Railtalk Magazine

Issue 122 | November 2016 | ISSN 1756 - 5030



Content

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 24 - Pictures
Pg 102 - News and Features
Pg 107 - Fares Advice
Pg 116 - Did you Know
Pg 117 - Different View
Pg 120 - Preserved/Industrial
Pg 146 - From the Archives

Submissions & Contributions

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

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

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

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover
Scotrail's Class 156 500 working the 1Y26 16:11 Oban - Glasgow Queens Street crosses Loch Awe Viaduct, on October 2nd. *Jonathan McGurk*

This Page
LMS Stanier Pacific No. 6201 'Princess Elizabeth' blasts towards the summit of Brewham Bank on September 20th with 'The Cathedrals Express'. *Gerald Nicholl*

Next Page
Daylight sightings of IEP test workings north of Doncaster are rare at present, but a 5 car unit is seen passing Colton Junction, October 3rd. *Neil Scarlett*

Railtalk Magazine

Welcome

Welcome to Issue 122 and your monthly roundup from across the UK.

Welcome to November, and who would have thought that the year would end with a UK voting out of Europe and Donald Trump as the next USA president! Smoothly flowing through to looking back at 2016, it's Calendar time. As many of you will know, each year we build a calendar with some of the finest photos to grace our inbox over the past 12 months. Look out in the next issue of the magazine for ways to get hold of a copy and should you have any last minute entries for the calendar please send them in to me straight away!

I was staggered this month by the amount of applicants for the driver positions at VTEC (Virgin Trains East Coast). It truly is great to see so many people with a passion for the railways and also wanting to pursue a career within the industry. This did however bring on a discussion in the office, how long do we have left with drivers in control on trains. I'm certain that there will always be someone in the cab, but the technology exists to have them drive themselves. Side-lining the DLR (which on a separate note celebrates it's 30th birthday next year), all our trains are very manual apart from AWS, TPWS and other safety devices. Yes signalling has improved dramatically and is becoming in many places computer controlled. However when it comes to controlling the actual trains we seem to be



very against the whole robot revolution. Maybe I'm completely out of touch and it has already been planned for future generations, but for the meantime, as pictured left, the future is IEP which are very much controlled by human!

It would be amiss if I didn't mention my favorite sector in this issue. This of course being Network Rail and the use of the RHTTs. Across the country we have a mixture of traction from various operators. As per the last few years Yorkshire has seen the use of Class 20s. Unfortunately or not depending on your taste in traction, traction has varied this year and we have seen Class 68s and Class 37s operating. - see photos within this issue.
Interestingly the unavailability of the Class 20s for use on lines that only they were cleared for, has led to Network Rail reviewing those restrictions and lifting some of them. So could this be the last year of Class 20 action, we certainly hope not.

So finally, as always, thanks to everyone for their continued support and for all the feedback we are still receiving for the updated magazine. Should you wish to submit material, please do get it touch (the email addresses are on Page 2) it's always greatly appreciated.

Andy Patten
Editor

Terms & Conditions

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

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

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

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

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

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

With Thanks

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

Charter Scene

Steam Dreams
The Cathedrals Express

There are signs of autumn but not much evidence of the super paint job on the locomotive due to reflections as LMS Pacific No. 6201 'Princess Elizabeth' flies through Purton with 'The Cathedrals Express' on October 5th.

Gerald Nicholl

Charter Scene

Spirit of the Lakes
The Salisbury Steamer

Class 57 316 arrives into Finsbury Park on October 15th, working the Doncaster to Salisbury charter. (Class 57 313 was on the rear). LMS Princess Royal Class No. 6201 ‘Princess Elizabeth’ took over the tour from Hanwell Loop for the run to Salisbury. *Class47*

Charter Scene

Pathfinder Tours
The Autumn West Highlander

Class 37 601 and 37 612 double head Pathfinder Tours' 'The Autumn West Highlander' 1Z56 09:27 Fort William - Oban, passing County March summit on October 2nd.

Jonathan McGurk

Charter Scene

C.F.P.S.
The East Lancs Firebrand

Class 40 No. 345 speeds through Swinton on October 1st heading the CFPS charter from Bury Bolton Street to Stratford-upon-Avon. West Coast's Class 57 313 was on the rear.
Class47

Charter Scene

C.F.P.S.
CFPS Positioning Tour

Class 40 No. 345 leads the 1Z47 12:35 Carnforth - Buxton past Combs Reservoir on September 30th. *Nick Clemson*

Charter Scene

C.F.P.S.
CFPS Positioning Tour

Class 40 No. 345 passes Broadoak Farm, Mobberley with 1Z48 15:39 Buxton - Castleton Hopwood on September 30th. *Nick Clemson*

Charter Scene

UK Railtours
The Magna Carta



A very gloomy day at Lincoln on October 8th saw LNER A1 No. 60163 'Tornado' pay a visit on a tour from London Kings Cross. Due to a reported suicide near Spalding, the tour had to be diverted via the ECML both ways, it should have arrived via the 'Joint line'. After arrival in platform 6, a bit photographically challenging for those on the station, we were then treated to some interesting stock moves. After disembarking all the punters, the entire train was set back beyond East Holmes and into the loop. *Steve Thompson*



Having run round, coupled up and brake-tested, the train then propelled all the way back to Lincoln Central. *Steve Thompson*



Before departing back to London Kings Cross, still in the gloom. *Steve Thompson*

Charter Scene

Statesman Rail
The West Highlandlander

West Coast's Class 57 601 (with 57 316 on the rear) works Statesman Rail's 1Z80 05:16 London Kings Cross - Fort William on October 7th. This was day 1 of a three day trip.

Jonathan McGurk

Charter Scene

Statesman Rail
The West Highlandlander

West Coast's Class 57 316 (With 57 601 on the rear) works Statesman Rail's 1Z81 09:19 Fort William to London Kings Cross.
This was day 3 of the tour, seen approaching Geilston level crossing, Cardross on October 9th. *Jonathan McGurk*

Charter Scene

Railway Touring Co.
THE CUMBRIAN COAST EXPRESS

Under overcast skies and with rain starting to fall, LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ puts on a fine display as it speeds north with the final ‘Cumbrian Coast Express’ of the 2016 season,October 15th.

Shep Woolley

Charter Scene

Railway Touring Co.
THE CUMBRIAN COAST EXPRESS

With autumn colours beginning to show and the oil burner on the rear hanging on for dear life, LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ charges south with the final ‘Cumbrian Coast Express’ of the season, October 15th.
Shep Woolley

Charter Scene

UK Railtours

The Yorkshire Coast Express

On October 15th, Class 66 150 stands at Doncaster on the rear of a London Kings Cross to Scarborough charter. *Richard Hargreaves*

Charter Scene

S.R.P.S.
The Fife Circle

On October 9th, dwarfed by the Forth Rail Bridge, LMS Class 5MT 4-6-0 No. 45407 ‘The Lancashire Fusilier’ works the SRPS ‘Fife Circle’ railtour from Tweedbank to Dalgety Bay. *Richard Jones*

LMS No. 45407 ‘The Lancashire Fusilier’ heads off the Forth Bridge on the SRPS ‘Fife Circle’ tour heading northbound from Tweedbank to Dalgety Bay with West coast’s Class 37 669 on the rear, October 9th. *Richard Jones*

Charter Scene

Vintage Trains
Excursion

GWR Castle Class No. 5043 ‘Earl of Mount Edgcumbe’ passes Gobowen, catching the last of the afternoon sun working the 1Z37 Chester - Tyseley on October 22nd. *Phil Martin*

Charter Scene

Branch Line Society

Cliffe Hopper

On October 7th, West Coast's Class 37 668 and 33 207 are seen top'n'tailing the 1Z40 Rugeley 'B' power station to Crewe, Branch Line Society's railtour as it departs Stafford. *Brian Hewertson*

Charter Scene

ECS and Light Engine Moves

On October 2nd, the 5Z28 Barnetby Rec - Carnforth passes Frodingham Jct. in a lucky burst of sunshine, unusually double-headed (they normally maintain the top and tail formation) with Class 57 316 piloting 57 601.
A couple of days activity in the Goods Yard had seen the removal, by lorry, of the HEA, which had been resident for the past year or two, and a VAA which had been stored in Trent Yard since time began. It looks like a BDA has also been made ready for collection. *Steve Thompson*

Charter Scene

ECS and Light Engine Moves

LMS Jubilee Class 4-6-0 No. 45699 ‘Galatea’ heads past Starrick’s Farm with a crew-training turn on October 19th. *Gerald Nicholl*

Charter Scene

ECS and Light Engine Moves



LNER A3 No. 60103 'Flying Scotsman' passes Golborne on October 18th working from the ELR to the NRM at York. *Jeff Nicholls*



West Coast's Class 47 245 and LMS No. 46115 'Scots Guardsman' are seen on the rear of the 5Z28 Burton Nemesis Rail- Carnforth, passing through Burton on September 26th. Class 47 237 was leading the train. *Stuart Hillis*



Horrendous conditions on October 18th, as LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' framed by Cragg Lane bridge returns to York from Bury. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves



Class 47 580 ‘County of Essex’ leads 47 746 ‘Chris Fudge’, 57 314 and 37 706 through Northampton running as 0Z43 10:35 Southall WCR to Carnforth Steamtown on October 19th.
Derek Elston



West Coast’s Class 47 760 passes through Northampton on October 31st working 5M43 10:19 Southall WCRC to Carnforth Steamtown.
Derek Elston



Class 68 021 and 68 016 work the 5Z17 Burton Nemesis Rail – Crewe Gresty Bridge past Burton having worked light from Derby to Nemesis to collect the Mk2 coach No. 17159, October 3rd.
Stuart Hillis

Charter Scene

ECS and Light Engine Moves

On October 18th, and with a break in the rain, LMS 5XP Class 4-6-0 No. 45699 'Galatea' trundles on its merry way to Hellifield during driver training. *Shep Woolley*

Colas Rail

Passing Clay Cross North Jct. on October 24th, Class 37 025 and 37 099 run light engine from Barrow Hill - Melton Mowbray. *Alan Rigby*

Class 56 113 working the 6E07 Washwood Heath - Boston Docks covered steel carriers, heads through Burton on September 27th. *Stuart Hillis*

Colas Rail

Class 70 802 and Railvac No. 4 depart Plymouth on October 16th, running as 6X54 to Westbury.
Steve Andrews

Colas Rail



Class 56 113 and 56 087 top'n'tail through Upper Battlefield with the 3S71 19:43 Shrewsbury Coleham - Shrewsbury Coleham RHTT working on October 17th. *Keith Davies*





Class 60 047 in charge of 6E32 Preston - LOR discharged bitumen tanks, passes through Scunthorpe on October 18th. *Steve Thompson*

Class 56 302 and 56 087 work the 6Z37 York Thrall Europa - Gloucester Horton Road, conveying this years RHTT set for operation from Gloucester, passing Burton on September 30th *Stuart Hillis*

Colas Rail

Class 56 087 and 56 113 top'n'tail the 3S71 19:43 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard through Hadnall on October 31st. *Keith Davies*

D.C.R.

On October 8th, Class 31 452 rolls through Derby, running light engine. *Class47*

Class 56 312 ‘Jeramiah Dixon’ is seen stabled alongside the station at Derby on October 5th. *Derek Elston*

DB Cargo

Class 90 018 and 90028 head south with a Coatbridge - Daventry intermodal through Acton Bridge on October 11th. *Michael Lynam*



On October 5th, having arrived in Latchford Sidings, Warrington, with empty car carriers from Garston, Class 66 105 has uncoupled from its train and is in the process of running round it. *Jeff Nicholls*



Class 66 143 leads the 09:36 Wakefield Europort to Felixstowe South intermodal through Doncaster on October 5th. *Derek Elston*

DB Cargo

Freshly painted Class 66 066 heads through Scunthorpe on October 12th working the 6H77 Biomass to Drax. *Steve Thompson*

Class 66 006 heads a loaded stone train through Leicester on October 29th. *Richard Hargreaves*

DB Cargo UK announces proposed redundancies

DB Cargo UK has announced proposed redundancies and changes to its business model in response to rapid and unprecedented changes in the markets it serves.
The company is proposing a potential reduction of its workforce by 893 roles across the business, a further downsizing of its locomotive and wagon fleet, and a revision of the number and locations of its operational sites.

The rail freight industry is facing unprecedented challenges with the dramatic decline in core markets such as coal.

Hans-Georg Werner, CEO of DB Cargo UK, said: “Responsible and successful businesses must evolve and reshape as their markets change and sometimes this means making tough decisions. Whilst this is a difficult time for all of us at DB Cargo UK, reshaping the company will enable us to build a business for the future and protect the majority of jobs. We are fully committed to supporting colleagues who may be at risk of redundancy.

“We firmly believe in the future of rail freight in the UK. Our motorways and roads are becoming more congested and rail offers fast and clean supply chain solutions. Our new business strategy will ensure we are a perfect logistics partner of choice for customers across all sectors, including construction, automotive and intermodal, long into the future.”

No final decisions have been taken at this stage. All of the proposals are subject to formal collective and individual consultations.



