked for approximately two hours cutting off services between Manchester Piccadilly and the Airport. *Michael Lynam*



Northern's Class 150 111 and 158 793 pass through the long closed (1958) Daisyfield Station working a Rochdale - Clitheroe service on February 15th. *Michael Lynam*



Northern's Class 195 013 ascending Copy Pit with the 10:23 York - Blackburn service on February 29th. *Nick Clemson*

Units: DMUs and EMUs

Northern's Class 153 378 on the rear of a Class 150 descends Copy Pit with the 11:19 Blackburn - Wigan North Western service on February 29th. *Nick Clemson*



Northern's Class 319 379 calls at Horwich working a Manchester Victoria - Preston service on February 17th. *Michael Lynam*



On February 29th, Northern's Class 195 117 descends Copy Pit working a Blackpool North - York service. *Michael Lynam*

Manchester Metrolink



'The Phantom of the Opera' tram No. 3018 departs Manchester Victoria with tram No. 3007 on a service to Bury. *Richard Hargreaves*





Media City tram No. 3006 calls at Manchester Victoria working a service to Shaw. *Richard Hargreaves*

On February 22nd, tram No. 3049 calls at Manchester Victoria with a service to Shaw via Oldham. *Richard Hargreaves*

West Midlands Metro



On February 15th, tram No. 15 heads away from Birmingham New Street station with a service to Wolverhampton. *Richard Hargreaves*



On a wet February 15th, tram No. 33 is seen at the current terminus of Library. *Richard Hargreaves*



OLA liveried tram No. 25 is seen on the non electrified section, running on battery power, near Birmingham Library. *Richard Hargreaves*

Fare dodgers ordered to pay almost £400,000

Fare dodgers were ordered to pay almost £400,000 after Greater Anglia prosecuted people caught riding trains without tickets over a two-month period. More than 1,300 people were prosecuted between 1 December 2019 and 31 January 2020 after they were caught without tickets on Greater Anglia trains. Magistrates imposed fines of more than £150,000 and costs of more than £235,000 on people who were accused of fare evasion across the network.

Cases were heard at courts across Suffolk, Essex, Cambridgeshire, Hertfordshire and London. Only people who board a train without a ticket and without any intention of buying a ticket are taken to court – about 500 to 700 people a month. A further 4,000 to 6,000 people end up with penalty fares for using the wrong ticket to travel, such as an adult travelling on a child's ticket or using a rail card discount when they don't have a railcard.

Kim Bucknell, Greater Anglia's Head of Customer Service, said: "We will take action against people who travel without the correct ticket and will always prosecute people who have boarded our trains with no intention of paying for a ticket.

"It's easy to buy a ticket either from a ticket office, ticket machine, online or via our app, so there is no excuse for travelling without a ticket – and it just ends up pushing up prices for our fare-paying customers.

"For every £1 spent on rail fares, 98p is invested in the railway. By not paying for a ticket, there's less money available for investment to improve the railway for everyone. We have a range of great value fares and offers available – especially if you book in advance."

Greater Anglia's revenue protection teams use their discretion when inspecting tickets. They are informed if ticket machines are out of order or ticket offices closed, so when these are used as reasons, they know if they are genuine.

As well as uniformed Revenue Protection Inspectors, Greater Anglia also employs plain clothes Fraud Investigations Officers who use the latest technology and systems to detect fraudulent activity, specialising in travel fraud, such as delay repay fraud rings.



Fares Advice with RailUK

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

TPE split ticket delay repay problems

Q: Having a complete nightmare with this (especially considering it takes them multiple weeks to reply to each email from customer relations). I had a split ticket Euston to Carlisle, changing at Manchester. Avanti was on time, but TPE was ridiculously broken and ended up causing a very bad and poorly communicated delay. They have refunded the TPE part but keep telling me to contact Avanti for the other part. Are they liable to refund me for the Avanti part considering it was one journey and they caused all the delay? What's the best option here?

A: The National Rail Conditions of Travel (the contract you enter into with the train companies) permits you to use one or more tickets to complete your journey. Therefore, split ticketing is allowed and you can use more then one ticket to make the one journey. In your case you made one journey from Euston to Carlisle. That is regardless of the fact you changed trains at Manchester or used two tickets to make that journey. Therefore, delay repay is payable based on both of the tickets you used and not just the one between Manchester and Carlisle.

It is however important to accept if you had a valid connection at Manchester in order to be covered for delay repay purposes. By that I mean, that you allowed enough time between the scheduled arrival time at Manchester Piccadilly of your first train and the scheduled departure time of your train leaving Manchester Piccadilly. This is 10 minutes. Assuming you allowed at least 10 minutes then TPE need to compensate you based on both tickets. They are wrong to tell you to claim from Avanti as it was not a delay to an Avanti service that caused you arrive at your destination late.

You therefore need to appeal your delay repay claim with TPE. You should explain that you made one journey from London Euston to Carlisle. The National Rail Conditions of Travel permit you to use multiple tickets to complete your journey and that TPE are liable to compensate you based on the total value of your 2 tickets.

If they still refuse then you can make a formal complaint to Customer Services before taking your complaint to the Rail Ombudsman. There is an ongoing issue at TPE and see are seeing cases on this forum of TPE incorrectly refusing to pay out on split tickets. This practice needs to stop. The NRCoT is very clear and this practice on the part of TPE is unlawful.

Cycle Allowed on the train but not the station?

Q: I often visit a work office in Newbury and I travel down by train from Hitchin or Cambridge. I take my push bike with me to get around. Last week I was returning home and got to St Pancras not long after 4pm. I never bother with Kings Cross as the trains out of there don't except non folding bikes at peak times. The Horsham To Peterborough service does accept (non-folding) bikes at all times according to the national rail web site. I ALWAYS check if cycles are allowed on the trains I'm taking. I was heading through the barrier and got stopped by a member of staff who told me could not take my bike during peak hours unless folding. I asked when that was and they said between 4-7pm. I pointed out that I had checked national rail and cycles were permitted on the train I was taking. They however said no cycles were allowed on the platform at all during peak hours at St Pancras. Slightly confusing really! Does anyone actually know who is correct here and or who can I contact to clarify this?

