

Railtalk Magazine

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Submissions & Contributions

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

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

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

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
First Great Western's power car No. 43002 in original livery stands at London Paddington on December 21st. *Richard Hargreaves*

This Page
Class 59 003 is seen in the low afternoon sun with mist already starting to form at Harrowden Junction, heading from Acton to Peterborough on December 28th. *Geoff Barton*

Next Page
On December 3rd, EMT power car No. 43076 is seen departing Lincoln on the rear of a service to Newark, an additional service in connection with the Christmas market. *Richard Hargreaves*

Railtalk Magazine

Welcome

Welcome to Issue 124 and your monthly roundup from across the UK.

Well here we are in 2017, a year that for many, hopefully, will be an improvement on the last. I trust everyone had a good Christmas/New Year and we are all ready to "Do it all again!".

So what does 2017 have in-store for us, well up north we have the Capital of Culture, this time being focused in Hull. I wonder if TransPennine Express will adorn another unit in a special livery? Let's hope so, however I do hope this time, the livery won't last as long as Liverpool 2008 which until the end of 2016 saw Class 185 108 carry the livery for an impressive 8 years. 2017 also brings plenty of new trains onto our system, with the likes of new units in Scotland and across England, plus we have the dreaded IEP's entering service towards the end of the year, so there is some interest to keep us entertained (or not).

December saw bad news for the Class 230 project (Viva Rail D-train) as while undergoing testing an engine caught fire and has since been withdrawn from its trials. One thing I do like though is the prospect of re-engineering our existing stock, and as I mentioned in the last issue, when we published pictures of a Eurostar unit arriving at Kingsbury, my opinion is always to keeping existing stock on the railways and spend the money on improving it. However it has to be done right and a classic example of



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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, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Railtalk Magazine

where it has gone wrong is the Class 144 and 158 refurb's for Northern. Both units I have seen have a very poor finish, internally and externally - is this down to cost? A good example as to what can be achieved with current rolling stock is the Chiltern Mk3s, East Midlands Trains' Class 158s and Great Western's HST fleet.

Across Europe we have seen both locomotives and units re-purposed with new interiors and body shells designed to keep going for another 20 years. Take for example the Czech Republic where many Class 810 'Karts' were completely rebuilt to become Class 814s. A fantastic idea and something I'm sure we could easily adopt.

As I've already mentioned 2017, let's make it one cracking year both inside and outside the railway fraternity. There is alot to come from the next 12 months.

As always it's great to see submissions from you the readers. If you have ever thought about sending in your photos or if you fancy writing an article about a recent trip on the network, please do get in touch.

Andy Patten
Editor

Belmond British Pullman
The Northern Belle

Class 68 023 (with 68 016 on the rear) works the 1Z19 Northern Belle York to York while passing Class 142 024 through Bamber Bridge on December 16th. *Alan Naylor*

Belmond British Pullman
The Northern Belle

Class 68 023 heads the 1Z19 York to Leeds via Skipton, Wennington and WCML, seen here as it breasts Hoghton Bank on it's decent to Blackburn on December 16th. Class 68 016 was on the rear.
David Hollowood

Belmond British Pullman
The Northern Belle

On December 13th, looking from the overbridge on Sinclair Street, next to Helensburgh Upper railway station, Class 57 301 ‘Goliath’ and 57 302 ‘Chad Varah’ work the late running 1Z62 11:53 Glasgow Central High Level to Ardlui Northern Belle.
Jonathan McGurk



Belmond British Pullman
The Northern Belle

On December 3rd, Class 68 023 and 68 016 top'n'tail the 1Z92 London Kings Cross to Skipton seen arriving at its destination (inset) before moving to Hellifield for servicing (main).
Michael Lynam

Pathfinder Tours
Yuletide East Yorkshireman

Class 52 No. D1015 'Western Champion' arrives into Thorne North on December 17th with the Swindon to Scarborough 'Yuletide East Yorkshireman' tour. *Class47*

Pathfinder Tours
Yuletide East Yorkshireman

Class 52 No. D1015 'Western Champion' pulls away from Burton on Trent on December 17th, heading for the seaside. *Stuart Hillis*

Pathfinder Tours
Yuletide East Yorkshireman

On December 17th, Class 52 No. D1015 'Western Champion' races out of Milford Tunnel at Chevin with 1Z17 05:42 Swindon - Scarborough 'Yuletide East Yorkshireman' railtour. *Mark Pichowicz*

Pathfinder Tours
Yuletide East Yorkshireman

On December 17th, Class 52 No. D1015 'Western Champion' arrives back into Thorne North with the return working to Swindon.
Steve Thompson

Railway Touring Co.
The York Yuletide Express

LMS Stanier Class 8P Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' passes Langley Mill with 1Z45 07:20 Ealing Broadway - York 'The York Yuletide Express' railtour. *Mark Pichowicz*