Class 66 181 passes Bayston Hill hauling the 6W13 12:13 Crewe Basford Hall - Llantwit Major on October 2nd. *Keith Davis*

DB Cargo



DB Class 90 040 and 90 039 approach Acton Bridge with a very smart looking Wembley - Carlisle engineers train on September 7th.
The train ran in the path of the cancelled Dollands Moor - Irvine clay tanks. *Neil Scarlett*



Class 66 106 approaches Mexborough on October 7th, running light engine from Doncaster Down Yard - Masborough.
Michael Lynam



Class 66 199 draws the 07:07 Dollands Moor Sidings to Daventry International Railfreight water train through Northampton on October 14th. *Derek Elston*

DB Cargo



Class 67 002 (with 67 018 on the rear) pass Irthlingborough Road working the 3J93 11:53 West Hampstead North Jct. to Toton T.M.D. RHTT on October 21st. *Derek Elston*





Class 66 199 passes through Acton Bridge on October 11th with a Dollands Moor - Ditton car component train. *Michael Lynam*

On October 11th, Class 66 035 and 66 068 approach Acton Bridge with a chemical train from Runcorn - Arpley which runs via Northwich. *Michael Lynam*

DB Cargo



Backlit by low Autumn sun, Class 66 105 passes Winwick at the head of an Arpley Yard - Ravenhead (St. Helens) sand working on October 12th. *Jeff Nicholls*





On October 27th, Class 59 204 hauls a Mendip Rail stone train through Reading.
Richard Hargreaves

Class 67 005 and 90 035 pass through Acton Bridge on October 11th, running light engine from Crewe TMD - Warrington Arpley.
Michael Lynam

DB Cargo

Just before the sunset on October 9th, Class 60 066 departs from the Down Goods at Frodingham Jct. with the 6M57 Lindsey - Kingsbury. *Steve Thompson*



Class 60 044 stands on the fuelling point at Peak Forest on October 24th. *Alan Rigby*



Class 59 005 hauls a stone train through Reading on October 27th. *Richard Hargreaves*

DB Cargo



Class 66 074 leads the late running 13:27 Radlett Redland Roadstone to Acton T.C. via Toton past Irthlingborough Road, Wellingborough on October 21st. *Derek Elston*



Class 66 005 passes Westerfield on October 26th working the 09:36 Wakefield Europort - Felixstowe. *John Balaam*



Double-headed Class 60s on the 6E54 Kingsbury - HOR on October 8th as 60 066, reflecting the state of the weather, is seen leading a somewhat brighter 60 074 through Lincoln. *Steve Thompson*

DB Cargo

Class 66 044 arrives at Peak Forest with a Warrington Arpley - Peak Forest working on October 24th. *Alan Rigby*



An interesting combination on 6X01 Trent Yard - Eastleigh on September 27th, as Class 66 044 and 60 091 are seen at the head of a load of long-welded rail on YEAs and an RDT, passing through Scunthorpe. *Steve Thompson*



Class 66 016 runs light engine round the back of Doncaster station on October 5th. *Derek Elston*

DB Cargo



Class 66 105 has run round its train of empty car carriers from Garston in Latchford Sidings and is ready to depart for the short trip to Arpley Yard on October 5th. The track it is standing on is the truncated remains of the line from Arpley Junction to Skelton Junction. *Jeff Nicholls*



Class 66 020 working the 6M57 Lindsey - Kingsbury loaded oil tanks, struggles with its heavy load through Burton on October 28th. *Stuart Hillis*



On September 29th, the daily rail job to Doncaster produced a Kirow Crane as well as the usual RDT as Class 66 087 passes through Scunthorpe Station with 6D75 Trent Yard - Up Decoy. *Steve Thompson*

DB Cargo



On October 18th, Class 66 184 hauling the 6X01 Scunthorpe - Eastleigh rail train, passes through Burton on Trent. *Stuart Hillis*

Wheely Good: DB Cargo UK introduces new wheel shop services

The UK's leading rail freight operator is enjoying a double celebration after creating world-class wheel lathe facilities and being awarded a prestigious industry accreditation.

DB Cargo UK has further improved its production capabilities by opening a new wheel lathe facility in Toton and has also been awarded key accreditation from the Railway Industry Supplier Approval Scheme (RISAS) to produce powered wheelsets at its workshop in Stoke.

Both developments mean that DB Cargo UK can now service and manufacture wagon and powered wheelsets for third parties, whilst also servicing its own fleet.

The new wheel lathe at Toton will also mean that DB Cargo UK can reprofile wheels on rail wagons without them having to be removed, which will provide an even quicker and more efficient service.

The Stoke workshop is operated by Axiom Rail, a sister company of DB Cargo UK.

The RISAS status granted at Stoke qualifies DB Cargo UK to manufacture powered wheelsets for part of its fleet, including its Class 66 locomotives, in addition to regular wagon wheelsets.

Andrew Byrne, Head of Maintenance at DB Cargo UK, said: "These developments build on DB Cargo UK's ability to service its own fleet and add to the services it can offer to external companies too. We've created world class facilities. This demonstrates DB Cargo UK's dedication to advancing technology and new innovations and developments."



DB Cargo



Class 60 066 works the 6E54 Kingsbury - Humber discharged oil tanks, through Burton on October 3rd. *Stuart Hillis*



Class 66 148 with the 6M96 Margam - Corby on September 28th comprising of only 3 wagons and 9 strip steel coils, passes Burton on Trent. *Stuart Hillis*



Class 66 035 with a Walsall Freight Terminal - Dowlow Brigg Sidings working, passes Clay Cross Jct. on October 24th. *Alan Rigby*

DB Cargo



Class 66 059 is seen here at Red Bank hauling the 6E16 Knowsley - Wilton refuse containers on October 5th. *Dave Harris*



On October 8th, Class 66 170 passes through Lincoln with the 6M00 Humber oil refinery - Kingsbury and 32 TEA tanks in tow. *Steve Thompson*



Class 66 156 hauling the 6X01 Scunthorpe - Eastleigh rail train passes Stenson Junction on October 14th. *Stuart Hillis*

Direct Rail Services

On October 3rd, Class 37 405 pulls into Acle with the 2P18 10:36 Norwich - Great Yarmouth.
Nick Clemson

Direct Rail Services



Class 57 007 hauls Class 40 No. D213 past Parkside Jct. on September 23rd, working from Crewe Gresty Bridge to Bury ELR.
Alan Rigby





Class 37 069 leads 57 305 through a vivid Autumn landscape at Winwick on October 12th with a light engine move from Crewe Gresty Bridge to BNFL at Sellafield. *Jeff Nicholls*

Class 68 005 approaches Acton Bridge on October 11th, running light engine on a loco move from Carlisle - Crewe. *Michael Lynam*

Direct Rail Services



Class 68 004 (with 68 024 on the rear) passes Brundall on October 28th with a Norwich - Lowestoft service. *Alan Rigby*





Class 68 003 passes through Scunthorpe station on November 2nd working the 6Z51 Trent Yard - York Works, comprising an RDT Manipulator and Power Wagon. *Steve Thompson*

Class 68 023 ‘Achilles’ works it’s first 6U77 Mountsorrel - Crewe Basford Hall, hauling loaded IOAs, through Burton on October 31st. *Stuart Hillis*

Direct Rail Services

Class 66 421 and 66 427 top'n'tail the 3S77 Kingmoor - Teesside - Kingmoor RHTT through Middlesborough on October 17th. This was the first working of the 2016 season through Middlesborough. *Michael J. Alderdice*

Direct Rail Services

Class 37 402 stands at Preston on October 7th, waiting departure with the 2C47 10:04 Preston-Barrow in Furness service. *Stuart Parkes*

Class 66 304 passes Kempseye, Shrewsbury with a diverted 4V38 08:20 Daventry Drs (Tesco) - Wentloog liner on October 27th. *Keith Davies*

Direct Rail Services

Delayed because of a points failure, Class 37 422 finally passes Hadiscoe with the 2J83 16:02 Lowestoft - Norwich on October 3rd.
Nick Clemson

The occasional Carlisle Kingmoor - Immingham Reception flask train provided a couple of Class 37s on October 12th as Class 37 059 and 37 218 work the 6Z44 past Frodingham Jct.
Steve Thompson

Direct Rail Services

Class 68 022 approaches Cantley with the 2J78 14:05 Norwich - Lowestoft on October 3rd.
Nick Clemson

Direct Rail Services

Class 68 024 is pictured on the rear of 2J78 14:05 Norwich - Lowestoft as it departs from Cantley on October 3rd. *Nick Clemson*



Class 37 716 and 68 017 are seen stabled at York on October 15th. *Richard Hargreaves*



On October 18th, Class 68 017 works the 6Z52, an empty RDT from Trent Yard to York Works through Scunthorpe station. *Steve Thompson*

East Midlands Trains

1D42, the 14:15 London St. Pancras International to Nottingham passes Irthlingborough Road, Wellingborough with power cars Nos. 43043 leading and 43058 on the rear, October 21st.
Derek Elston

Freightliner



Class 66 571 passes through Mexborough on October 7th working a Felixstowe - Rotherham Masborough liner. *Michael Lynam*



Class 70 019 and 70 016 double head the Felixtowe to Leeds liner through Doncaster on October 15th. *Richard Hargreaves*



Class 66 615 and 66 957 top'n'tail the 6Y68 07:55 Severn Tunnel Jct. - Crewe Basford Hall through Kempseye, Shrewsbury on October 15th. *Keith Davies*

Freightliner

Class 66 511 with a South Wales bound ballast train, heads past Baystan Hill, Shrewsbury on October 9th. *Phil Martin*



On October 3rd, Class 66 524 working from Knottingley - Crewe Basford Hall hauling a rake of hopper wagons, passes Burton on October 3rd. *Stuart Hillis*



Class 47 830 passes Golborne Jct. on November 1st, working a route learner from Crewe to Bamfurlong Jct. via Manchester. *Alan Rigby*

Freightliner

On October 21st, running 25mins late, Class 66 603 passes Irtlingborough Road working the 11:13 Theale Lafarge Fhh to Hope (Earles Sidings) Fhh discharge tanks. *Derek Elston*



Class 66 556 passes Westerfield with the 09:03 Bristol - Felixstowe liner on October 26th. *John Balaam*



Class 66 546 approach Acton Bridge on October 11th, with empty coal hoppers from Fiddlers Ferry power station - Ferrybridge power station. *Michael Lynam*

Class 66 511 is seen at Meole Brace with the 6Y66 08:47 Crewe Basford Hall SSM - Barry on October 9th. *Keith Davies*

Buxton's Battle of Somme heroes honoured in loco naming

A Freightliner class 66 diesel locomotive has been named "Poppy" in memory of 15 workers from Buxton Lime Firms (now Tarmac) who served and died in the Battle of the Somme.
A naming ceremony at Tarmac's Tunstead Quarry was attended by more than 50 people, including Andrew Bingham, MP for High Peak and members of The Royal British Legion who officially unveiled the engine.

Inspiration for the locomotive name was taken from a large copper poppy sculpture produced earlier this year by three Tarmac Buxton apprentices to commemorate the hundredth anniversary of the Battle of the Somme. An aluminium cast of the sculpture, which was made using 1916 manufacturing processes and features the name of the workers who lost their lives in the battle, has been fitted to the side of "Poppy" as a lasting tribute.

Commenting on the event, Viv Russell, lime and powders director at Tarmac's Tunstead site, said: "Tunstead has been a proud member of the local community for more than a century. We're really pleased to celebrate our local heritage and commemorate the bravery of those men who fought and died in the Battle of the Somme with this fitting tribute."

Poppy is part of the Freightliner locomotive fleet delivering limestone products over a five-year contract for Tarmac, awarded earlier this year as part of the leading sustainable construction solution company's expansion of its rail freight operations.

"Freightliner is privileged to partner with Tarmac to pay tribute to the 15 brave Buxton Lime Firms workers who lost their lives at the Battle of the Somme," said Adam Cunliffe, UK MD Freightliner. "Naming our Freightliner locomotive 66614 'Poppy' will serve as a continual reminder of the ultimate sacrifice made by many during WW1."



"In future, this locomotive will be seen hauling Tarmac's wagons of limestone or cement from Tunstead up and down the country, as we continue to provide a sustainable and economic solution for the transportation of Tarmac's bulk materials."

Each year, Tarmac transports around nine million tonnes of material by rail across the UK and the expansion of its rail freight capacity is helping towards the company's aim of reducing transport carbon by 10 per cent per tonne by 2020.

Freightliner

One of the workings of the year so far on October 5th as Class 70 006 ran light from Midland Road to Barnetby Reception to work 4G66 empty HXAs to Basford Hall. Not only are Class 70s rare around the Scunthorpe area, they are very unusual on coal workings anywhere nowadays. It is seen here passing through Scunthorpe Station. *Steve Thompson*

Freightliner



Class 66 957 and 66 615 top'n'tail the 6Y68 07:55 Severn Tunnel Jct. - Crewe Basford Hall through Kempseye, Shrewsbury on October 15th. *Keith Davies*



Class 70 003 heads south through Euxton on October 11th with a Coatbridge - Daventry intermodal. *Michael Lynam*



Class 66 587 leads the 12:05 Daventry International Railfreight to Southampton M.C.T. liner through Northampton on October 19th. *Derek Elston*

Freightliner

On a sunny October 5th, Freightliner Heavy Haul's Class 66 610 observes the 5 MPH slack through Crosfields Chemical Works, Warrington, with empties from Fiddlers Ferry power station to Ferrybridge power station. This service is taking some of the remaining stocks of coal from the now inactive Ferrybridge to Fiddlers Ferry at the rate of two trainloads per day several days a week. *Jeff Nicholls*

Freightliner



Class 66 623 approaches Acton Bridge on October 11th with a Bredbury - Runcorn bin train. *Michael Lynam*





Class 66 957 and 66 615 top'n'tail the 6Y68 07:55 Severn Tunnel Jct. - Crewe Basford Hall through Sutton Bridge on October 15th. *Keith Davies*

Class 66 545 approaches Acton Bridge with an empty bin train from Runcorn - Manchester Dean Lane, October 11th. *Michael Lynam*

Freightliner



On October 7th, Class 66 510 powers through Keckwick with the 4E10 coal empties from Fiddlers Ferry power station to Ferrybridge power station. *Dave Harris*



A slightly unusual working on October 16th with a part-loaded RDT returned to Scunthorpe from Basford Hall by Class 66 529 and 66 515 work 6Z66 through Althorpe Station and onto the King George V Bridge over the River Trent. *Steve Thompson*



Class 86 639 passes Acton Bridge on October 11th with a Ditton - Crewe Basford Hall working. *Michael Lynam*

Freightliner



Class 66 602 hauling the 6G65 Hope - Walsall loaded cement tanks, heads through Burton on October 3rd. *Stuart Hillis*



Class 66 558 approaches Westerfield whilst working the 15:46 Felixstowe - Doncaster on October 26th. *John Balaam*



Class 66 509 is seen departing Aberthaw Power Station sidings on October 27th with a rake of empties. *Ken Mumford*

Freightliner



Class 86 609 is seen coming off the flyover at Weaver Junction with the 4K64 Garston - Crewe on October 6th. *Dave Harris*



Class 66 544 (with 66 607 on the rear) pass Meole Brace with the 6Y67 09:45 Crewe Basford Hall SSM - Severn Tunnel Jct. on October 9th. *Keith Davies*

GBRf



4N80, the 11:28 Doncaster Down Decoy GBRf to North Blyth GBRf crawls through Doncaster behind Class 66 736' Wolverhampton Wanderers' on October 5th. *Derek Elston*



Class 66 779 'Evening Star' with just 3 empty wagons, works the 6K50 Toton - Crewe Basford Hall through Burton on September 27th. *Stuart Hillis*

GBRf



Class 92 038 formally 'Voltaire' and still sporting Caledonian Sleeper livery, heads across Dutton Viaduct with the 6L48 Garston - Dagenham empty IPA Cartics on October 6th. *Dave Harris*



On October 8th, Class 66 704 passes Lincoln University as it works 6M81 HIT - Ratcliffe coal, traffic recently won by GBRf from DB.
Steve Thompson



On October 11th, Class 66 735 crosses Mexborough Junction with a stone train from Cliffe Hill Stud Farm - Doncaster Up Decoy.
Michael Lynam

GBRf







A bit of a grey day on September 27th, sees Class 66 726 negotiating the undergrowth by the Outward Line at Scunthorpe on 6C09 HIT - Eggborough, this traffic just having restarted after a long absence. *Steve Thompson*

Class 59 003 'Yeoman Highlander' working the 6M83 Tinsley - Bardon Hill Quarry empty hopper wagons, passes Burton on September 28th. *Stuart Hillis*

Class 66733 works the 4M00 Mossend to Clitheroe empty cement tanks through Farrington Curve Junction (Lostock Hall) on October 19th. This is the first time a GBRf loco has done this working. It would seem that on this occasion the loco is a 'hire in' as the driver was a Healey Mills man. *David Hollowood*

GBRf



Class 66 779 leads 66 722 through Hasland with the 6M73 10:52 Doncaster Up Decoy Yard - Toton North Yard on September 29th. *Nick Clemson*

EQT Infrastructure II Announces Intent to Acquire GB Railfreight

EQT Infrastructure II ("EQT Infrastructure" or "EQT") has submitted, through an indirectly owned company within the Hector Rail group (the "Hector Rail Group" or "Hector Rail"), an irrevocable offer to acquire GB Railfreight Limited ("GB Railfreight" or the "Company") from Groupe Eurotunnel SE ("Groupe Eurotunnel"). The proposed acquisition is an integral part of EQT's strategy to create a leading independent pan-European rail freight operator.