A: So on the Thameslink site it states "on trains travelling away from London that are timed to depart from or pass through any central London station between 16:00 and 19:00 Monday to Friday, except on public holidays" But on National Rail if you look any Thameslink train from Horsham to P'bo at any time of the day accepts bicycles.

Ticket Advice for All

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

On February 6th, Class 59 101 leads a stone train through Reading. *Richard Hargreaves*

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10+ Price: £26.50 EACH

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LMS Jubilee Class No. 45562 'Alberta', in reality No. 45699 'Galatea', passes Golborne Junction with 'The Cotton Mill Express' on February 29th.
Jeff Nicholls



GWR Modified Hall Class 4-6-0 locomotive No. 6989 'Wightwick Hall' is see at the Battlefield line 'Winter Warmers' gala on January 4th.
John Alsop

Innovation between Greater Anglia and local construction company helps cut carbon emissions

An innovation between Greater Anglia and a local construction firm has helped to cut carbon emissions during a project to build a new platform at a north Norfolk railway station.

Coping stones – large slabs of concrete which are laid to create a railway station platform – typically weigh 312kg each. But thanks to a new design, created between Greater Anglia and Norfolk-based contractors RG Carter, new coping stones used to build Sheringham station's new platform weighed almost half. This meant smaller machinery was needed to move the stones and it was quicker and safer to move and install the stones.

The stones are built with a waffle-like profile underneath, creating a more hollowed effect. Despite the reduced weight, the stones have the same strength and have met and exceeded all of the stringent testing required by Network Rail to ensure compliance with the required safety standards as the regular coping stone. They were produced locally in Sheringham, rather than from another site hundreds of miles away, meaning further emissions were saved when transporting them to the site. It's the first time these coping stones have been laid in this country. The new 80 metre platform is wider and twice the length of the previous, supposedly temporary platform, which was installed in 1967.

Simone Bailey, Greater Anglia's Asset Management Director, said: "We are always looking for new innovations on the railway, and this project was a great collaboration between the railway and a local business. The new platform at Sheringham was needed to accommodate our new trains. We are very pleased with the finished result and even more delighted that we were able to reduce carbon emissions and lessen our environmental impact while carrying out this project.
We're very pleased to have delivered this major station improvement for Sheringham to benefit rail passengers and the town."

More than £1 million was invested in the project, which has seen improved lighting and a new, bigger and better customer shelter installed.

The station can fully accommodate the new trains which started to enter service last year. The new bi-mode trains are all 3 or 4 carriages long, meaning that Greater Anglia can provide more capacity for special events such as the Cromer Fireworks and Worstead Festival, and the busiest days during the holiday season.

Passengers with luggage, buggies and those using wheelchairs all benefit from the improved facilities, complimenting the new trains which are also much more accessible, including a special automatic retractable step, which comes in to use at stations and enables level access at most stations, including Sheringham.

Annual passenger numbers on the line have grown from 200,000 a year to over 700,000 in 2018/19 – an increase of more than 300% - after a series of service improvements, including more frequent train services and station enhancements, combined with promotion from train operators and the Bittern Line Community Rail Partnership.



No. DR73116, a Plasser & Theurer 09-3X Dynamic Tamper leads DR77906 a Plasser & Theurer USP 5000BC Ballast Regulator onto Stockport Viaduct with the 11:41 Stafford Down Sidings - Guide Bridge on February 7th. *Nick Clemson*

‘Roving cow-respondent’ turns heads on Cambridge to Brighton trip



A ‘roving reporter’ travelled from Cambridge to Brighton to promote the Cows about Cambridge art trail, of which Thameslink is the Official Travel Partner.

The ‘cow-respondent’ is sponsored by the local newspaper Cambridge Independent, and went out on assignment all the way to Brighton as the train operator highlighted the fantastic rail connectivity between the two cities.

As well as enjoying the train journey and turning many heads, the cow-respondent also found time to stop off at the beach, the famous pier and even paid a visit to Sea Life Brighton, all despite the blustery Great British weather.

Cows about Cambridge is a spectacular public art event that weaves its way across the city from 30 March until 6 June. There will be 40 cow sculptures of which Thameslink has two, each one individually designed by an artist and sponsored by a business, forming a free, fun, family-friendly trail of discovery for local people to explore and enjoy.

Thameslink’s first cow sculpture displays the theme of ‘Around the City’ and will be situated outside of Cambridge Station. The second sculpture displays the theme of ‘Strength in Numbers’ and will be situated outside Great St Mary’s Church.

During the ten weeks, as well as the large cows, you can also spot a further 45 ‘mini moos’, dotted around the city created by schools, colleges and community groups. One of these mini moos was designed via a competition with Thameslink’s corporate charity Mind. The lucky winner Alice Billington, who is a Mind Dorset volunteer, used flowers, butterflies and the human form to convey the path to wellbeing through the sculpture.

It’s easy to get to Cambridge by train, and right now, up to four children aged 5 to 15 years can travel off-peak for only £2 with an accompanying adult.

From Sunday, 17 May, Thameslink will be increasing weekend train services between Cambridge and Brighton. The new timetable will double the frequency of Saturday services on the route to two trains per hour, matching the weekday service.

On Sundays, the existing hourly Cambridge to Gatwick Airport service will be extended to run to and from Brighton.



On June 28th 1993, Class 91 001 is seen crossing the river Mersey at Warrington with on an one-off London Euston - Glasgow test train as part of the West Coast 250 planning programme looking at alternative options following the issues with the APT. Privatisation overtook events and the rest is history. *Mark Enderby*

Southern helps former Army wife back to work



A working mum and ex-Army wife from Worthing who took the plunge to switch careers with the help of charity Building Heroes, is “over the moon” after landing a job with Southern Rail’s new station maintenance team.