Railway Touring Co.
The York Yuletide Express

LMS Stanier Class 8P Coronation Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ blasts through Swinton on December 17th heading for York with this tour from Ealing Broadway. *Richard Hargreaves*

Railway Touring Co.
The York Yuletide Express

West Coast's Class 47 854 holds on to the rear of the tour as it passes through Swinton on December 17th, heading towards York. *Richard Hargreaves*

Steam Dreams
THE CATHEDRALS EXPRESS

LMS Coronation Class 8P 4-6-2 No. 46233 ‘Duchess of Sutherland’ storms through Metheringham on December 1st working the 1Z46 London Kings Cross - Lincoln. *Steve Thompson*

Vintage Trains
THE CHRISTMAS WHITE ROSE

GWR ‘Castle’ Class 4-6-0 No. 5043 ‘Earl of Mount Edgecombe’ arrives into Derby with Vintage Trains ‘The Christmas White Rose’, the 07:50 Tyseley Steam Trust to York on December 10th.
Derek Elston

Vintage Trains
THE CHRISTMAS WHITE ROSE

GWR ‘Castle’ Class 4-6-0 No. 5043 ‘Earl of Mount Edgecombe’ working 1Z43 ‘The Christmas White Rose’ from Tyseley to York, passes Clay Mills crossing (Burton) on December 10th. *Stuart Hillis*

Vintage Trains
THE CHRISTMAS WHITE ROSE

In marked contrast with the similarly named ‘Christmas White Rose’ special originating at London Kings Cross on the same day, ‘Castle’ Class 4-6-0 No. 5043 ‘Earl of Mount Edgcumbe’ is on time and heading north for York from Tyseley close to the site of long-gone Bolton Percy station on December 10th. *Gerald Nicholl*

Vintage Trains
THE CHRISTMAS WHITE ROSE

On December 10th, Great Western ‘Castle’ Class No. 5043 ‘Earl of Mount Edgecombe’ heads north out of Milford tunnel at Chevin working 1Z43 Tyseley to York charter. *Mark Pichowicz*

Charter Scene

Vintage Trains
THE CHRISTMAS WHITE ROSE



GWR 'Castle' Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' arrives into York on December 10th with the 1Z43 Tyseley to York charter. *Richard Hargreaves*



The NRMs Class 55 No. D9002 'Kings Own Yorkshire Light Infantry' worked the ECS out of York into Holgate sidings. *Richard Hargreaves*

Hertfordshire Railtours
Marches & Moors

Class 60 044 approaches Accrington on December 10th, with the 1Z75 from London to Preston via a grand tour of the North West!
Michael Lynam



Hertfordshire Railtours
Marches & Moors

Photographed passing Winwick on December 10th, Class 60 044 works the Bescot - Preston leg of the tour from London Euston to Preston. *Alan Rigby*

Hertfordshire Railtours
Marches & Moors

Class 60 044 speeds the London Euston to Preston tour through Dunham Hill on December 10th. *Brian Battersby*

Hertfordshire Railtours
Marches & Moors

Class 60044 'Dowlow' crosses Frodsham Viaduct with Hertfordshire Railtours 'Marches and Moors' Railtour on December 10th.
Jeff Nicholls

Belmond British Pullman
V.S.O.E.

On December 1st, the VSOE or whatever it's called nowadays passes through murky Metheringham hauled by Class 67 029 doing it's best to look impressive, heading to Lincoln for the Christmas market. *Steve Thompson*

Railway Touring Co.
THE CHRISTMAS WHITE ROSE

Having arrived into York with the tour from London Kings Cross on December 10th, LMS Stanier Class 8P Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' is seen departing for the NRM.
Richard Hargreaves

West Coast Railways
The Festive Bath Explorer

On December 7th, West Coast's Class 47 804 arrives into Crewe with the 1Z83 Barrow to Bath. Class 47 854 was on the rear.
Michael Lynam

Steam Dreams
The Cathedrals Express

On December 3rd, LMS Class 5MT 4-6-0 Nos. 44871 and 45407 speed through Grateley (between Andover and Salisbury) working from Southend East to Salisbury (Steam hauled: Hanwell - Salisbury - Hanwell). *Ken Mumford.*

Steam Dreams
The Cathedrals Express

LMS Black 5s Nos. 44871 and 45407 get into their stride as they approach Hayes & Harlington working 'The Cathedrals Express', 1Z86 08:09 Southend East to Salisbury on December 3rd.
Derek Elston

Railway Touring Co.
The York Yuletide Express

On December 8th, LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' storms through Doncaster hauling this Norwich to York excursion. *Michael Lynam*

Spirit of the Lakes
Bath Christmas Pullman

West Coast's Class 57 316 and 57 313 top'n'tail the 1Z36 'Bath Christmas Pullman' railtour from Scarborough - Bristol Temple Meads, seen passing through Burton on December 17th, as the sun tries to burn off the morning mist. *Stuart Hillis*