Founded in 1999 by the current CEO John Smith, GB Railfreight is the third largest rail freight operator in the UK, and provides a wide range of rail transport solutions and rail services to its customers. The Company's team of 650 people operates over 1,000 trainloads a week, moving ~15% of UK's rail freight. GB Railfreight has a fleet of over 130 locomotives and 1,100 wagons, transporting goods for customers including Drax, Network Rail,

EDF Energy, MSC UK, Aggregate Industries and Tarmac.

"We would be very pleased with EQT as our new owner and strongly believe that EQT's industrial approach and network, extensive rail freight experience and access to capital would be of valuable support to GB Railfreight in our continued growth ambitions", says GB Railfreight's CEO and founder John Smith.

"GB Railfreight is a company that understands its customers, staff, and the industry in which it operates. The focus on innovation and delivery of outstanding customer service are two key factors that make us believe that GB Railfreight would be an excellent fit with Hector Rail. We look forward to working in close partnership with GB Railfreight's management team, to support the company in its continued growth ambitions", says Bo Lerenius, Industrial Advisor to EQT and Chairman of the Hector Rail Group.

The acquisition is subject to consultation with Groupe Eurotunnel's staff representative bodies, after which EQT Infrastructure and Groupe Eurotunnel are ready to quickly move forward with the transaction and enter into binding agreements.

GBRf



Class 66 711 crosses Shifnal Viaduct on October 21st working the 6V09 Tinsley - Coton Hill stone train. *Phil Martin*





On October 18th, a celebrity Class 66 (if there can be such a thing), as Class 66 779 passes through Scunthorpe Station working 4R79 Down Decoy - HIT. *Steve Thompson*

Class 66 766 passes Madeley Jct. on October 12th with the 6V09 Tinsley - Coton Hill stone empties. *Phil Martin*

GBRf



Class 20 107 and 20 096 with barrier wagons, LUL 'S' stock Nos. 65 and 66, and with 20 905 and 20 314 on the rear, work 7X10 Amersham - Derby Litchurch Lane through Burton on October 18th. The sets were heading to Derby for signalling modifications. *Stuart Hillis*



Class 66 711 'Sence' passes Charlton with the 6V09 10:51 Tinsley Yard - Coton Hill GBRf on October 21st. *Keith Davies*



Class 66 760 'David Gordon Harris' hauls Caledonian liveried Class 92 018 through Burton on October 18th as 0Z33 Crewe - Loughborough Brush. *Stuart Hillis*

GBRf



Class 66 722 in new Maritime livery and named ‘Maritime 1’ working the 6M83 Tinsley - Bardon Hill Quarry empty hopper wagons, passes Stenson Junction on October 14th. *Stuart Hillis*



Class 66 737 ‘Leisa’ tows 47 853 (the former ‘Rail Express’) as 0E53 Carlisle - Barrow Hill, through Burton on October 10th. *Stuart Hillis*



Class 66 711 ‘Sence’ is seen at Coton Hill Shrewsbury with the 6V09 10:51 Tinsley Yard - Coton Hill GBRf on October 17th. *Keith Davies*

GBRf



Pseudo-West Coast-liveried Class 66 743, looking rather filthy, works through Scunthorpe with the 4R79 Down Decoy - HIT coal empties on October 31st. *Steve Thompson*



Class 66 716 'Loco & Carriage Institution' works the 6E35 Cardiff Green Energy - Port Clarence with 6 tank wagons, passing through Burton on October 15th. *Stuart Hillis*



Class 66 766 working the 6M83 Tinsley - Bardon Hill Quarry hopper wagons, passes Moira on October 13th. *Stuart Hillis*

Great Western Railway



InterCity liveried power car No. 43185 leads the 1A17 Plymouth to London Paddington away from Plymouth on October 16th. *Steve Andrews*





Power car Nos. 43188 and 43195 stand at Reading on October 27th, working to Bristol and Plymouth respectively. *Richard Hargreaves*

On October 12th, power car No. 43002 stands alogside 43093 at London Paddington. *Keith Hookham*

Great Western Railway

Power car No. 43172 is seen on the rear of a London Paddington bound service at Reading on October 27th. *Richard Hargreaves*

Network Rail

In late October, due to unavailability of the diagrammed Class 20s, DRS provided Class 68s and Class 37s to work the Yorkshire RHTT circuit. On October 31st, Class 68 003 passes through Selby heading towards Hull and Bridlington.
Class47

Class 37 716 crosses the River Ouse at Selby on the rear of a RHTT service to Hull.
Class47

Network Rail



Class 37 219 and 37 175 top'n'tail the 1Q55 Tyseley - Derby up Hencote Bank on October 7th. *Carl Grocott*





The Yorkshire RHTT season finally got under way on October 17th, nearly a fortnight later than last year. Class 20 308 heads the first working through Scunthorpe Station, with 20 312 on the rear working 3S13 Wrenthorpe Rec - Grimsby Town. *Steve Thompson*

Colas Rail's Class 37 421 formally named 'The Kingsman' propels the 3Z02 Derby - Carlisle test train through Winwick Jct. on October 2nd. *Dave Harris*

Network Rail



On November 2nd, the 3S14 Grimsby Town - Bridlington was lead by Class 37 605, with 37 609 on the rear. Here they are seen passing through Scunthorpe station. *Steve Thompson*



Class 37 175 and 37 219 top'n'tail the 1Q48 Derby RTC - Tyseley via the East and West Midlands test train, passing Moira West Junction on October 4th. *Stuart Hillis*



On October 31st, the 3S14 Grimsby Town - Bridlington, worked by Class 37 716 and 68 003 approaches Scunthorpe station, running half an hour late, having been stuck behind a coal train at New Barnetby which had activated the Croxton Wheelchex. *Steve Thompson*

Network Rail

Colas Rail's Class 56 302 crosses Malvern Common at the rear of a rail head treatment train on October 29th. *Neil Pugh*

On November 1st, presumably due to some sort of equipment fault, the Peterborough - Barnetby RHTT was cancelled, the set being at York. Class 66 065 and 66 145 worked it as 3S41 York - Barnetby, to pick up the return working to Peterborough, seen here passing through Scunthorpe. *Steve Thompson*

Power cars Nos. 43014 and 43062 work the Network Rail New Measurement Train across Malvern Common on October 27th. *Neil Pugh*

Network Rail



GBRf on tour as Class 73 119 ‘O.V.S. Bulleid CBE’ leads the 3W90 04:25 Tonbridge West Yard GBRf to Tonbridge West Yard GBRf leaf buster through East Croydon with 73 119 on the rear, on October 15th. *Derek Elston*





Class 73 963 and 73 965 working a Derby (Network Rail) - Crewe LNWR via Chester, Wrexham and the Merseyrail system, passes Clay Cross Jct. North on October 24th.
Alan Rigby

InterCity liveried Class 37 254 stands at Oxford on October 27th with a test train.
Richard Hargreaves

Network Rail

Class 66 238 leads 66 160 on the 3J14 St. Blazey to Par RHTT through Plymouth on October 16th. *Steve Andrews*

Network Rail

Class 97 302 stands at Machynlleth on October 14th whilst working the 3S71 Coleham - Coleham RHTT diagram. *Carl Grocott*

Network Rail

Class 67 018 and 67 002 top'n'tail the West Hampstead to Toton RHTT working through Leicester on October 29th. *Class47*



Class 20 312 (with 20 308 on the rear) heads through Scunthorpe on October 18th working the 3S14 Grimsby Town - Bridlington RHTT.
Steve Thompson



On October 13th, Class 97 302 awaits at Coleham Yard with the RHTT set alongside 97 304.
Keith Davies

Rail Operations Group



Class 56 098 leads 37 884 working as 0Z56 10:31 Eastleigh Arlington (Zg) to Leicester L.I.P. passing Irthlingborough Road, Wellingborough. on October 21st. *Derek Elston*



Class 37 800 is photographed stabled at the north end of Derby station on October 5th. *Derek Elston*

Units: DMUs and EMUs

On October 15th, 1H06, the 09:17 London Victoria to Littlehampton and Eastbourne approaches East Croydon formed of Southern's Class 377 462, 377 423 and 377 114. *Derek Elston*



East Midlands Trains' Class 222 008 heading to London St. Pancras and 222 013 working a Sheffield service stand at Leicester on October 29th. *Richard Hargreaves*



On October 11th, Northern's Class 142 095 calls at Mexborough on a service from Sheffield to Scunthorpe. *Michael Lynam*

Units: DMUs and EMUs







London Midland's Class 170 631 working a Birmingham New Street to Hereford service crosses Malvern Common on October 27th. *Neil Pugh*

Greater Anglia's Class 153 306 arrives at Westerfield on October 26th working the 2R21 15:28 Felixstowe - Ipswich service. *John Balaam*

On October 31st, a rarity as both re-liveried TransPennine Express Class 185s stand together at Sunny Scunny! Furthermore, Class 185 123 now sports the ever-popular poppies on the front ends, which looks slightly odd when it matches up to the rest of it, but nice all the same. *Steve Thompson*

Units: DMUs and EMUs

Northern's Class 142 026 departs Doncaster on October 5th working the 10:19 Scunthorpe to Lincoln Central service. *Derek Elston*

Greater Anglia's Class 156 418 calls at Acle with the 2P15 10:17 Great Yarmouth - Norwich service on October 3rd. *Nick Clemson*

Units: DMUs and EMUs

TransPennine Express' Class 185 104 in Manchester Pride livery arrives into Doncaster on October 5th working the 1B72 09:55 Manchester Airport to Cleethorpes service. *Derek Elston*



Great Western Railway's Class 166 202 arrives at Blackwater working the 2V61 12:34 Redhill - Reading service on October 12th. *Keith Hookham*



On October 27th, Arriva Trains Wales Class 150 255 working an Aberdare service crosses PorthKerry Viaduct. *Ken Mumford*

Units: DMUs and EMUs







East Midlands Trains' Class 158 774 is seen on the rear of Norwich - Liverpool Lime Street service at Clay Cross on October 24th. *Alan Rigby*

Southern's Class 377 469 leads the 1B06 08:32 Brighton to London Bridge whilst Thameslink's 387 107 is on the tail of the 1W13 07:40 Bedford to Brighton at East Croydon. *Derek Elston*

Great Northern's Class 317 344 and 317 339 are seen arriving at Finsbury Park working 2Y89 10:00 Letchworth - London Kings Cross service on October 14th. *Keith Hookham*







Units: DMUs and EMUs

On October 13th, Abellio Greater Anglia's Class 317 658 and 317655 stand at London Liverpool St. about to work the 2H46 17:14 London Liverpool Street - Cambridge service. *Keith Hookham*

East Midlands Trains' Class 153 311 arrives into Doncaster on October 5th working the 2K26 08:40 service from Sleaford. *Derek Elston*

Greater Anglia's Class 156 407 passes the marina at Haddiscoe with the 2J81 14:57 Lowestoft - Norwich service on October 3rd. *Nick Clemson*

Units: DMUs and EMUs

The 12:33 Hull - London Kings Cross working passes the Humber Bridge at Hessle on a sunny August 26th. *Neil Scarlett*

Units: DMUs and EMUs



On October 23rd, fresh from refurbishment at Kilmarnock, Northern's Class 158 752 in its new livery stands at Blackburn on what is believed to be first day out, about to work the 1B17 Blackburn to York service. *David Hollowood*



A look at the interior of Northern's refurbished Class 158 752. *David Hollowood*

Units: DMUs and EMUs



First TransPennine Express' Class 350 407 passes Parkside Jct. on September 23rd working the 1M92 Glasgow Central - Manchester Airport service. *Alan Rigby*





East Midlands Trains' Class 222 001 working a London St. Pancras - Sheffield service, passes Clay Cross North Jct. on October 24th. *Alan Rigby*

Great Western's penultimate Class 387, No. 387 137 leads 387 135 through Northampton working the 10:33 Wembley Euro Freight Ops Centre to Crewe on October 4th. *Derek Elston*

Units: DMUs and EMUs

On October 18th, South West Trains' Class 158 888 enters Redbridge station from the Romsey line, with a Salisbury to Romsey working. This service runs as a 'figure of 6', Salisbury - Romsey - Southampton - Eastleigh - Romsey and return. *Stewart Smith*

Units: DMUs and EMUs



The first of c2c's Derby built Class 387s, Nos. 387 302 and 387 301 pass Northampton on the 10:33 Wembley Euro Freight Ops Centre to Crewe test run on October 14th. *Derek Elston*



Abellio Greater Anglia's Class 153 306 and 153 314 approach Brundall on October 28th working a Lowestoft - Norwich service. *Alan Rigby*



East Midlands Trains' Class 153 326 and 153 308 working the 1K13 Derby - Crewe service passes Stenson Junction on October 14th. *Stuart Hillis*

Units: DMUs and EMUs



East Midlands Trains' Class 222 002 works the 1F40 13:58 London St. Pancras International to Sheffield passing Irthlingborough Road, Wellingborough on October 21st. *Derek Elston*





Northern's Class 144 021 waits for departure time at Scunthorpe on September 27th, with the 2R42 Scunthorpe - Sheffield service. *Steve Thompson*

C2C's Class 387 303 and 387 304 ease through Northampton working a Wembley Freight Operations Centre to Crewe mileage accumulation run on October 25th. *Derek Elston*

Units: DMUs and EMUs





South West Trains' Class 444 001 is on a Waterloo to Weymouth working as it passes Redbridge on October 18th. Maritime FLT can be seen in the distance. *Stewart Smith*

Southern's Class 171 806 departs East Croydon on October 15th working the 1E16 08:34 Uckfield to London Bridge service. *Derek Elston*



Class 158 954 calls at Redbridge on a Bristol Temple Meads to Portsmouth Harbour working for Great Western Railway. Strangely whilst there are many Class 165s in new GWR green, but seemingly only a couple of Class 158s. *Stewart Smith*

Units: DMUs and EMUs



A South West Trains' Class 444 crosses the River Test on an Poole to Waterloo working on October 18th. This photo is taken from Redbridge Wharf Park, a small area of land gifted to the City of Southampton by ABP. The land was formerly part of Redbridge Sleeper Works. *Stewart Smith*



Greater Anglia's Class 170 273 passes Westerfield whilst working the 2D84 15:17 Ipswich - Lowestoft service on October 26th. *John Balaam*



On September 23rd, Northern's Class 319 369 heads through Parkside Jct. working the 1H46 Liverpool Lime Street - Manchester Airport service. *Alan Rigby*

Units: DMUs and EMUs

Three Northern Class 150/2 units forming the 2H03 14:29 Buxton - Manchester service, pass Combs Reservoir on September 29th.
Nick Clemson

Virgin Trains adds late weekday London to York service

Virgin Trains is introducing eight new services connecting York to London throughout the week with an additional 22h57 London departure allowing customers to catch a West-end show or enjoy one more drink with friends before heading home.