Natalie Parker, whose husband served with the King’s Royal Hussars, had worked for years in book-keeping when she was made redundant last year. Despite her years of experience and accountancy qualifications she had never been happy, so she took the brave decision to embark on five-week intensive course in property maintenance with Chichester College Group, organised by military veterans’ charity Building Heroes.

Southern, which is helping towards the cost of the charity’s training by putting its own newly-formed stations maintenance team through the Level 1 foundation course, saw how good Natalie was and offered her a job – their first woman among 11 handymen on the team.

Southern’s maintenance team manager Tessa Holme, who works out of Southern’s new maintenance depot next to Horsham station, said: “The fact she has completed an accredited course at Brinsbury College is a big pull for me. She graduated that course with a distinction in virtually every area.

“She is very approachable, very customer-focused and gets on with the job. This is one of the reasons we wanted to partner with Building Heroes because it gives us the opportunity to spot talent.

Natalie, who will be looking after coastal stations, said: “I am absolutely over the moon. I’m ecstatic to land a job here. It’s amazing, it really is. I love the variety of getting out, meeting the lads and taking pride in the stations, trying to maintain and keep them up to scratch. I’m totally grateful to everyone and to Building Heroes.”

Natalie has two daughters aged 12 and 18. She decided to reinvent herself as a tradesperson after hearing about Building Heroes at a breakfast club in Littlehampton for ex-servicemen and women where she went with her husband Martin.

Three members of Southern’s team have now finished the property maintenance course, with the most recent two graduating alongside ex-servicemen and women at Brinsbury College on Friday, 7 February. By 10 July, Southern expects to have ‘upskilled’ its entire outfit. Southern has bought its staff an entire suite of new tools and is donating its old equipment to the college for their special needs courses.

Maintenance manager Tessa added: “Our relationship with Building Heroes and Chichester College Group is brilliant, absolutely brilliant. The guys love the course because they are learning with adult learners, and the course has given them really good team ethics because the military has really good team ethics, and everyone mucks through together. For me as a manager it’s reinforcing that behaviour of teamwork, which is great.”

Karen Jefford, Chief Operations Officer at Building Heroes said: “Natalie is a fantastic example of someone being motivated to take a career change and lead the way for many more military mums, wives and partners to apply for the course.

“It’s such an exciting time to enter construction as 14% of females now make up the industry. The opportunity Southern has provided Building Heroes and Natalie is just one of the many exciting employment pathways we’re opening up to our learners. We’re thrilled to have developed this partnership.”





On February 13th, Class 37 No. D6851 was held at Bolton for a few hours due to problem between Manchester and Preston while working a Crewe to Preston L/E move. *Steve Stepney*

On February 22nd, LMS No. 45596 ‘Bahamas’ passes Sherwood Brow, Stainforth (Near Settle) working as 1Z57 Bahamas Railtour to Carlisle, from Keighley (KWVR) - Carlisle. *Michael Lynam*

National Rail

Class 56 312 is seen stabled between duties at Peak Forest on February 15th. *John Sloane*



Class 56 081 is seen with a rake of loaded box wagons at Peak Forest on February 15th. *John Sloane*



Class 86401 speeds northwards through Coppull on February 14th heading from Wembley to Carnforth to commence its new life with West Coast Railways. *John Sloane*

Passengers take on plastic pollution at Britain's biggest and busiest stations



Passengers have helped save the equivalent of three million plastic bottles* from landfill with the introduction of free drinking water fountains at Network Rail's biggest and busiest stations. Since launching in 2018, the water fountain initiative has proven increasingly popular with passengers.

During last year's National Refill Day - an initiative led by City to Sea - Network Rail celebrated saving the equivalent of one million plastic bottles and set a target of reaching two million by the end of 2020. Passengers have already surpassed that goal by one million by making the switch to reusable bottles.

This success coincides with the final major station, Leeds, installing its water fountain last month as part of wider refurbishment works. Free water fountains can now be found at all 20 of Network Rail's managed stations, including Waterloo, Birmingham New Street and King's Cross.

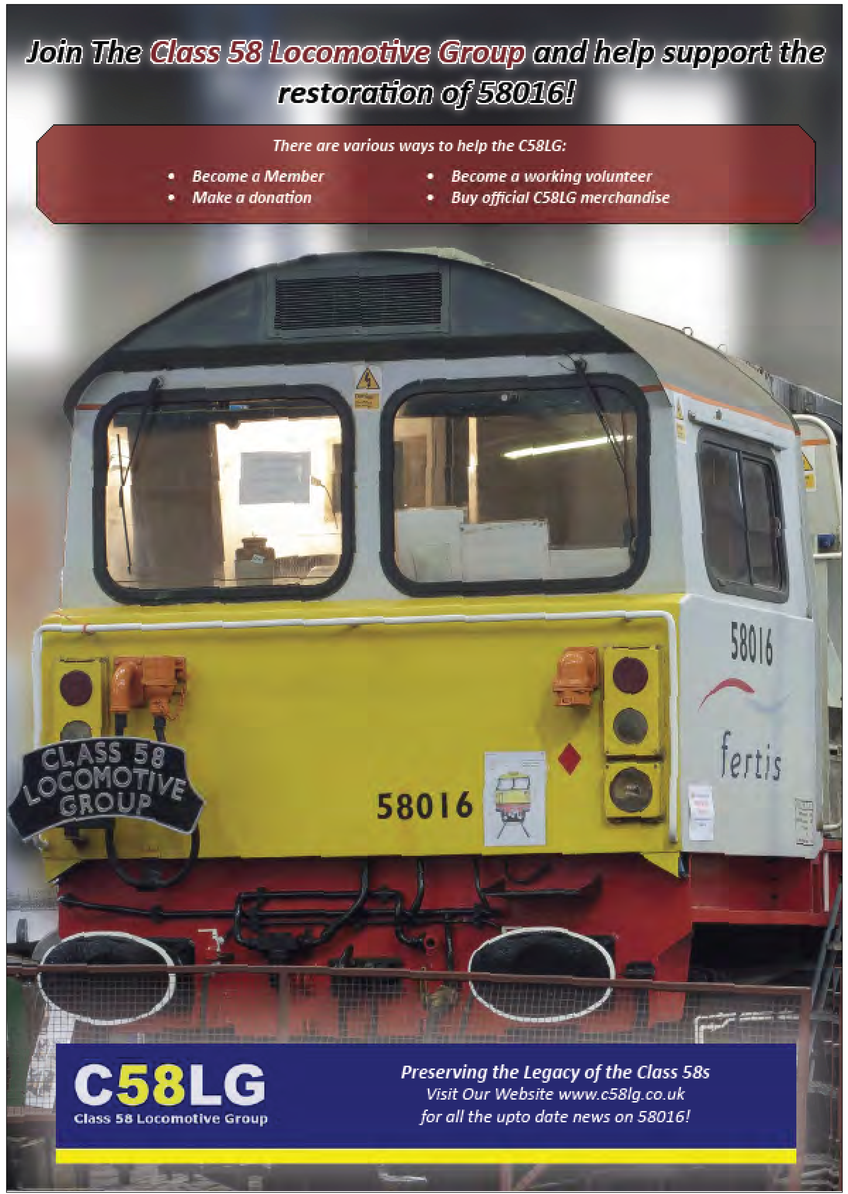
With water fountains springing up across the UK, passengers are encouraged to download City to Sea's Refill App. The app connects people to almost 30,000 Refill Stations nationwide, to help them reduce their use of single-use plastic on the move.