ECS and Light Engine Moves

West Coast's Class 47 237 arrives into Southall on December 3rd with the stock from the charter to Lincoln which split en route to London Kings Cross and was subsequently cancelled. *Derek Elston*

ECS and Light Engine Moves

West Coast's Class 37 516 hauls the 5Z38 Balm Road to Carnforth through Pleasington on December 12th. *David Hollowood*

ECS and Light Engine Moves

LMS Class 5MT Nos. 44871 and 45407 form 5Z38 Carnforth to East Lancs Rly via Blackburn, Copy Pit and Todmorden Curve on New Years Eve, December 31st. *David Hollowood*

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December



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

Calender 2017

Caledonian Sleeper



Class 92 023 works 0Z92 Warrington Bank Quay to Carlisle North Yard through Leyland station on December 27th. *Alan Naylor*



Class 92 023 and 92 038 form the 0Z93 Carlisle to Crewe Basford, seen heading south through Leyland on December 27th. *David Hollowood*



On December 1st, Class 70 802, 70 806 amd 70 810 pass Charlton with an early running 0Z70 15:55 Bescot Up Eng Sidings - Crewe Basford Hall. *Keith Davies*

Colas Rail



On December 7th, Class 56 105 arrives at Crewe on route learning duties from Coleham.
Michael Lynam



On one of the final runs for the 2016 season, Class 56 087 and 56 078 arrive into Crewe on December 7th with the Shrewsbury to Holyhead and return RHTT working. *Michael Lynam*



Class 60 021 and 60 085 working 0S60 Hinksey Sidings to Owellmains Lafarge, heads through Leyland station on December 27th.
Alan Naylor

Colas Rail

Class 70 801, 70 806, 70 810 and 70804 are seen on a frosty morning at Westbury, December 1st. *Julian Churchill*

Colas Rail



Class 60 096 heads past Winwick on January 3rd, working 0S96 Toton TMD - Carlisle Yard Colas Rail. *Alan Rigby*



On December 18th, the Railvac, putting in a repeat performance, passes through Scunthorpe as 6C52 Humber Rd - Up Decoy, hauled by a very scruffy Class 60 087, with 60 002 on the rear. *Steve Thompson*



On December 13th, having suffered at the hands of the dreaded Wheelchex, a much reduced, and considerably late, 6M32 LOR - Preston approaches Scunthorpe, lead by Class 60 002. A rare shot of the train heading west! *Steve Thompson*

Colas Rail

December 11th was a sunny morning for 6C52 Humber Rd - Up Decoy, returning the Railvac and it's attendant JNAs after it's nocturnal activities. The train is seen approaching Scunthorpe Station with Class 60 085 and 60 087 fore and aft. *Steve Thompson*

DB Cargo



Santa Special DB style! as Class 90 019 heads its rake of 60mph limited long-wheelbase vans northwards through Red Bank with the 13:32 Royal Mail extra working from Warrington Dallam to Glasgow Shieldmuir on December 14th. *Jeff Nicholls*



On December 14th, Class 60 007 heads through Scunthorpe on the weekly LOR - NH fuel tanks. *Steve Thompson*



Class 66 015 passes Stafford on December 7th heading a Trafford Park - Southampton intermodal. *Michael Lynam*

DB Cargo

On December 5th, Class 90 035 works the 4M03, the first of this years loco hauled mail services, from Shieldmuir to Warrington RMT, seen here passing Red Bank. *Dave Harris*

DB Cargo



Class 90 018 ‘The Pride of Bellshill’ crosses Dutton Viaduct whilst working light engine from Bescot to Preston on December 10th. *Jeff Nicholls*



Class 66 206 and 67 014 arrive into Crewe on December 7th with a Crewe IETMD to Bescot light engine movement. *Michael Lynam*



Class 60 066 passes Burgs Lane, Bayston Hill on December 8th hauling the 6V75 09:30 Dee Marsh Yard - Margam steel. *Keith Davies*

DB Cargo UK honoured by Institute of Collaborative Working

DB Cargo UK has received special recognition for two of its training programmes from the Institute of Collaborative Working (ICW). The rail freight operator's Fit for the Future leadership programme (FFF) and Lean Learning Academy (LLA) secured the company a place as finalists at the ICW's annual awards. The entry received the Chairman's Special Recognition Award after being judged as a submission that warranted commendation outside the set categories.

DB Cargo UK was awarded for the innovative techniques used to develop colleague skills on both FFF and the LLA. Both programmes focus on collaborative working and building relationships internally and externally. The LLA provides coaching in Lean tools and techniques, a training approach used to make processes more efficient. The FFF programme was designed to further develop the confidence and capability of DB Cargo UK colleagues to build a Leadership Performance Culture. Jill Ruston, Quality Manager, Josie Pugsley, Professional Development Manager, Philip Hassall, former Head of Service Design and Sandra Bates, Head of Accounts Payable at DB Cargo UK delivered a presentation to the judges as part of the award selection process.