The extra weekday services will also call at Peterborough, Grantham, Newark North Gate and Doncaster and will result in 5,000 extra seats between York and London over the course of a week.

The additional services which come into place from the 12 December will also include extra Sunday trains that will answer the high demand from passengers to travel more frequently to the UK's capital and provide useful opportunities for last-minute Christmas shoppers to head to London.

David Horne, Managing Director for Virgin Trains on the east coast said: "This is a great boost to our customers travelling along the east coast and especially to and from York and London.

"Having invested heavily into the customer experience, upgrading our train interiors and launching a new on board streaming service, the journeys will fly by."

These changes to the timetable come as Virgin Trains nears completion of a total overhaul of its trains ahead of the introduction of the state-of-the-art fleet of new Azuma trains in 2018, which will transform journeys on the east coast route.

Virgin Trains is investing £140m into its east coast route as part of its commitment to the eight year franchise. It has already invested £20m in refurbished carriages and provided a Netflix-style steaming service as part of its customer service improvements.

Virgin Trains East Coast



Power car No. 43206 stands at a wet London Kings Cross on October 15th, working the 21:00 service to Newcastle. *Class47*

Virgin Trains Launches The 'Never-Ending Ticket' - The World's First Ever Ticket Relay

Every day a lucky customer will get a free First Class journey anywhere on the West Coast route. At the end of their journey, the ticket then will be passed to the next customer to travel withThe ticket will be passed on from person to person and co-ordinated via social media for all journeysThe 'Never-Ending Ticket' will live on forever as long as the social media community keeps it alive To enter, customers must tweet @VirginTrains where they want to go and why

Virgin Trains has unveiled the world's first 'Never-Ending Ticket', a special First Class ticket which will be continuously passed between customers, allowing each passenger a complimentary First Class journey with Virgin Trains on the West Coast.

Whether it's a business trip, a visit to friends at university, or a trip to explore some of the best cities Britain has to offer, Virgin Trains' 'Never-Ending Ticket' is the most unique way to travel the length of the UK.

To use the 'Never-Ending Ticket', customers must take part in the game by tracking its movements along the route and then tweet @VirginTrains with the hashtag #NeverEndingTicket, along with their reason for travelling and where they would like to go. @VirginTrains will then pick a winner at random and arrange for them to collect the 'Never-Ending Ticket' from the last lucky person who used it. The process will then repeat itself again and again as the ticket goes on an amazing continuous journey around the West Coast route. The 'Never-Ending Ticket' will live on and on as long as the social media community keep it alive. The ticket will be allowed three fails before the relay ends so this really is a game that lives and dies by our customers' involvement.

Patrick McCall, Co-Chairman for Virgin Trains, said, "Virgin Trains' 'Never-Ending Ticket' is the first of its kind in the world and will give more people the opportunity to travel to some of the amazing destinations that we have on our route. We can't wait for the social community to get in on the game and help the 'Never-Ending Ticket' to live as long as possible, whilst celebrating the personality and fun that has made Virgin Trains famous. Let's see how long our customers can keep it going!"
Virgin Trains' 'Never-Ending Ticket' works as follows:

- 1.@VirginTrains will tweet where the 'Never-Ending Ticket' is located.
- 2. Customers travelling from that area can tweet @VirginTrains with #NeverEndingTicket, where they want to go, and why.
- 3. Virgin Trains will pick a winner at random and alert the winner, with instructions on where and how to pick up the ticket.
- 4. Once the customer has defined their final destination, @VirginTrains will then again announce where the ticket is headed, and customers in that area will have the chance to enter to pick up the ticket and continue its journey.
- 5. Once a new winner is chosen, Virgin Trains will advise on how the ticket is handed over from winner to winner.
- 6. And the process repeats and repeats and repeats.
- 7. The 'Never-Ending Ticket' will fail if it remains uncollected or inactive for a 24 hour period. The ticket will be allowed three fails before the game ends.
- 8. The 'Never-Ending Ticket' is only for use on Virgin Trains on the West Coast.

Virgin Trains East Coast



East Coast goes West Coast, as power cars Nos. 43208 and 43277 work the 1S17 London Kings Cross - Aberdeen service are seen here at Carlisle on October 15th, diverted due to engineering work north of Newcastle. *Carl Grocott*

Virgin Trains East Coast



1D11, the 11:05 London Kings Cross to Leeds service arrives into Doncaster on October 5th with East Midlands Trains power cars Nos. 43081 and 43058 in charge. *Derek Elston*

More than 15,000 apply for Virgin Trains Azuma driver jobs

Nearly 200 applicants for each post resulting from biggest driver recruitment drive on east coast route since 1980s

New recruits to start in January, ahead of Azuma train fleet roll-out in 2018

More than 15,000 candidates have applied to drive Virgin Trains' revolutionary new Azuma trains following the biggest recruitment drive on the east coast route since the 1980s.

The overwhelming response, which equates to nearly 200 applications per post, comes as Virgin Trains gears up for the launch of the new fleet in 2018. The Virgin Trains talent team has now started sifting through the thousands of applications after the closing date.

The 78 new drivers will work from depots between London and Edinburgh and are due to start a year-long development programme in January 2017.

A spokesperson for Virgin Trains said: "We have received a huge amount of interest in this fantastic opportunity at Virgin Trains on its east coast route. We're really excited that so many people want to come and join our fabulous company! The Talent team are working hard to process and update all of the applications we received. Those who have been successful in getting through the first stages of the process will be invited to attend a selection day which will include a variety of assessments and exercises that will bring the best talent into our business."

Over the course of a year trainees will take part in a mix of classroom-based and 'on the job' learning at different locations on the east coast route. Modules range from track safety, understanding operational route risks and emergency situations to getting to know the traction they will be driving.

New recruits also go through rigorous immersive practical learning including driving Virgin Trains' state of the art simulator in order to familiarise themselves with the cab and build train handling experience.

When they launch in 2018, the 65 Azuma trains, built in the UK by Hitachi, will be amongst the most advanced trains on the UK's rail network.

Virgin Trains East Coast



Power car No. 43300 leads the 1E13 Inverness to London Kings Cross out of Doncaster on October 15th. *Richard Hargreaves*



Class 91 110 stands at York on October 15th, working a London Kings Cross to Newcastle service. *Richard Hargreaves*

Scotrail



Class 170 407, in BTP livery, stands at Glasgow Queens Street prior to working the 1R44 11:45 Glasgow Queens Street - Edinburgh Waverley service on September 24th. *Jonathan McGurk*



Network Rail MPV Nos. DR 98907 and 98957 working the 3S91 12:11 Airdrie - Mossend D.Y. RHTT is photographed as it passes through Bowling on October 6th. *Jonathan McGurk*



Class 380 114 working the 2D64 22:05 Paisley Canal - Glasgow Central is seen upon arrival into Glasgow Central on October 8th. *Jonathan McGurk*

Scotrail

Class 320 303 working the 2V53 16:59 Cumbernauld - Dumbarton Central approaches Glasgow Queens Street on October 7th.
Jonathan McGurk

Scotrail



LMS Black 5 No. 45407 and support coach work the 5Z15 09:12 Fort William T.C. - Thornton T.C. seen passing through Bowling on October 8th.
Jonathan McGurk

Going Underground

London Underground ‘A’ stock RAT heads through Harrow on the Hill on October 22nd.
Class47

Midland Metro



On October 1st, Midland Metro Urbos 3 tram No. 19 approaches Wednesbury Great Western Street bound for Birmingham Grand Central. *Derek Elston*



Tram No. 15 stands outside Birmingham New Street station on October 15th, working a service to Wolverhampton. *Richard Hargreaves*

Sheffield Supertram





On September 6th, tram No. 124 passes Park Square on route Y to Meadowhall. *Michael Lynam*

Tram No. 120, in Sheffield Corporation colours, heads through Park Square on route B to Halfway. *Michael Lynam*

Tram No. 108 negotiates the point work at Park Square on route Y to Meadowhall. *Michael Lynam*

Nottingham Trams







Tram No. 209 arrives at Nottingham Railway Station on a service to Phoenix Park. *Michael Lynam*

Tram No. 211, in an allover advertising livery for Alstom, approaches Nottingham Railway Station on a service to Clifton South. *Michael Lynam*

Tram No. 217 travels along Victoria Street, approaching the Lace Market stop. *Michael Lynam*

‘Proud’ Hull Trains will Showcase City of Culture Status on its Units

Hull Trains has rebranded its 180 units to showcase the 2017: City of Culture logo to all passengers across its Hull to London route.

The rebrand came ahead of its involvement in transporting 22 national, London-based journalists to the city on 22nd September to attend the launch of the 2017 events programme.

At the same time, the company has replaced its ‘First Hull Trains’ logo with its more widely-recognised ‘Love Hull Trains’ logo to represent its pride in its home town.

Will Dunnett, Managing Director at Hull Trains explains: “Last year, we rebranded ourselves through our Love Hull Trains campaign to more closely acknowledge our roots as well as our unswerving commitment to keep the people and businesses of Hull and East Yorkshire more closely connected to the capital.

“We are incredibly proud of our city and the people within it. We have some very loyal customers and colleagues who have reacted very positively to this. As a company we continue to buck the national trends in passenger growth and we are consistently top of national leagues for customer service and best value.

“All our on-board team are local people and the vast majority of our colleagues hail from the region. This is just one way that we can thank the city and its people for ‘looking after their own’.”

Hull Trains was also selected to bring the UK’s media into the city of the City of Culture events launch.

Will says: “We were delighted to represent Hull to the nation’s media. The journalists’ experience of what makes Hull unique, in terms of the welcome and exceptional service we give, began from the moment they stepped on to our ‘Love Hull Trains’ service.” Hull Trains will continue to invest in its fleet and operations over the next few months to ensure it remains Britain’s best-loved operator throughout 2017 and beyond.





Fares Advice with RailUK

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

Greater Manchester Wayfarer and new NR Conditions of Travel

The Greater Manchester Wayfarer ticket is great value at £12, or £6 concessionary (over 60’s). It extends as far as Grindleford in the Peak district on the Manchester-Sheffield (Hope Valley) line.

Presumably, given the new conditions of carriage, combined with an off-peak day return Grindleford-Sheffield for £4.30 (£2.85 senior), this combination should now be valid on East Midlands or Transpennine fast trains Manchester - Sheffield, rather than just on the Northern Rail two-hourly service stopping all stations?

I can’t see anything in the GMWayfarer conditions which would contradict this. Can anybody else?

The same would be true for fast trains to Crewe, with a Holmes Chapel - Crewe OPDR, for Liverpool with an Earlestown-Lime St OPDR, for Huddersfield or Leeds with an OPDR from Greenfield.

The removal of the requirement to stop at the last Wayfarer area station is a real game-changer.

14.1 Unless shown below, you may use a combination of two or more Tickets to make a journey provided that the train services you use call at the station(s) where you change from one Ticket to another.

14.2 If you are using a Season Ticket, daily Zonal Ticket, or another area based Ticket such as a concessionary pass, ranger or rover in conjunction with another Ticket and the last station at which one Ticket is valid and the first station that the other Ticket is valid are the same, then the train does not need to call at that station for your combination to be valid.

14.3 Some Tickets specifically exclude their use in conjunction with other Tickets. This will be made clear in the terms and conditions when buying such Tickets, and you cannot use such a Ticket in conjunction with another except as set out in 14.1 above.

A: On at least one occasion a TPE guard has taken issue with this and tried to penalise the customer. They were not charged purely due to the train reaching its destination.

Whilst the majority of TPE guards are brilliant, and will probably pass the combination, it would be worth having a copy (physical/digital) of the new Conditions on your person.

And yes, valid, as there is no gap in validity.

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!

In a blaze of very welcome autumn sunshine, LMS No. 6201 ‘Princess Elizabeth’ makes rapid progress on the Down Relief at Lands End just West of Twyford (Berkshire) with a Cathedrals Express to Gloucester on October 5th.
John Johnson

ScotRail begins second phase of enhanced WiFi rollout

ScotRail has confirmed that train services between Helensburgh and Edinburgh are next in line to receive free on-board WiFi. The work to install WiFi on the Class 334 fleet is the latest phase in the project to roll out WiFi to almost 90% of all ScotRail trains by autumn 2018. This will be supplemented by having 52 WiFi hotspots at stations across Scotland.
The rollout programme will ensure that travellers on some of the most scenic routes on the ScotRail network – including the West Highland Line - will also be able to enjoy on-the-go internet connectivity.