Steve Hynd, Campaigns Manager at City to Sea, said: "It's fantastic to have the support of Network Rail, and through our partnership with them we are empowering passengers to avoid single-use plastic. We know that when people are on the go, this is the time they're most likely to buy a plastic bottle of water. Research shows 36% of people who regularly carry a reusable water bottle say they would buy a plastic bottle at a train station. We are here to offer them an easy, cheap and good for the environment alternative. Now that's something to raise a glass to".

David Biggs, Managing Director Property, Network Rail, said: "Network Rail has a big role to play in tackling plastic pollution. We know that passengers share our passion for reducing single use plastics, so it's important that we make it as easy as possible for them to refill throughout their journey. It's great that we now have free water fountains in all of our managed stations, and even more so, that they're making a real difference for passengers."

Transport Secretary Grant Shapps, said: "Network Rail and City to Sea's campaign has been a massive success, ensuring passengers stay hydrated, save money and we all save the planet one water bottle at a time. People across the country start and finish their days on our railways and encouraging water refills both avoids waste and means that, as a nation, we won't be running on empty."





On January 28th, Grand Central's Class 108 103 departs York working a London King's Cross - Sunderland service. *Michael Lynam*



On February 20th, Class 66 525 heads through Acton Bridge working light engine from Carlisle - Crewe Basford Hall. *Michael Lynam*

New signalling system introduced on the Wherry lines

Over 130 years of signalling history came to an end on February 17th on the Wherry lines with the reopening of the Norwich to Yarmouth line following completion of work to introduce a new computerised signalling system, improving reliability of train services. A section of the East Suffolk line from Beccles to Lowestoft also has reopened. Having been closed since February 1st, engineers have switched the signalling system over from the old, Victorian mechanical signals which have been in place for over 130 years, to the modern computer-based system.

Works on the Norwich to Yarmouth line took place at level crossings including Brundall, Lingwood Chapel Road and Station Road to introduce full barriers and crossing lights along with upgrade work to several user worked crossing such as Acle Marshes to improve crossing safety. The work also saw the new signals powered up along the lines and signalling engineers transferred the last of the local signal box controls to Colchester as part of the modernisation programme. Signalling work has also been happening on the Norwich to Lowestoft line as well as track upgrade works at Lowestoft and a points renewal outside of Oulton Broad North.

With the reopening of the Norwich to Yarmouth and Beccles to Lowestoft lines, engineers are now focused on delivering just over three kilometres of track renewals at Hassingham, to ensure a better journey for passengers. Final works have taken place to Cantely, Strumpshaw and Oulton Broad North level crossings to bring them into use when the Norwich to Lowestoft line reopened on February 24th. The line from Reedham to Yarmouth, which serves Berney Arms, which has been closed since end of 2018, also reopened to passengers on February 24th using the new signalling system.

Ellie Burrows, Network Rail's route director for Anglia said: "I am really proud of everyone who has dedicated themselves to the upgrade of the Wherry lines despite the challenging weather conditions over the two weekends. The completion of the re-signalling work is a significant milestone for the history of the Wherry lines. and we are in a really good position to complete the track works at Hassingham and reintroduce train services on the Norwich to Lowestoft line on February 24th. A big thank you to all passengers for their continued patience while we complete this modernisation programme."

Scott Kelley, a Director at engineering consultancy Atkins, said: "This is a significant milestone in a pioneering project which will see the biggest deployment to date of a new, cutting edge signalling system that will help deliver a safe, efficient, reliable and future proof railway.

"Working closely with Network Rail and our supply chain partners, we look forward to completing the transformation of this important route which will serve communities right across Anglia."

Jamie Burles, Greater Anglia managing director said: "We're very pleased that the line has re-opened as scheduled so customers can once again use the train for their journeys. We appreciate customers' patience throughout these works. Together with Network Rail we are modernising the railway in this part of our region, with brand new trains and signals, which should improve reliability and punctuality for customers."



Scrap dealers targeted as railway metal thefts cost taxpayers £1.4m and disrupts passengers

Scrap yards in Greater Manchester are being visited by Network Rail and the British Transport Police to ensure dealers are not trading stolen metal. Latest figures reveal more than 400 incidents of metal theft on the railway between London Euston and Carlisle in the 12 months to January 2020. This caused significant delays to passengers and cost the taxpayer an estimated £1.4m in Network Rail's North West & Central Region. Surprise scrap dealer site visits, in conjunction with the telecoms industry, have taken place in recent weeks to remind traders of their obligations under the Scrap Metal Dealers Act 2013.