This was judged by Frank Lee, BSI Director for Risk and Resilience, Dr Mehmet Chakkol, Assistant Professor of Operations Management at Warwick Business School and Lord David Evans of Watford, Chairman of the ICW. Instead of just telling the judges about the LLA and FFF the group involved them in some of the exercises used on the courses, demonstrating how these are used to build effective working relationships. The award was presented in a ceremony held at the House of Lords.

Jill Ruston, Quality Manager at DB Cargo UK, said: "We were delighted to even be listed as finalists. We never expected to later find out we had won the Chairman's Special Recognition Award.

"The judges commented on how they admired the innovative techniques used at the Lean Learning Academy and on the Fit for the Future programme, which is testament to everyone who created and took part in the courses and developed new techniques and ways of working as a result."



Class 66 055 'Alain Thauvette' with the 6E16 Knowsley - Wilton refuse containers, is seen here passing Red Bank on December 5th.
Dave Harris

DB Cargo



On December 1st, Class 66 069 heads past Bayston Hill with the 6V75 09:30 Dee Marsh - Margam steel. *Keith Davies*



On December 22nd, Class 90 029 takes to the slow line at Winwick Junction with a mail train from Shieldmuir Mail Terminal - Warrington Royal Mail Terminal. *Michael Lynam*



Class 67 024 and 67 005 are seen stabled at Doncaster on December 12th. *Michael Lynam*

DB Cargo

Class 66 040 and 66 165 are seen stabled at Didcot on December 29th. *Richard Hargreaves*

DB Cargo



Class 60 039 heads north light engine through Doncaster on December 12th, running from Decoy - Tyne SS. *Michael Lynam*



Class 66 056 works the 4L07 Burton - Felixtowe liner, seen just departing Maurice Hill siding at Burton on December 7th. *Stuart Hillis*



Class 66 178 passes Winwick Junction on December 22nd with the Knowsley Freight Terminal - Wilton EPW Terminal loaded bin train. *Michael Lynam*

DB Cargo



Believed to be the first time a Class 60 has worked this train, on December 28th, Class 60 100 passes Rainford station with the 6E26 Knowsley Freight Terminal - Wilton EFW. *Alan Rigby*





On December 22nd, Class 90 024 and 90 019 head a Mossend - Daventry intermodal through Winwick Jct. *Michael Lynam*

On December 3rd, Class 60 007 arrives into Nottingham with a Kingsbury bound rake of oil tanks. *Richard Hargreaves*

DB Cargo

On December 4th, the remains of Class 60 070 and 60 064 rust away at the rear of Toton depot. *Mark Pichowicz*

DB Cargo



On December 3rd, Class 60 100 stands in Nottingham, having just had a driver change, working Lindsey to Kingsbury loaded tanks.
Richard Hargreaves



The 10:44 Newbiggin British Gypsum to Milford West Sidings hauled by Class 66 143 runs along the Aire Valley line through Hirst Wood, between Saltaire and Bingley, on December 16th.
Ben Bucki



On December 6th, Class 90 036 leads 66 024, 67 006, 66 187 and 66 206 through Acton Bridge working from Arpley Yard - Crewe Basford Hall.
Alan Rigby

DB Cargo

Class 90 029 works the 4S03 Warrington to Shieldmuir mail terminal with Christmas post vans through Leyland station on December 21st. *Alan Naylor*

DB Cargo

Class 66 114 is seen in the Rainford area on December 21st working the 6M16 Wilton EFW - Knowsley Freight Terminal. *Alan Rigby*



No doubt hiding from the scrap man, Warrington Arpley's Class 08 428 has been tucked away inside the maintenance depot for several weeks now. Here, on December 20th, it is glimpsed through the wagon repair shed. *Jeff Nicholls*



Class 66059 working a Halewood - Southampton Docks car train, heads through a foggy Acton Bridge on December 6th. *Alan Rigby*



Class 60 054, the Westbury ‘super shunter’ is seen marshalling a ballast train in the yard on December 1st. *Julian Churchill*

Direct Rail Services

On December 1st, Class 37 403 waits to depart Preston with the daily loco hauled service to Barrow. *Michael Lynam*



On December 2nd, the driver looks out for marauding rhinos in West Yard Nature Reserve as 3S14 approaches Scunthorpe Station, worked by Class 20 302 and 20 312. *Steve Thompson*



A dirty job for some, Class 66 301 (with 66 427 on the rear) arrive in what was the parcels platform at Preston with a RHTT from Hellifield on December 1st. *Michael Lynam*



Direct Rail Services

An unidentified pair of Class 68s drone northwards over Dutton Viaduct on December 10th with the Tesco Express. The horse seems totally underwhelmed! *Jeff Nicholls*

Direct Rail Services



On November 29th, Class 37 716 working the 6Z51 Trent Yard - York Works heads out of Scunthorpe. *Steve Thompson*