Speaking about the announcement, ScotRail Customer Experience Director Jacqueline Taggart said: "One of the great things about travelling by train is that it allows you to work on the go. In order to do that, it is important that you can get connected while you are on the move. Over the past few months we have been installing WiFi to many trains in our fleet – and we have been enhancing and upgrading the equipment so that it is more reliable than ever before.

"Today I am delighted to say that even more of our customers will be able to take advantage of our free WiFi service – both in stations and on our trains. The Helensburgh to Edinburgh service is one of our most popular routes, so it is just great that customers will be able to get connected on their journey. This rollout will continue over the coming months – with the aim to have 90% of all of our trains enabled by the end of next year. This is just another example of ScotRail working to make things better, every single day."

WiFi equipment has already been fitted to all trains serving Scotland's main inter-city routes, and the focus is now turning to ensure that other routes can keep connected on the move. Travellers from Dalmally to Dumfries will soon be able to enjoy free connections provided by supply partner Icomera.
The on-board WiFi, which will cover almost 90% of ScotRail's fleet, is in addition to 52 hotspots at key stations across the country which offer free WiFi to customers in stations and also improve connection speeds for users on trains.

Installation work is also shortly to get underway on Class 318 and 320 fleets, which serve Glasgow, Lanarkshire, and Inverclyde. The East Kilbride and Glasgow south-west routes will begin to see WiFi on-board from January next year.

All ScotRail's new Class 385 and High Speed Train fleets will enter service with live WiFi connections from autumn 2017. Transport Minister Humza Yousaf said: "I am committed to ensuring that rail travel across Scotland is an attractive option for tourists, commuters and business users. The roll out of WiFi across ScotRail's train fleet will enhance the passenger experience by ensuring travellers throughout Scotland have the ability to get online while on the move, allowing them to be more productive, better entertained and better informed during their journey."

Scottish Council for Development and Industry Chief Executive Ross Martin said: "We need to create the conditions for productivity growth to flourish, whether in the office, at the point of production, or indeed while on the move and these improvements to WiFi connectivity being rolled out across the railway network form an important part of that.

"Of course, just like we all want the fastest, most reliable trains on our part of the railway network so to do we demand high speed digital connectivity (through wireless technology) that we take for granted until it's not there."



Colas Rail tamper No. DR73947 passes through Northampton working the 10:54 Hemel Hempsted Boxmoor Siding to Cosford Up Goods Loop on October 14th. *Derek Elston*

Hull Trains expand fleet with £60 million deal

Hull Trains has announced a massive £60million investment in a brand new fleet of high-tech Hitachi trains that will deliver 50% extra seating, additional services, enhanced interiors and the potential for faster speeds.

The multi-million pound deal follows the company's recent success in securing an unprecedented track access extension from the Office of Rail and Road, which gives Hull Trains customers certainty of direct services to and from London until 2029.

Will Dunnett, Managing Director of Hull Trains says: "At the heart of these plans is our commitment to keeping local people and businesses connected to the capital. The brand new trains will increase our fleet from four units to five with an extra 20% seating capacity on each. In total, this means we can serve 50% more customers than we do today. The trains are also faster and will offer state-of-the-art comfort for our customers. We will also be announcing additional services in response to customer demand."

Hitachi will now build five AT300 trains of five carriages each. The units will be able to travel on the electrified East Coast Main Line from London King's Cross and then on diesel power on the unelectrified line to Hull and Beverley, giving Hull customers access to the benefits of the East Coast Main Line electrified track to London for the very first time.

Jon Plowright, Head of Engineering at Hull Trains says: "These Bi-Mode trains will bring the benefits of electrification to our region, ensuring that Hull and the East Riding remains competitive and connected to the capital in the long term. Our maintenance contract with Hitachi also secures the services of our existing maintenance team, securing nine jobs for our region."

The benefits of the new trains include:
More seats – 327 seats in total, 20% more than the current services
Greater comfort – new interiors, air conditioning, Wi-Fi, power sockets
Quieter and more environmentally friendly – electric power is quieter with lower emissions
Reduced journey time possible – the new trains will have faster acceleration and a higher top speed of 225km/h

Hull Trains is a high-profile advocate for the city of Hull and a great success story in the industry. Last month, it was crowned the UK's Rail Operator of the Year and consistently scores amongst the highest customer satisfaction levels of any operator in the country.

Will Dunnett continues: "Our current trains have served us well and we intend to continue to invest in these units to ensure they are fit for the next three years.

"Our plans include an additional three quarters of a million pound investment to further improve our on-board service facilities, including enhancements to our first class and buffet catering facilities. We have also innovative installed Passenger Information Screens on all our units as well as introducing new on-board CCTV to enhance the security and peace of mind of our customers."

The new units will enter service for Hull Trains in 2019.

Karen Boswell, Managing Director of Hitachi Rail Europe said: "Customers travelling on Hull Trains services between Yorkshire and London will enjoy a host of benefits from new Hitachi Inter City trains, which are modernising rail travel on routes across the UK. These trains have been designed to increase the number of seats available whilst harnessing the latest in comfort design to boost passenger experiences.

"Using our innovative bi-mode power model, these trains can begin operation immediately on the UK rail network which means passengers won't have to wait to enjoy the new benefits.

"This is the start of a long-term relationship between Hitachi and Hull Trains and, following our recent train and maintenance order from FirstGroup's TransPennine Express franchise, another sign of our strong commitment to the Northern Powerhouse."







On October 15th, Wabtec's Class 08 853 hauls a newly painted Great Western Railway Class 150 DMU car out of the works at Doncaster. *Richard Hargreaves*

Class 40 No. 345, hauling the Class 40 Preservation Society excursion from Carnforth - Buxton, approaches Reddish South station on September 30th. *Keith Chapman*

Network Rail encourages passengers in Yorkshire to plan journeys early ahead of Christmas upgrade work

Network Rail is advising passengers travelling to and from Yorkshire to plan their journeys as early as possible this Christmas ahead of another huge programme of upgrade work with up to 200 projects being delivered across Britain over this holiday period. Neville Hill Depot to the north of Leeds - where trains are maintained and kept when not in service – will see vital renewals to points, which help move trains from one track to another. The investment of over £1million is part of Network Rail's Railway Upgrade Plan, which provides more frequent and faster services to help relieve over-crowding and responds to the tremendous growth encountered on Britain's railways.

Work begins after the last service on Christmas Eve with services resuming on Tuesday, 27 December, although there will be some service alterations in the Leeds area on this day. Over 40 workers will be on site during each shift over the four days.

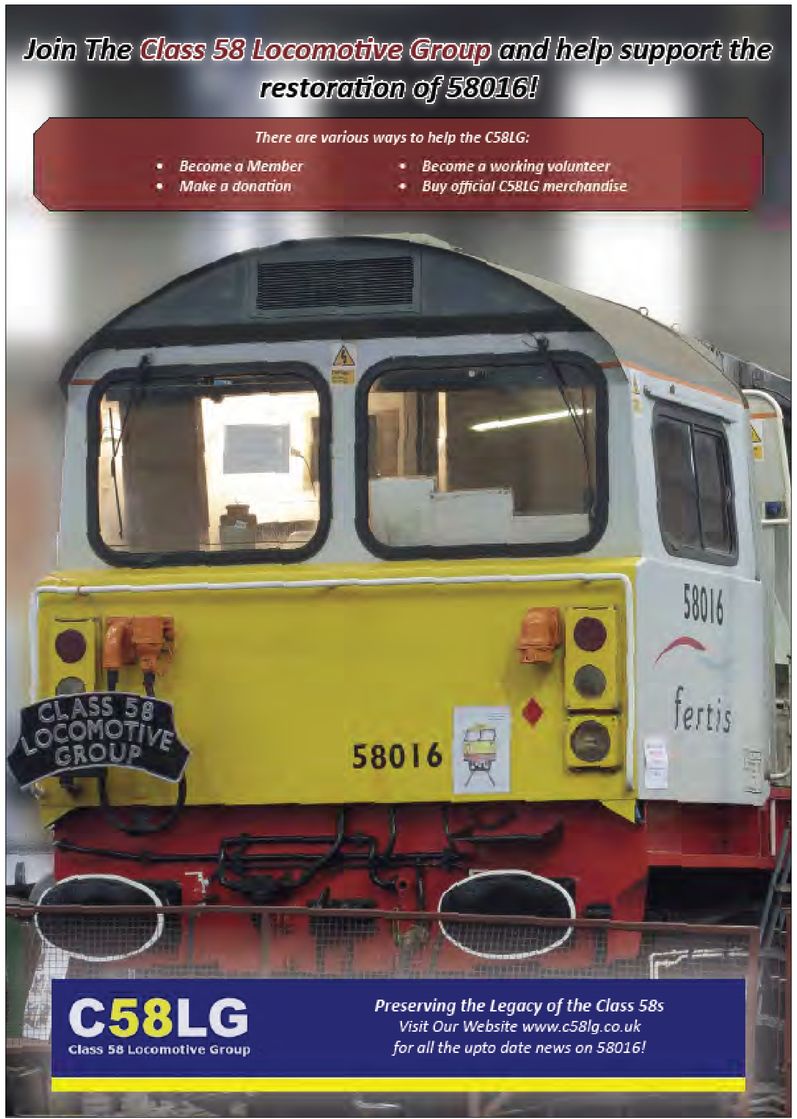
Passengers can find a breakdown of how their journey may be affected by visiting nationalrail.co.uk/Christmas and following #ChristmasWorks on Twitter.

Phil Hufton, managing director England & Wales at Network Rail, said: "Work takes place all year round as part of our Railway Upgrade Plan, but we usually carry out larger upgrades over bank holidays as this is when passenger numbers are at their lowest. This Christmas will see significant investment in our railway with thousands of Network Rail's orange army working hard to deliver hundreds of crucial projects to improve Britain's railways. This will mean changes to services over the festive period, so we strongly advise passengers to plan their journeys as early as possible. Despite our essential upgrades the vast majority of the rail network, over 90%, remains unaffected and will be open for business as usual. This vital investment will make the railway more reliable for years to come, while improving journeys for thousands of passengers. There's never a good time to impact on journeys and I'd like to thank passengers in advance for their patience."

Larger pieces of work are planned for bank holidays as they are generally quieter periods with up to 50% fewer passengers travelling by rail. By starting work on Christmas Eve, this gives engineers and maintenance teams four clear days to make significant progress on major projects that will deliver significant passenger benefits.

Passengers are also advised to check before they travel if they are planning on visiting Manchester and beyond, due to important engineering work at Ordsall Chord, a new link between Manchester's city centre's main train stations, between Sunday 18 December and Monday 2 January. The line is closed to allow a new 300 metre section of railway to be installed.





West Coast's Class 57 316 (with 57 313 on the rear) works the return 'Spirit Of The Lakes' Weston-Super-Mare to Skegness, through Burton on September 24th. *Stuart Hillis*





ScotRail Alliance publishes performance improvement plan

The ScotRail Alliance has published details on how they will improve train service performance. The Performance Improvement Plan sets out actions that are being put in place to improve the reliability of trains and to ensure that the train infrastructure – including points, tracks and signals – is operating to its optimum efficiency. The plan also covers improvements to the way train services are operated – including the identification, monitoring and protecting of 'Golden Trains'. These are the services that, if delayed, have the biggest impact on the rest of the rest of the rail network.
The publication comes as the ScotRail Alliance steps up its work to prepare for Autumn – traditionally one of the most difficult periods for train operators across the UK – by rolling out its fleet of specialist trains to clean the tracks of falling vegetation.

Key points from the Performance Improvement Plan:
•An £8m Asset Improvement Programme to replace or enhance key pieces of critical railway infrastructure in order to ensure that they are working at their absolute best
•Specifically tailored upgrade programmes for key parts of the network such as Edinburgh and the Borders, Lanarkshire and Tayside
•A programme of upgrades to trains to rectify the most common causes of faults
•The identification, monitoring and protection of the 'Golden Trains' that, if delayed, have the biggest impact on the rest of the rail network
•A programme to identify alterations to the way we operate our train timetable that will make our overall service more effective
•Plans to improve the way we roster staff and diagram trains

ScotRail Alliance Infrastructure Director, David Dickson said: "We are not a just a company made up of metal boxes, wooden sleepers or concrete buildings. We have 7500 people working for us – and every single one of them is dedicated to doing the very best for our customers.

"Our railway is undergoing the biggest period of change and modernisation since the Victorian era. Over the course of the next year or so we will be completing huge projects to upgrade our infrastructure, electrifying large parts of the network and introducing new fleets of faster, longer greener and intercity trains. All of this work will transform rail travel in Scotland. We will have shorter journey times, better equipped trains and, crucially, a huge expansion in the number of services we run and the seats we are able to offer. When we complete this work, there will be a hundred thousand more seats available each and every weekday than there was at the start of the current Franchise.

"With this amount of change, there is inevitably some disruption. We are doing everything we can to minimise this – such as the work we did to keep people moving during the closure of the Queen Street Tunnel. However, there is no doubt that our performance in recent months, as a result of all of this work, has dipped slightly. The plan we are publishing now details how we bring it back to the level that our customers expect and that we want to deliver."

On the plans to prepare for Autumn, David Dickson added: "Autumn is one of the most difficult periods for all rail operators across Britain. Leaves on the line has become a cliché over the years, but the problems that are caused by wet weather and vegetation are all too real.

"Leaf debris on the tracks can cause train wheels to slip – increasing breaking distances and making conditions more difficult for our drivers. We are committing a huge amount of time, effort and people to tackling these problems. The special trains we are deploying play a hugely important role in clearing tracks and keeping trains moving."

Photo: David Dickson with an MPV. © Network Rail



On October 2nd, Class 47 830 passes through Stalybridge hauling a short rake of hoppers on a Hunslet to Crewe working. *Brian Hewertson*

Network Rail's Robel Maintenance Unit Nos. DR97506, DR97606 and DR97806 stands in Northampton's bay platform 5 working 12:24 Rugby D.E.D. to Rugby D.E.D. on October 31st. *Derek Elston*

Franchise heralds “new dawn” for rail in East Anglia

On October 17th, Abellio commenced a new nine year franchise to provide passenger rail services to and from London and across the five counties of East Anglia. Greater Anglia will oversee the delivery of a £2 billion package of improvements which will transform customers’ experience and support growth across the region.