By law dealers must ensure traded metal is legally sourced and that sellers' details are recorded and kept as part of any sale. Organised criminal gangs are increasingly targeting metal used in infrastructure and exploiting high metal prices. Thieves are being warned that police have sophisticated ways to catch them – with metal marked with a variety of trackable tags.

Andrea Graham, project manager for route crime performance initiatives at Network Rail, said: "Metal theft not only makes it harder to maintain our railway, but causes significant problems for passengers too. To stop the trade of illegal scrap metal, dealers must be vigilant if offered materials which could have been illegally obtained.

"Trespassing on the railway is incredibly dangerous, as well as illegal. Thieves are not just risking a criminal record when they come onto the railway to commit crimes, but risking their lives too."

Chief Inspector Gary Jones said: "BTP officers regularly work with industry partners, particularly Network Rail, to catch out and target metal thieves, which includes paying surprise visits to scrap metal yards, as well as patrols and covert and overt operations. Our aim is to disrupt this criminal activity by targeting strategic points across the country.

"Anyone involved in the theft and trade of metal from the railway will be brought to justice. Cable theft on the rail system involves not only huge financial losses, but causes hours of delays to millions of passengers. It is not a victimless crime.

"It is also extremely dangerous for those involved who put themselves at risk of serious injury and death by trespassing on lines."

Anyone witnessing suspicious behaviour on or around the railway should report it to British Transport Police by calling 0800 40 50 40 or texting 61016.







Northern's Class 331 005 arrives at Lostock station on February 15th working a Manchester Airport - Blackpool North service. *Michael Lynam*

On February 21st, Class 59 005 leads a Southampton to Whatley empties working, heading along a rather roundabout route via Reading and Swindon! *Ken Mumford*



Loco Fleet List Ten

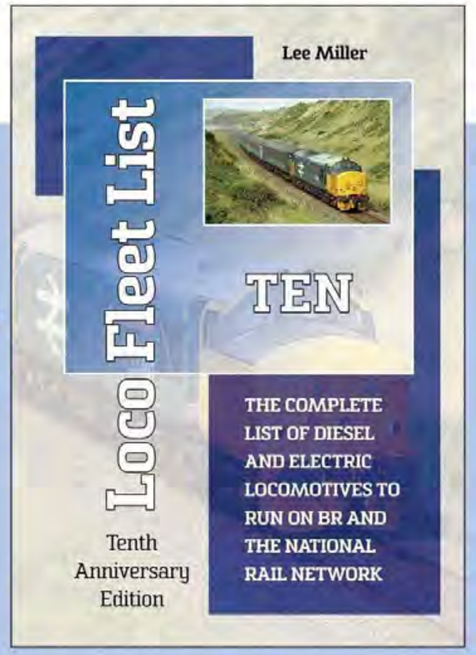
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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
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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

Significant step towards more resilient railway as new Dawlish sea wall takes shape

Plans to protect the vital rail artery to the south west from rising sea levels and extreme weather have taken a significant step forward despite challenging storm conditions.

Network Rail are installing a bigger sea wall in Dawlish, Devon, to protect the coastal railway line, as well as the iconic footpath that runs beside it, from the sea and on February 9th the resilience work reached a significant milestone as the first new panels, which form the main structure of the wall, were erected despite Storm Ciara.

The new sea wall is part of a series of measures along the coast to protect the only railway line that connects 50 towns and cities in Devon and Cornwall with the rest of the country.

In total, over 100 panels will be installed at Dawlish over the coming weeks and residents, visitors and rail passengers can now start to see how the structure will look.

Once this phase of construction has been completed, Network Rail's focus will turn to creating the wider, safer promenade which retains the views of the coast – a feature that the area is famous for.

David Lovell, senior programme manager for the South West Rail Resilience Programme said: "Despite challenging conditions, our team managed to get the first pre-cast wall panels in place last weekend.

"This is an important landmark in the Dawlish sea wall project, taking us one step further to protecting this iconic section of railway and the coastal footpath for generations to come."

Once the work to install and back-fill the panels is complete, track drainage will be put in, before construction staff then turn their focus to the promenade, where lighting, seating and surfacing work will be carried out.

Work is scheduled to be completed before the peak summer season.



LMS Class 5 4-6-0 No. 44871 runs around at Rawtenstall on the ELR before heading to Bury on February 2nd. *Gerald Nicholl*

Multi-billion-pound signalling contracts awarded to help deliver a more reliable railway for passengers

Billions of pounds will be invested in railway signalling over the next five years to improve the reliability of systems on Britain's railways, potentially enabling more trains to run.

Five framework contracts – worth an estimated £2.4bn over Control Period 6 (2019-2024), and up to £3.6bn including options to extend for the first two years of Control Period 7 (2024-2026) – will improve asset reliability and in turn reduce delays for the users of the railway – passengers and freight operators, while also increasing capacity on the network.

The frameworks, which went live on 31 January 2020, are split into five geographical lots. They have been awarded to:
•Alstom (Southern Region and Eastern region)
•Siemens Mobility Ltd (Scotland Region and North West & Central region)
•A joint venture between Hitachi Rail STS UK Ltd and Linbrooke Services Ltd (Wales & Western region)

These frameworks form part of a much wider new approach to commerciality for Network Rail, as it becomes more focused on securing better deals with the supply chain to deliver a better-value railway for passengers. The company's ambition is to become easier to work with and a more efficient and dependable partner, while breaking down barriers to make it easier for other organisations to invest in and build on the railway. Through a comprehensive efficiency portfolio encompassing over 1,000 initiatives, Network Rail will save £3.5bn over CP6.



Paul Wright, Network Rail's commercial director, said: "The major signalling frameworks are the final awards in a three-tier approach to signalling delivery for Control Period 6. The awards have gone to suppliers that, between them, have many years of signalling experience and will help Network Rail facilitate key signalling renewals safely and efficiently. We look forward to working with the successful suppliers to deliver signalling projects that are truly on the side of passengers and freight users."