On December 12th, Class 37 716 approaches Doncaster on a mixed engineers working from Decoy Yard - York. *Michael Lynam*



Class 37 601 and 37 605 depart Crewe on December 7th heading for Derby.
Michael Lynam



Direct Rail Services

Photographed from Dutton Horse Bridge, Class 68 003 and 68 022 roar northwards across Dutton Viaduct with the late running Tesco Express on December 3rd. The train had been held in the Hartford area for over an hour. *Jeff Nicholls*

Direct Rail Services

Class 66 426 and 66 434 working the 4S43 Daventry to Mossend (Tesco), pass through Leyland station on December 27th. *Alan Naylor*

On December 15th, Class 68 003 passes through Carlisle with a very light load on the daily 6K05 infrastructure train from Carlisle - Crewe. *Michael Lynam*

Direct Rail Services



Class 68 024 is seen stabled at York on December 10th. *Richard Hargreaves*



In a low winters sun on December 22nd, Class 68 018 and 68 017 pass Winwick Jct. on the 4S43 Daventry - Mossend (Tesco) intermodal. *Michael Lynam*



On December 9th, the last RHTT of the 2016 season, as Class 20 305 and 20 312 amble along on the Down Goods at Frodingham Jct., waiting for the TPE to go by, before heading west into the sunset (???). Will we see their like again? *Steve Thompson*

Direct Rail Services

Shortly after sunrise at Winwick on December 14th, Class 68 018 double heads with 68 017 on the northbound Tesco Express. *Jeff Nicholls*



On December 5th, as another Class 20 bit the dust, so 37 716 came to the rescue again, tailing 20 312, seen here on Appleby Bank.
Steve Thompson



Class 68 022 and 68 003 work the 4S43 Tesco train through Kitchen Hill north of Penrith in rain and fog on December 8th.
David Hollowood

Direct Rail Services



Class 68 009 works the 6K05 engineers train through Kitchen Hill, Penrith, on December 8th.
David Hollowood





On December 14th, Class 68 022 heads through Burton on Trent in low sunlight working the 6U77 Mountsorrel - Crewe loaded ballast.
Stuart Hillis

On December 15th, Class 37 409, with DBSO No. 9705 leading, makes a storming smokey start out of Carlisle on a service to Barrow.
Michael Lynam

East Midlands Trains



On December 17th, power car No. 43049 speeds through Swinton with a Neville Hill to Nottingham ECS working. Power car No. 43050 was on the rear. *Richard Hargreaves*



On December 3rd, power car No. 43050 stands at Nottingham, having arrived on a service from London St. Pancras. *Richard Hargreaves*

Freightliner



Running 105 minutes late, Class 70 020 leads the 4L89 07:18 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. through Northampton on December 5th. *Derek Elston*



Class 66 507 hauling a Bredbury - Runcorn Folly Lane loaded Bin Liner, heads through Acton Bridge on December 6th. *Alan Rigby*



Class 66 550 passes Sutton Bridge with the 4V20 06:35 Fiddlers Ferry power station - Stoke Gifford on December 7th. *Keith Davies*

Freightliner



Class 70006 with the 4S44 Daventry to Coatbridge hurries through Leyland on December 27th. *David Hollowood*





Class 66 512 working a Daventry - Coatbridge liner, heads through Acton Bridge on December 6th. *Alan Rigbyn*

Class 86 604 working a Garston FL - Crewe Basford Hall liner, passes through Acton Bridge on December 6th. *Alan Rigby*

Freightliner



Class 66 543 passes Meole Brace hauling the 4V20 06:35 Fiddlers Ferry power station - Stoke Gifford on December 8th. *Keith Davies*



Class 90 046 passes Northampton running as 0Z92 09:46 Crewe Basford Hall S.S.M. to Willesden T.M.D. on December 5th. *Derek Elston*



Class 66 512 departs Crewe on December 7th with a Daventry - Coatbridge intermodal service. *Michael Lynam*



On the sunny morning of November 28th, Class 66 602 heads along Appleby Bank hauling the 6C75 Immingham Bulk Terminal - CHP loaded coal. *Steve Thompson*

Genesee & Wyoming Inc. to Acquire Pentalver Transport Ltd

On Monday 12 December, Genesee & Wyoming Inc. (G&W) (NYSE:GWR) announced that its subsidiary, GWI UK Acquisition Company Limited, has entered into an agreement with a subsidiary of APM Terminals (a subsidiary of A P Møller-Maersk A/S) to purchase all of the issued share capital of Pentalver Transport Limited (Pentalver). The transaction is subject to satisfaction of customary closing conditions, including the receipt of competition clearances and the finalisation of certain lease agreements, and is expected to close in the first quarter of 2017.