This transformation includes:
Replacement of the entire fleet of trains with 1,043 brand new carriages by end-2020. Built by Bombardier in Derby (665 carriages) and Stadler in Switzerland (378 carriages) they will all have air conditioning, free high speed WiFi and power sockets.

Investment of £60 million in stations including the redevelopment of Broxbourne, Cambridge, Cheshunt, Harlow Town and Southend Victoria stations.



More services and faster journeys, with journey times falling on average 10%. Headline improvements include two ‘Norwich in 90’ trains each way to/ from London every day. Faster services from Ipswich and Colchester to London and faster journey times from London to Southend - falling to 47 minutes - and to Cambridge in 61 minutes.

Better connectivity across the wider region with direct services from Lowestoft to London, Norwich to Cambridge services extended to Stansted Airport, and an hourly service from Ipswich to Peterborough.

55% more seats into London in the morning peak period (an extra 32,000 seats), increased capacity on many regional services, and more than 1,000 extra services per week.

Better ticketing options including more journey opportunities n smartcards, a new flexible ‘carnet’ to give people who travel regularly but not every day a discount, and lower fares on Stansted Express.

Rail Minister, Paul Maynard, said: “Abellio’s exciting and ambitious plans will make a real difference to passengers in East Anglia, giving them faster and smoother journeys. It will also ensure the region has a rail network that supports its growing economy.With new trains being built by Bombardier in Derby, we are making sure that our train building industry remains strong, while delivering the biggest investment in the railways in decades.”

Dominic Booth, Managing Director of Abellio UK, said: “Abellio is delighted to have been entrusted to run the new franchise. We look forward to implementing our transformative package of improvements for rail services across the region, including the largest ever privately procured new trains order that will also secure more than 1,600 jobs in the UK, as well as improving the quality of life for people and businesses in East Anglia.”

Jamie Burles, Managing Director of Greater Anglia, said: “This is a new dawn for rail services across East Anglia. We now begin the task of delivering on our promises and rolling out exciting improvements such as state of the art new trains, better stations and faster journeys. By 2020, the railways of East Anglia will look and feel very different to today.”

Greater Anglia will invest in additional marketing to attract more people to use rail services. To mark the start of the new franchise, Greater Anglia is running a “Wake up your Weekdays” offer with special adult return fares - £10, £15 or £20 for off-peak travel. Children can travel for just £2 return.

To drive up performance and increase service reliability, Greater Anglia and Network Rail are developing a new accord to deliver punctuality of nearly 93% by the end of the franchise, up from around 89% today. This will involve delivery of the infrastructure required for the new trains - including new depots, stabling and longer platforms - as well as joint performance improvement initiatives.

Richard Schofield, Network Rail Route Managing Director, said: “The new franchise is great news for the people of East Anglia and will bring many significant improvements. We’re going to continue to work hard with Greater Anglia to give passengers the bigger, better and reliable railway they deserve.”

The new franchise will deliver strong value for money to the taxpayer with premium payments totalling £3.7 billion to be made to the Department for Transport over the course of the franchise.

Initial improvements over the first phase of the new franchise include:
From early 2017, 72 additional carriages will arrive on the network to enable more seats to be provided on the West Anglia and Great Eastern Main Line routes from next summer.

Investment by Greater Anglia of £23 million on modifications to the existing fleet to increase reliability, enhance the customer environment and reduce our environmental impact.

All stations will be refreshed or refurbished and receive a deep clean.

Ticket machines, as well as the latest digital customer information screens (combining passenger information, CCTV and help points) will be introduced at every station.

The introduction early next year of automatic ‘Delay-Repay’ compensation for holders of season and advance purchase tickets when train services are delayed.

At least 1,800 additional car parking spaces and 4,000 additional cycling spaces will be installed at stations around the network.

Multi-modal customer information screens at 30 ‘interchange’ stations.

By 2020 free, high speed WiFi will be available at every station and on every train with seamless connectivity throughout the journey. In the meantime wherever there is WiFi it will be offered free, and we will continue to upgrade our offering - all trains which operate out of London Liverpool Street will be fitted with WiFi, and those trains currently with WiFi will have their system upgraded.

Enhanced support for the region’s highly-successful Community Rail Partnerships.

£750k each year to spend on further schemes to enhance the customer experience, with an additional £2m a year from 2020 to fund improvements for customers and the communities we serve.

A focus on innovation with a dedicated innovation fund and the establishment of an Innovation Academy.

Mark Pendlington, Chairman of the New Anglia Local Enterprise Partnership, said: “This is a great day for East Anglia, a dynamic region with a £43 billion economy. The campaign of so many stakeholders in our region has helped to deliver the promise of the UK’s largest-ever private procurement investment in new trains. We look forward to working with Greater Anglia and Network Rail to see these plans brought to fruition. It’s also very encouraging that the Department for Transport recognises the vital importance of continued investment in our region – for passengers and for business - to enable its further growth and contribution to the wider economy.”



On the Bure Valley Railway, No. 7 'Spitfire' departs Wroxham with a service to Aylsham on October 29th. *Alan Rigby*

Loco Fleet List 2016

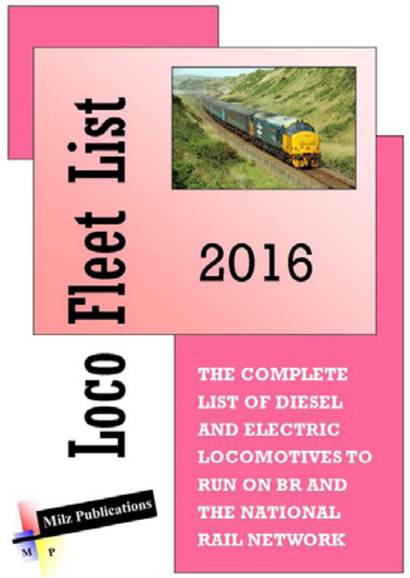
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

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





Loco Fleet List 2016 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

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

Network Rail reaches vital stage in Midland Main Line upgrade

Network Rail has completed the demolition of Syston Road bridge in Leicestershire as part of its Railway Upgrade Plan to electrify the Midland Main Line.

The bridge was demolished overnight on Saturday 8 October and the new, replacement bridge will be constructed in stages over weekend nights during October and November.

Syston Road has been closed to traffic for the past month to prepare for the upgrade. It will continue to be closed until Friday 17 March and route diversions are in place. The new bridge will be built overnight to try and reduce any further disruption to local residents and rail users.



The upgrade of the Midland Main Line will provide more seats for passengers travelling between Sheffield and London St Pancras through the East Midlands, as well as a cleaner and quieter railway for those living nearby.

Gary Walsh, area director at Network Rail, said: "We are committed to improving services for rail users as part of our Railway Upgrade Plan, as well as minimising disruption to local residents living in Syston and the surrounding villages."



Iconic Lancashire viaduct set for investment boost

A Victorian viaduct that forms an iconic part of the Ribble Valley landscape is benefitting from a £1.6 million investment by Network Rail. For the next six months - without disrupting rail or freight services - major engineering work will take place at Whalley viaduct on the busy Clitheroe to Manchester Victoria line as part of Network Rail's Railway Upgrade Plan. Engineers will strengthen the viaduct to help keep it in use for decades to come and improve the drainage around it using a system which will also help to reduce the impact on flooding in the area when nearby river levels are high.

In total, 2,800 steel brackets and 16,800 anchors will be fixed to the sides of the viaduct to improve the long-term stability of the structure. Approximately 1.4km of handrails will be fitted to create safer working conditions for Network Rail's orange army while it carries out this and future work.

A new 400m drainage channel and 16 catch pits, including a flow control chamber, will also be dug out at ground level. This will hold excess surface water from the track during heavy rainfall and prevent it from discharging into the River Calder, helping to reduce the impact on local flooding. The collected water will then be slowly released into the river Calder when levels have dropped.

Nigel Evans, MP for the Ribble Valley said: "This huge investment in the local rail infrastructure is extremely welcome news. Whalley Viaduct is a beautiful piece of construction which, for many people, serves as a lasting memory of the Ribble Valley. So the fact that it is being strengthened in order to preserve it for the future is fantastic. What is more, it will not disrupt the busy rail line which is frequently used by commuters. Perhaps most important is that the new investment will help reduce flood risk. This area was devastated by flood damage last winter. It is excellent to hear of new construction in the Ribble Valley which legitimately takes flood risk into account and will not make matters worse!"

Michael Lally, scheme project manager at Network Rail, said: "Network Rail is committed to Lancashire's railway which is why we are investing £1.6 million as part of our Railway Upgrade Plan to safeguard the future of this iconic viaduct in Whalley. The work is essential to protect the structure so it can continue to serve important freight and passenger services which are vital for the regional and national economies."

The strengthening work to the viaduct will take place until 31 March 2017 and will involve 24 hour working. The drainage improvements started in late October and will involve Monday to Friday working, between 7am and 4pm, lasting for five weeks.

Whalley Viaduct was built over three years by the North West Junction Railway company. Made up of 49 arches the viaduct, which connects the towns of Blackburn and Clitheroe by rail, was completed in 1850.

Innovative engineering helps save money and provide future-proof service for Merseyside commuters

Network Rail is saving £9.5m of taxpayers' money by using an innovative scaffolding method to upgrade the Victorian railway tunnel leading to Liverpool Central station.

By installing an access platform secured to the tunnel walls, 15m above track, engineers are able to apply a number of layers of water-sealing cement onto its curved ceiling while MerseyRail trains continue to run below. The concrete is applied by using a robotic arm which is a much safer approach for the workforce as well as more cost-efficient approach. Once completed the newly sealed tunnel ceiling will not need any further maintenance for more than a century.



Adrian Bullock, Project Manager at AMCO Rail, Network Rail's contractor on this scheme, said: "We are doing 160 linear metres of tunnel line repair, putting a steelwork arch in with 300mm of concrete, which basically will see the roof become maintenance-free for the next 120 years. "Usually this work would cost £14m but doing it with this new system with a live operational rail underneath allows this work to do it for £4.5m. That's a saving of £9.5m for taxpayers - all while allowing trains to keep running into Liverpool Central and avoiding disruption to the travelling public."

This work on the Liverpool Central tunnel is part of Network Rail's multi-billion pound Railway Upgrade plan to provide a better more reliable railway for Britain.

It is in addition to Network Rail's £340m Liverpool City Region railway upgrade plan - 10 major investment schemes set to take place between now and 2019, including a major revamp of Lime Street station, upgrade of Liverpool's underground network and a new station at Maghull North.

On September 30th, Class 40 No. 345 is photographed south of Acton Bridge with a Buxton to Bury ELR charter. *Derek Aldcroft*

Birmingham New Street station launches carbon-savings calculator to showcase savings generated through district energy scheme

A new carbon-savings calculator has been unveiled at Birmingham New Street station, to demonstrate the emission reductions resulting from its connection to the Birmingham District Energy Scheme.

As part of the scheme, Network Rail's Birmingham New Street station and the newly developed flagship John Lewis store are supplied with low-carbon heating generated by a combined heat and power (CHP) plant. The plant generates power on-site, using the excess heat to provide warmth.

Launched in 2007, the scheme aims to help the city achieve its goal of reducing CO2 emissions by 60% by 2027. Buildings connected to the district heating network include the Birmingham Town Hall, International Convention Centre, Birmingham Children's Hospital and Aston University campus. This local, low-carbon energy infrastructure means the city is less reliant on national grid for its power, thereby reducing energy costs and greenhouse gas emissions.

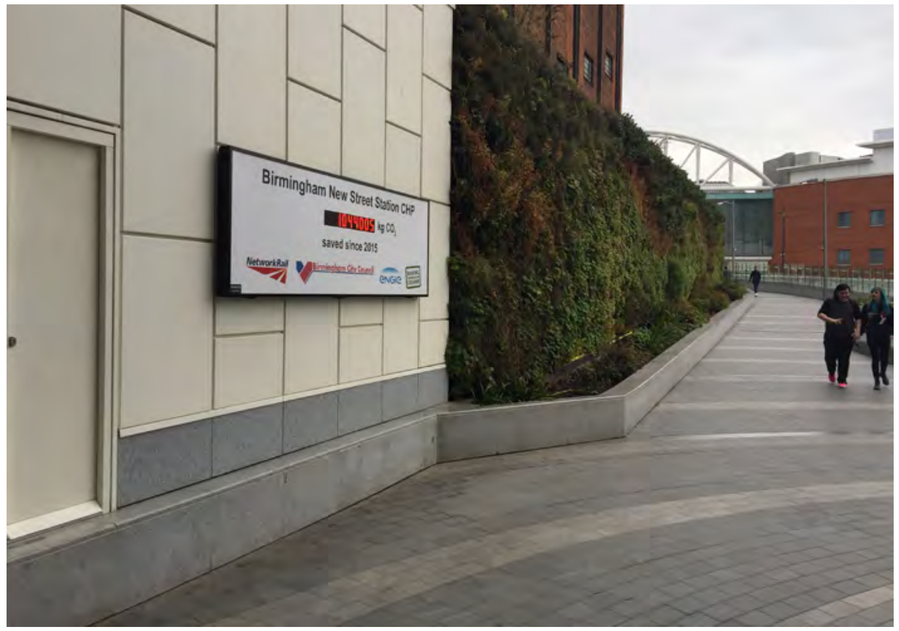
The station and John Lewis store are now supplied with heat from an energy centre on Broad Street and will also connect to a newly constructed CHP plant that is in the final stages of completion on the station roof. Extending the scheme in this way will increase its capacity, efficiency and resilience.

To date, connecting the station and John Lewis store has generated considerable carbon emission savings. The completion of the new CHP is expected to generate additional emission savings of more than 3,000 tonnes of CO2 per year.

Sam Clarke, Head of Energy Partnerships for the Midlands at ENGIE, says: "Adding these two landmark buildings to the scheme has created a better connected, more integrated network across the city, so more organisations can benefit. The launch of the new carbon-savings calculator at New Street station will enable visitors to see the contribution it is making in reducing the city's greenhouse gas emissions."

Patrick Cawley, principal programme manager for Network Rail who has been overseeing the project said: "Reducing the station's carbon footprint by building our own combined heating and power plant is an important part of creating a sustainable station fit for the future. The excess heat created by the station's plant can now be used by the city's shared district heating network to heat surrounding offices and businesses."

Councillor Lisa Trickett, Birmingham City Council Cabinet Member for Clean Streets, Recycling and Environment, says: "The BDEC partnership is one of our leading carbon-reduction programmes. I'm looking forward to seeing more buildings connect to the scheme to play their part in reducing the city's carbon emissions and save money on their energy bills."