Nick Crossfield, Managing Director, Alstom UK & Ireland, said: "Signalling is the backbone of a safe, reliable and high performance rail network for passengers. Alstom are proud to have been trusted by Network Rail to deliver these planned improvements in their two biggest regions over the next four years. We will be increasing the use of digital technology and automation, reducing cost and increasing reliability, and building on successful projects such as the Bristol Area Signalling Renewals and Enhancements Alstom delivered in the Western region last year. Inclusivity and diversity are at the heart of our plan, and we look forward to creating hundreds of new highly skilled jobs and up to 270 apprenticeships as we do so."

Rob Morris, Managing Director Rail Infrastructure for Siemens Mobility Limited, said: "These framework awards are great news, building on our strong relationship with Network Rail and an outstanding delivery record of which we are extremely proud. From Thameslink in London to the Highlands of Scotland, we have safely and successfully commissioned projects of varying scale and complexity, all which have increased the availability and performance of the railway."

Speaking on behalf of the Consortia, Jim Brewin, UK Country Lead, Hitachi Rail, and Jason Pearce, Managing Director, Linbrooke Rail, said: "On behalf of both organisations, this award is a significant honour and a reflection of our individual companies' successful track records in supporting UK rail. Working with our Wales and Western Network Rail partners, the consortia intend to deliver industry challenging connectivity and signalling technology for the benefit of passengers. We intend to draw upon Hitachi's global solutions and products in order to improve people's quality of life."

Passengers advised to plan ahead this Easter with Guildford area set for 10 days of improvement work

All lines in the Guildford area will be affected by improvement work between Friday 10 and Sunday 19 April 2020

Network Rail will carry out a large programme of improvement work in the Guildford area over Easter to provide a more reliable railway and better performing train services.
The junction at Guildford was last upgraded in the early 1980s and following almost 40 years of heavy traffic, plus a rising demand for services, engineers will install nearly a mile of new track to ensure a more reliable railway for years to come.
To provide power to trains more than a mile of new conductor rail will be installed whilst 41 track circuits, which tell signallers where trains are on the network, will be upgraded. The project has taken more than two years to plan and will take 12,000 man hours to complete.

Passengers should plan ahead and check before they travel with National Rail Enquiries or their train operator, as services are subject to changes and may take longer.

Mark Killick, Network Rail Wessex route director, said:"We would like to encourage passengers who travel through Guildford to plan ahead and check before they travel, as there will be a very limited number of services between Friday 10 and Sunday 19 April. We apologise for the disruption that our improvements will cause however this work is vital if we are to improve both the railway and train services in the area. Closing the line for 10 days will allow us to carry out much more work compared to a series of more limited weekend closures, which could take months."

Alan Penlington, South Western Railway Customer Experience Director, said: "These crucial works will increase the reliability of train services that travel through Guildford and help reduce disruption in the future. I realise there is never a convenient time to close the railway, but Network Rail has chosen to carry out these works over the Easter holidays when passenger demand is typically lower. I really appreciate the patience of our customers whilst the improvement works are carried out and I urge anyone who is traveling via Guildford over the Easter period to check before they travel."





Did you Know - Ken Mumford

Some more of the nations oddities this month:

3201 was the prototype of a class of 25 2-4-0 locomotives with large domes, outside frames and 17in x 26in inside cylinders designed by William Dean and built by the GWR at Swindon in 1884. This prototype [3201] was immediately sold to the Pembroke & Tenby Railway. This locomotive stayed there for some 12 years before returning to GWR ownership in 1896 when it gained the name of 'Stella' for the next 6 years.

There was a time when Churchward decreed that all outside-framed locomotives were to lose their rich red/brown paintwork for black! Was it a great disappointment for some early 20th century railway enthusiasts?

The last of a trio of French Compound locomotives purchased by the GWR and taken into their stock in June 1905 was 104. It was similar to the Paris-Orleans '3001' class - unnamed and with a plain chimney but to fit loading gauge requirements certain modifications were made. About a year after purchase its chimney received a copper cap and in 1907 104 was fitted with a nonsuperheater long-cone Standard No. 1 boiler and curved outside steam pipes, as well as receiving the name 'Alliance.'

Flanged rails continued in use until the 1920s [Peak Forest Tramroad] and until 1952 in the Forest of Dean.

An American visitor to the UK on a train struck up a conversation with an Englishman, "Do you know that you can board a train in Texas, and after travelling for 24 hours you'd still be in Texas?" The Englishman replied, "We have trains like that in this country."

The FIRST Standard Gauge train to leave Paddington Station was in October 1861 and the LAST Broad Gauge train to leave Paddington Station was the 10.15 am 'Cornishman' to Penzance on April 20th 1892.

DID YOU KNOW that in the Summer of 1939 the LMS owned ONE PIG FARM

National Rail

Class 59 001 passes Hungerford on February 14th with the Merehead to Colnbrook. Note the bell at this end only. *Michael Bennett*

A Different View

A West Midlands Railway's Class 172 crosses Malvern Common with a Birmingham New Street to Hereford service on February 7th. *Neil Pugh*

A Different View



On February 27th, this well kept box garden was noted at Leyland station and is a credit to the friends and staff who look after it. *Barry Longson*



With the mileage signpost to London and Holyhead on the station wall at Chester, TFW Class 158 839 is also glimpsed on departure for Holyhead on February 5th. *Steve Chapman*



This is the 'bay platform' for what was the former Abingdon branch at Radley Station. *Ken Mumford*

Preserved Railways

East Lancs Railway



Class 47 No. D1501 arrives at Rawtenstall on the rear of a service train from Heywood hauled by Class 25 No. D7629. *Michael Lynam*



On February 7th, Class 47 765 departs Irwell Vale with a service to Rawtenstall.
Michael Lynam



Class 25 No. D7629 shatters the peace of Ramsbottom as it departs with the 09:45 from Heywood to Rawtenstall on February 7th.
Jeff Nicholls

In failing light on a damp grey afternoon, LMS Class 5 4-6-0 No. 44871 passes Townsend Fold crossing heading for Bury, February 1st. *Gerald Nicholl*