Headquartered in Southampton, U.K., Pentalver operates off-dock container terminals (most under long-term lease) strategically placed at each of the four major seaports of Felixstowe, Southampton, London Gateway and Tilbury, as well as an inland terminal located at Cannock, in the U.K. Midlands, near many of the nation's largest distribution centers.

In addition to providing storage for loaded and empty containers on over 100 acres of land, Pentalver also operates a trucking haulage service with more than 150 trucks, primarily providing daily service between the seaports of Felixstowe and Southampton and its inland terminal at Cannock. Pentalver also provides services related to container maintenance and repair (including refrigerated containers) and is one of the largest sellers of new and used containers in the U.K.

Pentalver's operations are complementary to those of G&W's Freightliner subsidiary, which is the largest provider of maritime container transportation by rail in the UK. The logistics of maritime container transportation in the UK are highly competitive, whether by road, rail or short-sea, with a premium placed on timely, efficient and safe service. G&W expects that the Pentalver acquisition will enable G&W to (i) enhance its UK services by providing rail and road transportation solutions, as well as offering storage options at the ports and inland, and (ii) unlock efficiencies from shared services and enhanced asset utilisation from Pentalver's trucking fleet and Freightliner's existing fleet of approximately 250 trucks that currently provide local collection and delivery haulage from Freightliner's inland terminals. With approximately 600 employees, Pentalver will continue to be run by its current Managing Director, Chris Lawrenson, and will operate as part of G&W's U.K./Europe Region.

Jack Hellmann, President and Chief Executive Officer of G&W, commented, "The acquisition of Pentalver is an excellent strategic fit with our existing intermodal offering in the UK. With the advent of larger container ships and the growth of distribution centres in the Midlands and throughout the UK, our maritime intermodal customers are seeking greater service optionality, which includes not only rail and road transportation but also the ability to store, maintain and position containers. Amidst the dramatic changes that are structurally altering the global shipping industry, we are pleased to be enhancing our service capabilities to meet the long term needs of our intermodal customers in the UK."

"In addition, we are excited to welcome Pentalver's employees to G&W as we work together with our existing Freightliner subsidiaries to provide the safest, most reliable and efficient transportation services to the UK maritime intermodal market."

Joe Nicklaus Nielsen, APM Terminals Vice President and Head of Port Investment said, "This divestment is in line with APM Terminals' strategy to develop and optimise our portfolio of businesses. Pentalver is a successful business, and we are pleased to have found a new strong owner in Genesee & Wyoming. Together with existing management and the around 600 dedicated employees of Pentalver, Genesee & Wyoming is an excellent new owner that will provide the right platform for customers going forward."

Freightliner

Class 66 509 passes Bayston Hill on December 20th working the 4V20 06:35 Fiddlers Ferry power station - Stoke Gifford.
Keith Davies

Freightliner



Class 70 006 heads the 4M34 Coatbridge - Daventry intermodal through Winwick on December 22nd. *Michael Lynam*





The 06:07 Mossend Euroterminal to Daventry International Raifreight Recep RFD crawls into Stafford behind Class 66 560 on December 7th. *Derek Elston*

Class 66 550 passes Stapleton on December 22nd working the 4V20 09:30 Fiddlers Ferry power station - Stoke Gifford. *Keith Davies*

Freightliner



On November 25th, Class 66 620 passes Keb Wood, near Appleby working the 6T23 loaded iron ore to Santon FOT. *Steve Thompson*



Class 66 550 passes Battlefield on December 7th hauling the 4V20 06:35 Fiddlers Ferry power station - Stoke Gifford. *Keith Davies*

Freightliner

Class 66 565 speeds through Doncaster on December 17th with a Leeds - Felixtowe liner. *Richard Hargreaves*

With a pink flush of sunrise behind it, Class 66 512 climbs through Red Bank on December 5th with a delayed Daventry - Coatbridge service. *Jeff Nicholls*

Freightliner

Lit by weak winter sunshine, Class 70 006 thunders south through Warrington Bank Quay station with the morning Coatbridge - Daventry service on December 20th. *Jeff Nicholls*



Class 66 743 passes Charlton on December 7th with the 6V09 10:51 Tinsley Yard GBRf - Coton Hill GBRf. *Keith Davies*

GB Railfreight's charity donations changing lives across the country

GB Railfreight (GBRf) has made the first, of several rounds, of interim donations to its charity partners, totalling £110,000. The British Heart Foundation (BHF), Woking Homes and The Ripple Project have each received donations that will impact communities up and down the country. The next interim donation will be made in mid-2017.

GBRf hosts regular fundraising events including bake sales, dress down days, football and netball tournaments. In September, the company took part in the BHF's 'Bag it. Beat it' campaign where a large section of GBRf staff donated a bag of clothes to sell in BHF charity shops. GBRf also ran a 15-year anniversary charity train tour, taking passengers across the country in Class 87s, 50s, 20s and 'Evening Star' locomotives, which raised over £125,000.