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

www.southerncountiesrailwaysociety.co.uk



Class 40 No. 345, working 1Z49 'The East Lancs Firebrand' railtour from Bury - Stratford upon Avon, speeds through Burton in the pouring rain on October 1st. *Stuart Hillis*



Plans for major transformation of Ilford station unveiled

Network Rail has submitted proposals for a new station building in Ilford as part of the improvements being delivered for the Crossrail project.

The proposals submitted to the London Borough of Redbridge include:

•A new bright, spacious building with a striking glass façade that will let natural light to flood into the station

•A new, larger ticket hall with a wide entrance and significantly longer gateline

•New lifts providing step-free access from street level to all platforms.

The new station building has been designed to stand out as a recognisable landmark on Cranbrook Road and to be a prominent building that is visible from the surrounding area. Further improvements will also be delivered to prepare the station for the start of Elizabeth line services including longer platforms, improved lighting, signage, customer information points, CCTV and overhead information screens.

Transport for London (TfL) has recently opened a new ticket hall at Ilford station on York Road as part of its station upgrades. The London Borough of Redbridge is also carrying out improvements to the appearance of the local area around the station as part of work to improve public spaces.

From May 2017, the first new trains will be progressively introduced between Shenfield in Essex and Liverpool Street Main Line station. From May 2019, up to 12 Elizabeth line trains an hour will allow passengers from Ilford to travel right through central London, making it quicker and easier to get to a range of destinations across the capital.

Matthew White, Crossrail Surface Director said: “These major improvements will make travelling through Ilford station a vastly better experience for the many thousands of people who use it every day. The proposals for the striking façade and new, spacious ticket hall are designed to underline the importance of the station and of the Elizabeth line to the local area.”

Matthew Steele, Crossrail Programme Director at Network Rail, said: “This planning application represents a significant step towards preparing Ilford station for the arrival of the new train service. The proposed design not only looks great but will increase capacity and accessibility with the addition of step-free access. This enhanced design will therefore secure Ilford station’s future to meet the expected growth in demand for rail travel.”

Did you Know - Ken Mumford

Toilet Trouble!

What a relief!!!

8th May 1977 was a relief to many ladies when the formal re-opening of the ladies’ loo took place at Ropley Station on the Watercress Line.
This loo dates back to when the line through Ropley was opened in 1865. Originally of the standard Victorian Midden design, it has been modernised several times. It was first an asset of the LSWR, then the Southern Railway, then British Railways which became British Rail and finally the Winchester & Alton Railway Limited (better known later as the Mid-Hants Railway). By this time, it was abundantly clear that neglect had set in - among the fittings missing were the cistern and pan.
Into action goes a dedicated band of loo restorers, and after many hours of labour and equipment supplied by a local builders merchant, it was returned to full working order with the dedicated band flushed with success!
A long-felt need was met, with considerable relief of female members and visitors alike.

Tunnel Trouble!

Robert Stephenson, engineer for what became the main West Coast Main Line, found at Watford [and more so at Kilsby] that many of the ridges crossing the path of the London & Birmingham line contained seams of quicksand; thus when this line was quadrupled some of the tunnels were built as single bores to alleviate this problem. The slow lines through Northchurch Tunnel, a mile north of Berkhamsted is a good example.

French assistance

Louis Armand, Bulleid and TIA

Boiler washouts on the Merchant Navy Pacifics were drastically reduced by the use of a French chemical water treatment system known as TIA [*Traitement Integral Armand*].

This treatment was developed by *Louis Armand*, Chief Motive Power Running Engineer of the SNCF from 1943-44

During WW2 Armand was leader of the French railway resistance. In May 1944, he was denounced to the Germans and was to be taken to Germany for imprisonment. His train was cancelled after the Allied landing.

The Last Repair

The last one went to

2859 from 86G (Pontypool Road) shed was the last steam loco to be repaired at Wolverhampton (Stafford Road) factory on February 11th 1964.



Come and meet Ken

Ken Mumford will be at these future presentations:

RAILWAY ALLSORTS 2 at the Hereford branch of the WORCESTER LOCOMOTIVE SOCIETY in November - This is varied because of its allsorts nature - usually arranged to involve folk’s participation, so it’s difficult to set out a particular ‘menu!’

THE ELAN VALLEY RAILWAY at Reading where Ken will be using the title - 7 DAMS and a RAILWAY - I’ve enjoyed researching this mainly using the book on this by Oakwood Press (with permission from one of its directors) and as book and leaflets from the Elan Valley Visitors Centre, with photos I’ve took during my visits to that area.

SIBERIAN YORKSHIRE at Bromsgrove in November - Three days in February 2012 as a guest of the Bahamas Locomotive Society who were running their (then) recently overhauled Coal Tank No. 1054. Why ‘Siberian?’ It was VERY CCCOOOLLLDDD!!!.

Freightliner’s Class 47 830 passes Ashton Moss Jct. on November 2nd with a Bamfurlong Jct. to Crewe route learner. *Brian Hewertson*

A Different View



LNER A3 Class No. 60103 ‘Flying Scotsman’ passes Brooksbottom with the last service of the day to Rawtenstall on the East Lancs Railway, October 16th. *Gerald Nicholl*

A Different View

Northern's Class 153 359 passes Midge Hall whilst working the 2N03 14:43 Ormskirk - Preston service on October 1st. *John Balaam*

Lurking behind the rusty girders of the Mersey Bridge, Class 66 105 heads for Arpley Yard with empty car carriers from Garston on October 5th. *Jeff Nicholls*

A Different View

A Freightliner Class 66 hauling a loaded coal train, heading for Aberthaw power station, crosses Porthkerry Viaduct on October 27th.
Ken Mumford

Preserved Railways

Peak Rail

Class 37 152 stands at Rowsley on October 15th. The restoration on this loco is making good progress with the engine running during this visit. *Andrew Wilson*

Preserved Railways

Peak Rail



Former Crewe resident, Class 46 035 ‘Ixion’ is seen in the yard at Rowsley on October 15th. *Andrew Wilson*



BR blue liveried Class 08 830, formerly of Ashford depot, awaits repairs at Rowsley. *Andrew Wilson*



With very faded Regional Railway livery, Class 31 270 stands at the head of a very smart rake of maroon stock. *Andrew Wilson*

Preserved Railways

Peak Rail



Looking immaculate Class 117 No. W51354 Motor Brake Second stands outside the shed at Peak Rail, Rowsley. The unit was formerly at the Llanelli & Mynydd Mawr Railway. *Andrew Wilson*



GWR 2-8-0T No. 5224 awaits restoration at Peak Rail, having moved here from Crewe Heritage Centre. *Andrew Wilson*



The project to reconstruct LMS 10000 from the frames of Class 58 022 is located at Peak Rail. Here the Class 58 awaits work to commence. *Andrew Wilson*

Preserved Railways

Severn Valley Railway



During the ‘Pacific Superpower’ event at the Severn Valley Railway, Southern Battle of Britain Class No. 34053 ‘Sir Keith Park’ rounds the curve towards Country Park Halt with a train for Bridgnorth. *Ben Bucki*



GWR Manor Class No. 7812 ‘Erlestoke Manor’ heads through Country Park Halt with a train for Bridgnorth. *Ben Bucki*



During the ‘Pacific Superpower’ event at the Severn Valley Railway, GWR Manor Class No. 7802 ‘Bradley Manor’ heads through the woods near Country Park Halt with a train for Kidderminster. *Ben Bucki*



LNER A3 No. 60103 ‘Flying Scotsman’ pulls away from Hampton Loade with a train for Kidderminster. *Ben Bucki*



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO to get state of the art charter train

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, announced at its Annual Convention on Saturday 1st October that it would be building a state-of-the-art charter train. The train is to be constructed from locomotive hauled mark 3 carriages currently in use in East Anglia which will be extensively refurbished and overhauled for their new role.

The yet-to-be named new train will set new standards in a railtour market long dominated by difficult to maintain 60 years or older vehicles. As with all modern trains, it will be equipped with air conditioning, central door locking, controlled emission toilets, power at seat and persons with restricted mobility facilities. The passenger vehicles will also all be fitted with opening windows so those travelling can still experience the sound of Tornado working hard more clearly should they wish to do so and consideration is being given to equipping them with Wi-Fi.

Although the final formation of the train is yet to be determined, it will include kitchen car(s) to enable high quality meals to be delivered to 250 First Class Dining passengers, a new support coach which will provide accommodation for the support crew and the locomotive's day-to-day spares and consumables and a service vehicle with generator and staff accommodation. The train will also carry sufficient additional water to extend Tornado's range to around 200 miles. The refurbished train is expected to enter service towards the end of 2019.

Commenting on the announcement, Graeme Bunker, Operations Director, The A1 Steam Locomotive Trust, said: "Ever since we completed Tornado in 2008 we have wanted a train to accompany our locomotive which is of the same quality. When promoting our own tours, the vehicles available to us for hire have been of insufficiently high quality and lacking in the amenities expected by today's passengers. Our new mark 3 based train will at last provide what we believe passengers are looking for in a 21st century charter train."
The Trust also announced that Tornado would be undertaking test runs in spring 2017 which will pave the way for 90mph operation on selected routes.

Engineering activity is now developed to enable tests, which has the full support of the Trust's operator DB Cargo. The ability to run at 90mph will enable shorter journey times and for Tornado to fit in better with the increasingly congested modern railway.

It was also announced that the Trust is seeking a new site in the Darlington area with larger facilities for new steam locomotive construction, maintenance, operations and education. The new site would be main line connected with the potential for a turntable and a carriage shed for the new train. A detailed plan is close to being finalised and initial discussions have already been held with Darlington Borough Council, Network Rail and the Heritage Lottery Fund – all of whom have been supportive of the plan.

Finally, it was announced that the Trust's next new steam locomotive to follow new Gresley class P2 No. 2007 Prince of Wales would be a Gresley class V4 2-6-2 mixed traffic locomotive which Sir Nigel Gresley's last design. Work will be starting within the next 12 months on a design book to be created within 3D CAD, with this to be followed by a Gresley class V3 2-6-2 tank engine.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, added: "This year's convention was probably our most successful ever, with over 240 covenantors, family and friends attending a series of presentations from Trustees on our work over the past 12 months and our plans for the future. Over 100 stayed on for our annual dinner and we are delighted that over £40,000 was raised from our supporters over the weekend for both No. 60163 Tornado and No. 2007 Prince of Wales, including £10,000 from Accucraft towards Tornado's tender purchase. The Trust's exciting plans for its own state-of-the-art train, 90mph operation for Tornado, a new main line connected base in Darlington and further new build LNER steam locomotives demonstrate that after over 25 years of innovation, The A1 Steam Locomotive Trust remains at the forefront of the railway heritage movement."



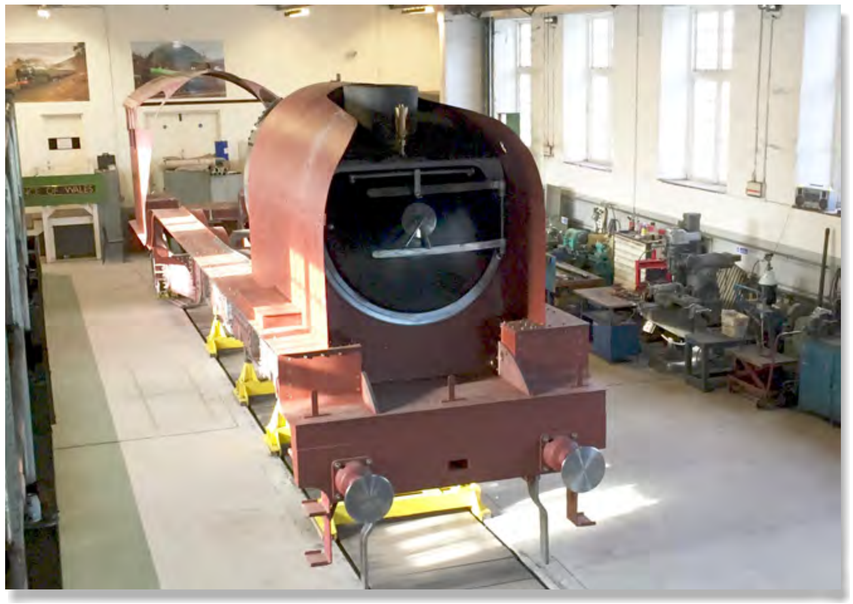
Gresley P2 No. 2007 'gets its face'

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales continues to make rapid progress, with the locomotive's 'face' now complete, only three years since its launch in 2013. Over 240 supporters, family and friends attending The A1 Steam Locomotive Trust's annual convention in Darlington on Saturday 1st October witnessed a sight not seen since No. 2001 Cock o'the North was rebuilt in 1937.

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.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and 800 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme. In addition, funds have been raised through The Founders Club (over 360 people donated £1,000 each – target 100 people), The Boiler Club (over 110 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 100 people have pledged £1,000 each – target 160 people) and Dedicated Donations (over £170,000 from existing supporters sponsoring a variety of components). The Gresley Society Trust is also funding the construction of the distinctive front-end. This means that the project has already received pledges of well over £2m (including Gift Aid) of the £5m needed.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:



"The past three years have seen dramatic progress toward our aim of completing new Gresley class P2 No. 2007 Prince of Wales by 2021. No. 2007 is already at the stage Tornado was eight years into the project. At our convention over £40,000 was donated to the Trust towards the upkeep of Tornado and the construction of Prince of Wales by our supporters. Now is the time to get on board this ground breaking project and help the Trust to raise the £5 million needed to ensure its completion in 2021."