Preserved Railways

East Lancs Railway

Class 45 108 opens up on Roch Viaduct with the 10:06 from Bury to Heywood on February 8th. *Jeff Nicholls*



Class 24 No. D5054 runs round its train at Heywood to join Class 25 No. D7629 to form the next working to Rawtenstall. *Michael Lynam*



Scotrail liveried Class 47 765 enjoys the winter sunshine on departure from Ramsbottom with the 10:35 Heywood - Rawtenstall service on February 7th. *Jeff Nicholls*

Preserved Railways

East Lancs Railway



Class 24 No. D5054 substitutes for 47 765 on the 10:44 'shuttle' service from Bury to Ramsbottom on February 8th. *Jeff Nicholls*



A most unusual combination as Class 14 No. D9531 'Ernest' double heads with 33 109 as they leave Ramsbottom with a service to Rawtenstall on February 7th. *Jeff Nicholls*



The afternoon sunshine catches Class 47 No. D1501 hauling the empty stock for the 15:02 'shuttle' service to Bury into Ramsbottom station on February 7th. *Jeff Nicholls*

East Lancs Railway

Getting another test run out, recently-restored L&Y 0-6-0ST No. 51456 pulls away from Heywood on January 29th. *Gerald Nicholl*

East Lancs Railway

A pairing of green Sulzer locomotives as Class 24 No. D5054 pilots Class 47 No. D1501 as they approach Heap Bridge with the 10:56 Rawtenstall to Heywood service. *Lee Stanford*

Preserved Railways

East Lancs Railway

Class 50 015 'Valiant' stands at Bury Bolton Street after arriving with the 13:22 Ramsbottom to Bury shuttle. *Lee Stanford*



On day one of the winter diesel gala, Crompton Class 33 109 is seen slowing for the Summerseat stop whilst working the 10:06 Rawtenstall to Heywood service. *Lee Stanford*



A pairing of Sulzer type 2 locomotives shows the different bodyside details as Class 24 No. D5054 leads later build Class 25 No.D7629 across Roch Viaduct with the 12:15 Heywood to Rawtenstall on February 7th. *Lee Stanford*

East Lancs Railway

Winter sunshine catches 'Warship' Class 42 No. D832 crossing Roch Viaduct at the head of the 10:56 from Rawtenstall to Heywood on February 8th. The Warship had taken over at Bury. Memories of childhood Cornish holidays for the photographer! *Jeff Nicholls*

Preserved Railways

East Lancs Railway



Class 47 765 departs Heywood and is seen at Green Lane crossing working to Hopwood with Class 42 No. D832 'ONSLAUGHT' on the rear.
Michael Lynam



Class 45 108, with Class 47 No. D1501 on the rear, departs Heywood and is about to pass Green Lane crossing for the short run to Hopwood.
Michael Lynam



Class 25 No. D7629 departs Rawtenstall with a service to Heywood on February 8th.
Michael Lynam

Preserved Railways

Churnet Valley Railway

American S160 No. 2253 'Omaha', is seen running round its train at Kingsley and Frogall on February 1st. *Richard Hargreaves*

Class 33 021 and 33 102 are caught at Ipstones on the rear of the last service of the day, February 1st. *Richard Hargreaves*

U.S.A. S160s Nos. 6046 and 5197 are seen in action at Kingsley and Frogall, February 1st. *Richard Hargreaves*





Preserved Railways

Epping and Ongar Railway

GWR Hall 4-6-0 No. 4953 ‘Pitchford Hall’ arrives at North Weald with a service from Ongar on February 23rd. *Derek Elston*



Class 117 DMU formed of Nos. 51342 and 51384 approach North Weald with the first working of the day, February 23rd. *Derek Elston*



Class 31 438 is seen stabled in the bay platform at North Weald on February 23rd. *Derek Elston*

Preserved Railways

Keighley and Worth Valley Railway



A series of photographs taken as part of the KWVR team overseeing the delivery of the new Bridge 11 components at Ingrow Yard, working alongside the Civils team overseeing the delivery. The photographs were taken throughout the day, January 29th, showing the extensive road and rail operations needed for the work, with the Class 20 and 37 diesel locomotives undertaking shunting and works train moves, the Bahamas Locomotive Society steam crane at the work site, the lorry deliveries of components and so on. All pictures taken with permission of the railway, from positions of safety under the supervision of the site foreman (including lineside shots at the worksite).

With the bridge components off-loaded onto flat wagons, Railfreight-liveried Class 20 031 propels the train through Ingrow Station towards the work site. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway



Continuing with the Bridge 11 replacement work, at the main work site, the BLS steam crane was being used to lift the new bridge components, with Class 37 075 stabled behind, January 30th. *Ben Bucki*



Whilst the BLS steam crane was being used to lift the new bridge components, Class 20 031 was waiting with the train carrying the rest of the parts. *Ben Bucki*



In preparation for the work, Vulcan No. D0226 is seen slowly passing the bridge site, propelling the ex-Tay Bridge maintenance wagon a few days earlier, January 17th. *Ben Bucki*

Keighley and Worth Valley Railway

Having been closed by flooding caused by storm Ciara the previous week ,the line was braced for storm Dennis the following weekend. Thankfully, the flooding wasn't as bad, though there was concern with the river levels already being swollen. On Sunday February 16th. BR Class 2MT No. 78022 battles with the wind as it heads south through Ingrow with a mid-day train from Keighley. *Ben Bucki*

Preserved Railways

Keighley and Worth Valley Railway





On February 16th, BR Class 2MT No. 78022 slogs its way south at Damems, beside the flooded viewing area, with the last steam-hauled service of the day to Keighley. *Ben Bucki*

On Sunday February 16th, the W&M Railbus heads north at Ingrow, beside the somewhat turbulent River Worth, with a service to Keighley. *Ben Bucki*



On January 25th, BR Jinty No. 47406 waits to depart Loughborough Central with an evening freight working during the GCR Winter Steam Gala. *Mark Pichowicz*

AN AUDIENCE WITH THE PRINCE OF WALES – P2 roadshow at Great Northern Hotel, Peterborough, 21st March 2020

The project to build Britain's most powerful steam locomotive is holding a series of roadshows across Great Britain in 2020. The A1 Steam Locomotive Trust, also the builders, owners and operators of 100mph famous new steam locomotive No. 60163 Tornado, has announced that it will be holding several presentations on the project to build new Gresley class P2 No. 2007 Prince of Wales in 2020. Entry into each roadshow is free with the third roadshow at Great Northern Hotel, Peterborough on Saturday 21st March 2020.