John Smith, Managing Director of GB Railfreight, said: "Every year, I am very proud of the effort our staff and their families put into fundraising for our partner charities. The work these charities do is very close to my heart and many of those in the GBRf community, and I look forward to seeing more creative ways we can fundraise to build on these achievements".

British Heart Foundation

The money raised by GBRf for the BHF will go towards funding lifesaving research to help support the 7 million people living with heart and circulatory disease in the UK. For over 50 years, BHF-funded research has revolutionised the understanding and the treatment of heart disease.

Simon Gillespie, Chief Executive at the British Heart Foundation, said: "Heart disease is heartless. It can often strike without warning, tearing families apart in an instant, which is why we're determined to do everything we can to beat it. We urgently need to fund more lifesaving research to end the devastation heart disease leaves behind and save lives, which is why we're absolutely thrilled to have been chosen as GB Railfreight's charity of the year.?Every pound raised throughout the partnership will help make a difference to millions. We would like to offer our heartfelt thanks to GB Railfreight employees for dedicating their time and energy to help us continue our fight against heart disease."

Woking Homes

Woking Homes is a residential care home with a 'railway heritage' providing a secure, relaxed, and homely environment primarily for former rail employees.

Jim Dorward, Chair of the Board of Trustees at Woking Homes said: "I was delighted and overwhelmed about the very substantial donation to Woking Homes which has resulted from GBRf's recent highly successful charity fundraising activities. As our existing minibus is now 11 years old and reaching the end of its useful life we will put the GBRf donation towards the purchasing of a new 15 seater minibus".

The Ripple Project

The Ripple Project seeks to improve the quality of life for residents of all ages in the Restalrig, Lochend and Craigentinny and Edinburgh area, designed to help local people help themselves.

Fiona Cross, Director of the Ripple Project said: "The team of staff and volunteers here at the Ripple Project would like to say a massive thank you to the staff and families for all their hard work fundraising on behalf of GB Railfreight's charity partners. The money raised has a real impact for a charity of our size and allows the organisation to continue to deliver a wide range of services for all ages primarily through the dedication and commitment of the many volunteers that offer their time every week.

"With over 72 volunteering positions available on a weekly basis we really are a local community project helping people to help themselves and each other. This community-led approach to developing services means that we can work closely with local residents and this year the Ripple Project is celebrating 20 years at the heart of the community it serves. So once again a huge thanks to all involved".

GBRf



Class 66 742 piles on the power through Acton Bridge with the 09:18 Biomass empties from Drax to Seaforth on December 10th. The train had been held just south of the station for a pathing stop. *Jeff Nicholls*



On November 25th the sun put in a brief appearance, with Class 66 709 feeling illuminated as it works 4R79 coal empties from Down Decoy to HIT. *Steve Thompson*



On December 12th, Class 66 750 approaches Doncaster on a Gypsum train from Cottam - Ferrybridge power station. *Michael Lynam*

GBRf

Major engineering work in the Shenfield area over the Christmas period has seen numerous engineers trains. Here Class 66 771 is seen with an Ingatestone spoil train near Chelmsford on December 26th. *Charlie Robbins*

GBRf



Class 66 764 passes Charlton on December 1st working the 6V09 10:50 Tinsley Yard - Coton Hill GBRf empty stone. *Keith Davies*



Class 66 708 heads north through Doncaster on December 12th with a rake of empty coal wagons from Decoy - Hunterston.
Michael Lynam



On November 29th, Class 66 758 hauls the 4R78 Down Decoy - HIT, through Sunny Scunny!.
Steve Thompson

GBRf







Class 66 764 working empty JNAs on 6D89 Ent. C - Hexthorpe Yard passes Scunthorpe on November 29th. *Steve Thompson*

Class 66 717 approaches Carlisle on December 15th with a rake of JNA box wagons for storage at Longtown MOD originating from Hexthorpe. *Michael Lynam*

On a cold December 5th, Class 66 701 heads west across Sankey Viaduct, Earlestown, with the 09:54 Drax - Liverpool Bulk Terminal Biomass empties, meeting a Northern Class 319 unit on the 12:16 Liverpool Lime Street - Manchester Victoria service. The Biomass train had travelled via the Chat Moss route and is seen crossing the world's first major railway viaduct. *Jeff Nicholls*

GBRf



Class 66 726 and 66 764 pass Walcot on December 14th with a late running 6Z35 03:18 Crawley New Yard - Coton Hill Yard. *Keith Davies*



On December 30th, Class 66 748 passes Ashton Moss North Jct. signalbox working a Drax to Liverpool empty Biomass. *Brian Hewertson*



Royal Scotsman liveried Class 66 743 hauling the 6V09 Tinsley - Coton Hill empty hopper wagons, heads into the winter sunshine at Burton on December 7th. *Stuart Hillis*

GBRf



Class 66 765 working 6M83 Tinsley - Bardon Hill empty stone hoppers, passes Moira on December 13th. *Stuart Hillis*

GBRf announces new contract with Lynemouth Power

GB Railfreight (GBRf), one of the largest rail freight operators in the UK, has announced it has signed a rail haulage contract with Lynemouth Power Limited, following a successful tender submission.