Preserved Railways

Mid Hants Railway



On October 21st, LMS Ivatt Class 2MT 2-6-2 Tank Locomotive No. 41312 arrives into Medstead. *Ken Livermore*



On a dull October 21st, LMS Stanier Class 5 4-6-0 No. 45379 passes Northside Lane with a passenger service. *Ken Livermore*



LMS Ivatt Class 4 No. 43106 hauls a freight working past Green Lane Crossing on October 21st. *Ken Livermore*

Preserved Railways

Great Central Railway



BR Standard No. 70013 'Oliver Cromwell' passes Woodthorpe working the 15:15 Leicester North to Loughborough service on October 9th. *Derek Elston*



LMS Stanier 8F No. 48624 makes easy work of Woodthorpe bank with the 15:30 demonstration freight train. *Derek Elston*



LMS Stanier Black 5 No. 45305 stands alongside Loughborough station during the 2016 Autumn Steam Gala, October 9th. *Derek Elston*

Preserved Railways

Great Central Railway



Southern King Arthur Class No. 777 'Sir Lamiel' climbs Woodthorpe bank working the 15:50 mail train on October 9th. *Derek Elston*



The Severn Valley Railway's GWR Small Prairie No. 4566 stands at Loughborough on October 9th, visiting for the 2016 Autumn Steam Gala. *Derek Elston*



BRCW Class 27 No. D5401 is seen undergoing repairs to the corroded cab window area at Loughborough. *Derek Elston*

Preserved Railways

Great Central Railway

Deltic, Class 55 019 ‘Royal Highland Fusilier’ approaches Loughborough station on September 11th, the second day of the GCR’s Autumn Diesel Gala. Guest locomotive Class 31 105 stands alongside waiting its next duty, visiting courtesy of Network Rail. *Neil Scarlett*

DORSET HIGH SHERIFF OFFICIALLY OPENS NEW £500,000 LEVEL CROSSING ENABLING PASSENGER TRAINS TO WAREHAM



A new £500,000 level crossing enabling regular passenger trains from Swanage and Corfe Castle to the main line at Wareham – for the first time since 1972 – has been officially opened by the High Sheriff of Dorset. During Victorian times, the family of Sir Philip Williams were among the promoters who brought the 1847-opened railway from Southampton to Dorchester via Wareham – and his great-grandfather was a director of the London and South Western Railway until the company's end in 1922.

The High Sheriff of Dorset cut a ceremonial ribbon at Norden Gates level crossing –located just west of Norden station and half a mile north of Corfe Castle – that has taken dedicated Swanage Railway volunteers four years and more than 3,000 hours of design, building and testing work. Also a celebration of the completion of the 18-month restoration and upgrade of three miles of former Network Rail line – to within a quarter of a mile of Worgret Junction and the main line to Wareham – Sir Philip unveiled a brass plaque on Norden station.

After the official opening, the High Sheriff of Dorset and his wife joined more than 60 guests on a special five-coach train that ran over the level crossing and on to the four-mile line that takes the Swanage Railway's tracks to within a quarter of a mile of Worgret Junction and the main line to Wareham.

A key part of the Swanage Railway's two-year trial train service to Wareham from June, 2017, the funding of Norden Gates level crossing has been provided thanks to the 'legacy' support of the Wytch Farm oil field's previous operator British Petroleum (BP).

Located west of the Swanage Railway's Norden station, the state of the art level crossing called 'Norden Gates' allows trains to cross a busy and important road giving access to the Wytch Farm on-shore oilfield as well as Purbeck District Council's car park next to Norden station.

Her Majesty the Queen's judicial representative in Dorset, a delighted Sir Philip Williams said: "It is a great honour, as well as obviously a great pleasure, to be asked to open this latest stage in the full re-integration of the Swanage Railway into the national railway network. I am proud and privileged that this occasion has fallen within my year as High Sheriff and that, as a life-long railwayman, I can therefore play a part.

"The official opening of Norden Gates level crossing marks one more decisive stage in the long and tireless efforts of numerous enthusiasts, volunteers and staff who – by their vision and their contribution with time and abilities of brain or muscle – have refused to let the Swanage Railway die. I congratulate all who have brought the revival of the Swanage Railway to this stage and I look forward to its enjoying many years of success and prosperity into the future. My family first became involved in extending the railways into Dorset and the West Country by facilitating the Southampton and Dorchester Railway nearly 200 years ago. I'm not sure if my great-grandfather, who was the longest-serving director of the London & South Western Railway when it lost its identity in 1922, ever opened a line himself but I do hope that he would be proud that Wareham and Swanage will soon be connected by passenger-carrying rails again," added the High Sheriff who is appointed by Her Majesty the Queen.

Swanage Railway Trust chairman Gavin Johns said: "The safety of the public, and our passengers, is our paramount concern. The new full-barrier level crossing will enable regular passenger trains to run from Swanage and Corfe Castle to the Wareham for the first time since 1972. A hugely complex infrastructure project has been successfully completed by a volunteer-led organisation and is about to bring main line-connected rail travel back to a corner of south-east Dorset for the first time in more than 40 years. The infrastructure has been completed and is ready for trial services to take place on 140 selected days over two years from the summer of 2017. This success is thanks to the foresight of our Project Wareham funders as well as the commitment of our volunteers and supporters. The Swanage Railway's hard-working staff are also to be congratulated. The Swanage Railway is also grateful to former Wytch Farm oil field operator British Petroleum (BP) for providing the 'legacy' payment of £500,000 so the new Norden Gates level crossing could be built," added Mr Johns.

Swanage Railway Company chairman Trevor Parsons explained: "Equipped with full barriers, warning lights and audible alerts, the signal box for Norden Gates level crossing has been built of wood – with a slate roof – in the style of the branch line signal box at Lyme Regis station in west Dorset.

"A lot of detailed work has gone into designing, building and installing the signal box and signalling system at Norden Gates – together with its electrical operation and safety systems – and I thank everyone involved, including Project Wareham director Mark Woolley and his project manager Frank Roberts," added Trevor, a Swanage Railway train guard and signalman.

Approved by the Government's Department for Transport, the level crossing's computer-controlled safety systems, crossing barriers and road user warning systems were designed and installed by Schweizer Electronic of Switzerland.

Swanage Railway's Project Wareham director Mark Woolley said: "Thanks to a grant from the Government's Coastal Communities Fund and Swanage Railway resources, the work has included raising the line speed to 25mph, upgrading and widening a quarter-mile long embankment near Furzebrook as well as laying half a mile of continuously welded rail on concrete sleepers through the protected Creech Heath to reduce intrusive track maintenance.

"We have also repaired three miles of fencing; carried out tree and vegetation removal and repair works; replaced more than 1,000 sleepers; increased the track ballast to improve rail and train ride quality," explained Mark, a dedicated Swanage Railway volunteer since the early 1980s.

Purbeck Community Rail Partnership chairman, Councillor Mike Lovell, said: "This is a huge step in the project to enable a regular passenger service from Wareham to Swanage. On behalf of the Purbeck Community Rail Partnership, I would like to thank the Swanage Railway and all the contractors and funders who have made this possible. We very much look forward to the start of a trial service."

Preserved Railways

Ffestiniog Railway





The Double-Fairlie locomotive 'Merddin Emrys' takes on water at Tanybwlch Station, having arrived with a service from Porthmadog Harbour during the Ffestiniog Railway's Victorian Gala on October 8th. *Ben Bucki*



At Tanybwlch station, the Double-Fairlie locomotive 'Earl of Merrioneth' awaits the right-away with a 'normal' (non-vintage) rake of stock. *Ben Bucki*



On October 9th, the veteran England tank locomotive 'Prince' waits patiently for departure at Porthmadog Harbour Station with a northbound service train. *Ben Bucki*

Double-Fairlie locomotive "David Lloyd George" waits patiently at the head of a rake of slate wagons, which it will shortly attach to the rear of a northbound passenger service at Porthmadog Harbour, October 8th. *Ben Bucki*

Preserved Railways

North Yorkshire Moors Railway

LMS 5MT ‘Black 5’ 4-6-0 No. 45428 ‘Eric Treacy’ takes water at Pickering station on September 29th. *Alan Rigby*

Preserved Railways

North Yorkshire Moors Railway

On September 29th, GWR 28xx Class No. 2807 passes New Bridge Crossing with a Grosmont to Pickering service. *Alan Rigby*

Preserved Railways

North Yorkshire Moors Railway

USATC S160 Class 2-8-0 No. 6046 pilots LNER B1 Class 4-6-0 No. 61624 with the first train of the day through Esk Valley during the line's Autumn Steam Gala. *Shep Woolley*

Preserved Railways

North Yorkshire Moors Railway



GWR Manor Class 4-6-0 No. 7822 ‘Foxcote Manor’ works a short passenger service through Ellerbeck during a Matt Fisher charter.
Shep Woolley



BR Standard Tank Class 2-6-4 No. 80136 works through Moorgates with a set of blood and custards heading for Pickering. *Shep Woolley*



LNER B1 Class 4-6-0 No. 61264 is seen at Moorgates with a service to Pickering.
Shep Woolley

Preserved Railways

The Somerset & Dorset Railway

Three photos from September 11th, at The S&D Trust, Midsomer Norton, when Llangollen based BR Standard Class 4MT 2-6-4T No. 80072 paid a visit to the line, masquerading as Green Park's No. 80043. *Stewart Smith*





Preserved Railways

Keighley and Worth Valley Railway



BR Standard 4 Class 4-6-0 No. 75078 piloting Midland Railway 4F Class 0-6-0 No. 43924 head past Top Field between Haworth and Oxenhope on October 9th. *Ken Abram*



GWR 'Manor' Class 4-6-0 No. 7822 'Foxcote Manor. pilots SR 'Battle of Britain' Class 4-6-2 No. 34053 'Sir Keith Park' between Ingrow and Damems Halt on October 9th. *Ken Abram*



BR Standard 4 Class 4-6-0 No. 75078 passes between Ingrow and Damems Halt with a service which included Pullman carriages 'Ann' and 'Mary'. *Ken Abram*

Preserved Railways

Keighley and Worth Valley Railway

GWR ‘Manor’ Class 4-6-0 No. 7822 ‘Foxcote Manor’ climbs Oakworth Bank towards Oakworth Station. The first two coaches are 3rd Class Pullmans of 1930 which were supplied the the LNER in 1930 and numbered 83 and 84. They are now named Ann and Mary after Ann Cryer the wife of MP Bob Cryer who was a founder of the KWVR and Mary Treacy the wife of well known railway photographer Bishop Eric Treacy. *Ken Abram*

Preserved Railways

Keighley and Worth Valley Railway

WD No. 90733 stands on Haworth shed on October 8th. *Michael Lynam*



GWR Manor Class No. 7822 'Foxcote Manor' and Southern West Country Class No. 34053 'Sir Keith Park', arrives into Oxenhope on October 8th with a service from Keighley. *Michael Lynam*



BR Standard No. 75078 arrives into Oxenhope with a service from Keighley on October 8th. *Michael Lynam*

Preserved Railways

Spa Valley Railway



Class 31 289, visiting the line, stands at Eridge on October 22nd, having arrived with a service from Tunbridge Wells West. *Richard Hargreaves*



Class 09 026 'Cedric Wares' and Class 10 No. D3489 'Colonel Tomline' double head a service into Eridge on October 22nd. *Richard Hargreaves*



Mainline Freight liveried Class 33 063 prepares to depart Eridge with a service to Tunbridge Wells West. *Richard Hargreaves*

Preserved Railways

Spa Valley Railway

BR ‘Thumper’ Class 207 017 (No. 1317) is seen at Tunbridge Wells West, awaiting its next duty on October 22nd. *Richard Hargreaves*

Class 14 No. D9537 approaches Eridge on October 22nd with a service from Tunbridge. *Richard Hargreaves*

Class 33 202 stands in the yard at Tunbridge Wells, out of traffic with electrical problems. *Richard Hargreaves*





Preserved Railways

North Norfolk Railway

BR Class 9F 2-10-0 No. 92203 ‘Black Prince’ runs round its train at Sheringham on October 29th before working the next service to Holt.
Alan Rigby

Preserved Railways

East Lancs Railway

Southern ‘West Country’ Class Pacific No. 34092 ‘City of Wells’ pauses by the new home signal at the New Hall Hey crossing on the ELR where continental-style gates have been fitted recently. *Gerald Nicholl*

Preserved Railways

East Lancs Railway

On the first day of revenue-earning services on its return to the ELR, LNER A3 Pacific No. 60103 'Flying Scotsman' tops the 1 in 150 climb to Townsend Fold with the mid-afternoon service to Rawtenstall on October 13th. *Gerald Nicholl*

Preserved Railways

East Lancs Railway

On October 13th, Class 117 Pressed Steel DMUs Nos. 51339 and 51382 with Class 122 Gloucester Bubble Car No. 55001, pass Burrs Country Park on a Rawtenstall - Heywood service. *Michael Lynam*



LNER A3 No. 60103 'Flying Scotsman' approaches Burrs Country Park on a Bury - Rawtenstall service, October 13th. *Michael Lynam*



BR Bulleid West Country Pacific 4-6-2 No. 34092 'City of Wells' crosses the River Irwell at Summerseat, en route to Rawtenstall. *Michael Lynam*









Preserved Railways

Didcot Railway Centre

Wantage Tramway No. 4 is seen undergoing cosmetic restoration inside the shed on October 30th. *Stewart Smith*

Two views of Steam Railmotor No. 93 at work on the Branch Line. I suppose the matt red is prototypical, but it has dulled considerably since the original restoration. *Stewart Smith*

Great Western Railway 4300 Class 2-6-0 Mogul No. 5322 is seen inside the shed, together with the industrial 0-4-0ST hired-in to cover for the GWS' active loco shortage. *Stewart Smith*

From the Archives:

Class 37 674 passes the lagoon at Golant with a St. Blazey - Fowey clay hoppers working, for loading onto shipping at Carne Point on June 22nd 1992. *Nick Clemson*

From the Archives:



On August 4th 1986, Class 504 EMU Nos. M77174 and M65453 has arrived at Manchester Victoria with the 13:30 service from Bury and will form 14:15 service back to Bury. *Nick Clemson*





BR Standard Class 5 No. 73053 stands in a somewhat glooming looking Manchester Exchange station on December 9th 1967. *Dave Felton*

London Midland region 25kV EMU, Class 304 041 passes Sandbach working a Crewe - Manchester Piccadilly service on October 12th 1991. *Michael Lynam*

From the Archives:

Class 86 223 and 86 003 are seen hauling a freight train south of Preston station on October 16th 1979. *Dave Felton*

From the Archives:



LNER Class J38 No. 65929 is photographed stabled at Dunfermline motive power depot with less than a month to go before being withdrawn from service on March 26th 1967. *Dave Felton*





Class 26 019 is seen stabled at Haymarket depot on April 11th 1981. *Brian Hewertson*

Withdrawn Class 47 463 and fire damaged Class 31 428 are seen at Crewe on April 29th 1995. *Paul Godding*

From the Archives:

Class 47 406 approaches Manchester Victoria on August 4th 1986 with the 10:53 Scarborough - Holyhead service, inset photo shows the nameplate and crest. *Nick Clemson*



On January 25th 1992, Class 47 376, 37 248, 37 430 and 37 419 are seen stabled at Manchester Victoria. *Michael Lynam*



Class 56 025 and 56 071 make a spirited departure from Madeley Jct. on March 6th 1997 with an MGR working. *Paul Godding*