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

The third roadshow is at Great Northern Hotel, Peterborough. Each presentation will feature key Trust personnel including Mark Allatt (P2 Project Director) and/or David Elliott (Director of Engineering) and will cover the background to the project, progress to-date, future plans and details of how to get involved. The presentation will start promptly at 11:00hrs until 13:00hrs* on each of the days listed below and are open to existing supporters and members of the public:

- 21st March - Great Northern Hotel, Peterborough
- 18th April - Darlington Locomotive Works
- 23rd May - Nene Valley Railway, Wansford*
- 6th June - Hallmark Hotel, Carlisle *
- 4th July - Darlington Locomotive Works
- 23rd July - Jurys Inn Aberdeen, Aberdeen *
- 22nd August - Darlington Locomotive Works
- 3rd October - Darlington Locomotive Works
- 10th October - Great Northern Hotel, Peterborough
- 21st November - Darlington Locomotive Works



* Please contact the office (01325 460163) for timings as these are being planned around trains hauled by 60163 Tornado.

Public interest in seeing a new Gresley class P2 becoming a reality sooner rather than later is high:

- Our 'P2 for the price of a pint of beer a week' Covenant scheme has attracted over 930 Covenantors to-date
- The Boiler club now has 184 of its 300 people target
- The Motion Club has almost reached its target (160/175 people each donating £1,000)
- The Tender Club (59/250 people each donating £1,500) is starting to gain traction
- In addition, our Dedicated Donation scheme has already raised over £400,000
- The Founders Club recruited 360 members (target 100), and The Cylinder Club (100 members) and The Mikado Club (200 members) both reached their targets ahead of schedule

This means that the project has already raised – including Gift Aid – £2.7m and received pledges of £3.5m of the required £5m.

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

- Frames: engine's frames substantially complete and cab & and cab side & spectacle window frames fitted
- Cylinders & valves: 3D CAD design of the cylinder block and valve gear substantially complete
- Smokebox & fittings: smokebox assembled and trial fitted to the frames; chimney fitted
- Boiler: boiler design study completed; forged foundation ring corners manufactured & machined; regulator castings delivered; superheater header cast & machined; boiler cladding manufactured; boiler order placed with DB Meiningen for delivery in July 2021; foundation ring forgings and regulator castings despatched to Meiningen
- Fittings: many non-ferrous fittings are being cast and machined
- Brakes: work well advanced on manufacture of brake rigging and spring gear well underway
- Wheelsets: crank axle re-designed to comply with modern standards and manufactured; all engine wheelsets complete and fitted to engine
- Motion: all heavy motion ordered from order with Stephenson (Engineering) Ltd of Atherton, Manchester; first four forgings completed – more underway
- Valve gear: updated poppet valve gear design almost complete; components in manufacture
- Pipework: design well advanced and installation under way
- Electricals: significant progress on design and manufacture of electrical system; battery boxes approaching completion, belt driven tender alternator nearing completion; turbine wheel for steam turbo alternator manufactured
- Tender: frames being assembled by ID Howitt at Crofton; tank construction nearing completion by North View Engineering Solutions in Darlington; wheelsets returned from South Devon Railway Engineering to DLW
- Finishing: nameplates and chime whistle delivered
- Over £2.1m spent, £2.7m raised and £3.5m pledged of the required £5m.

Over the next 12 months, the Darlington based team aims for the following:

- Pony truck complete
- P2 boiler substantially complete
- Tender structurally complete
- Electrical trunking approaching completion
- Brake linkage complete
- Pipework layout complete, installation well under way
- Heavy motion fully delivered, coupling rods fitted
- Cylinder block fabrication nearing completion
- Valve gear in manufacture

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "The past five years have seen dramatic progress towards our aim of completing new Gresley class P2 No. 2007 Prince of Wales by the end of 2022. We are holding a series of free roadshow presentations in 2020 to promote the £5m project and at each we will cover the background to the project, our progress to-date, future plans and details of how to get involved. These presentations are open to anyone interested in the project and we are encouraging our existing supporters to bring along interested family and friends. Now is the time to get on board this ground-breaking project and help the Trust to raise the £5m needed to ensure its completion in 2022."

Photo: Progress No. 2007 Prince of Wales ©Mandy Grant/A1SLT

Class 56 032 passes Bayston Hill on November 1st 1996 with the 6V75 09:25 Dee Marsh Yard - Llanwern. *Keith Davies*

From the Archives



In typical Deltic style, a plume of white exhaust is seen as the driver applies power to Class 55 018 ‘Ballymoss’ as it departs from Newcastle with a Kings Cross to Edinburgh service on June 26th 1981. *Lee Stanford*





Class 47 547 departs Westbury on a London Waterloo to Exeter service, diverted due to engineering work on the normal route.
Michael Bennett

Class 37 171 departs Lincoln on December 31st 1979 with a Rectory Jct. - Lindsey tank train.
John Sloane

Class 37 429 passes Dorrington with the 08:50 Crewe - Cardiff Central 'Ruggex' on May 6th 1995. *Keith Davies*

From the Archives

Class 25 198 departs Chester on May 17th 1980 with a service to Manchester. *John Sloane*





Thompson LNER B1 Class No. 61158 photographed the week after being withdrawn from service at the side of Doncaster shed, April 30th 1966. *Dave Felton*

Class 58001 is seen at Doncaster Works reception area in January 1983. *Brian Hewertson*



Class 31 408 arrives at Bolton with a Manchester Victoria - Barrow service on July 1st 1993. *Michael Lynam*