The new service is expected to commence in the second half of 2017. GBRf plans to run up to 27 trains per week, delivering over 37k tones of biomass per week. The trains will run between Port of Tyne and Lynemouth Power Station.

The contract comes as part of a 10-year investment project for the power station. GBRf previously demonstrated its reliability along this route whilst running coal services to Lynemouth power station when it was owned by RWEST. The last coal train into the station was April 2015.

John Smith, Managing Director of GB Railfreight, said: "We are delighted to announce this new contract with Lynemouth Power, as a result of the commitment and dedication from our team. GB Railfreight has grown extensively over the past few years, and new contracts with companies such as Lynemouth Power are an indication of the positive outlook for our company's future.

This new contract shows the strength of our company, at a critical time for investment in the rail freight industry, we are very proud we are able to continue to grow in this environment. We are extremely pleased sign this deal with Lynemouth Power, we look forward to working closely with them to help deliver power to the UK."

The announcement follows the completion of a deal between GBRf and PUMA energy last month, to run fuels services from Interminals Immingham East.

Great Western Railway

GWR green liveried power car No. 43188 prepares to depart Reading on December 21st. *Richard Hargreaves*

Great Western Railway





Inter-City liveried power car No. 43185 stands at Reading on December 21st, on the rear of a London Paddington bound service. *Richard Hargreaves*

GWR Green HST power car No. 43187 'The Welshman' stands at London Paddington on December 21st, having arrived from Bristol Temple Meads. *Richard Hargreaves*



Great Western Railway

Power car No. 43129 is seen on the rear of a London Paddington bound service at Swindon on December 29th. *Richard Hargreaves*

Network Rail





The New Measurement train (power cars Nos. 43013 and 43014) hurries through a sunny Stafford working the 12:29 Crewe C.S. (L&NWR Site) to Derby R.T.C.(Network Rail) via London Euston on December 7th. *Derek Elston*

The Northern Class 319 unit on a Warrington Bank Quay to Liverpool Lime St. service has to wait whilst Network Rail's Class 150 sweeps imperiously southwards through Winwick in a brief patch of sunshine on December 7th, whilst working from Blackpool to Derby RTC. *Jeff Nicholls*

Network Rail

Class 31 233 works 0S31 Derby RTC to Slateford through Kitchen Hill north of Penrith on December 5th. *David Hollowood*





Class 37 254 is seen on the rear of a Test Train as it departs Doncaster on December 10th, Class 37 057 was on the front, heading towards Derby. *Steve Thompson*

On December 7th, power cars Nos. 43013 and 43014 depart Crewe, heading to London Euston. *Michael Lynam*

Network Rail

Power cars Nos. 43013 and 43014 head south through Winwick on December 7th with a Craigentinny - Derby Network Rail NMT service.
Jeff Nicholls



On November 30th, in the dead of night, well, 23:16 anyway, a rare visit by Class 31 233, leading 3Q12 towards Immingham on a Derby RTC - Doncaster West Yard technical job.
Steve Thompson



Network Rails track recording unit Class 950 001 arrives into Crewe from Blackpool on December 7th, heading back to Derby RTC.
Michael Lynam

Network Rail

Class 97 302 and 97 303 running light from Coleham - Derby RTC, storm through Burton on December 14th. *Stuart Hillis*

On December 19th, Class 73 962 and 73 965 top'n'tail a Derby RTC - Crewe Coal Siding test train past Stenson Jct. *Stuart Hillis*

Network Rail

Class 37 025 (with DBSO No. 9708 on the rear) stands at Stirling whilst working the 1Q06 17:25 Aberdeen Clayhills Car. M.D. to Inverness Millburn Caledonian Railway Depot, December 12th.
Jonathan McGurk

Units: DMUs and EMUs



On November 29th, and having bought some more cheap vinyls on Black Friday! Reliveried Class 185 144 stands at Sunny Scunny working the 1B75 to Manchester. *Steve Thompson*



GWR green liveried Class 150 002 working as 5E23 Reading Train Care - Doncaster Wabtec for remedial work, passes a sunny Burton on December 7th. *Stuart Hillis*

Units: DMUs and EMUs



As the sun rises on December 17th, Northern's Class 321 901 approaches Adwick working a Doncaster to Leeds service. *Richard Hargreaves*



On December 3rd, Great Western Railway's Class 166 215 and 166 218 form the 2N30 10:50 London Paddington to Oxford service approaching Hayes & Harlington. *Derek Elston*



East Midlands Trains' 1F10, the 07:58 London St. Pancras International to Sheffield arrives into Derby on December 10th formed of Class 222 018. *Derek Elston*







Units: DMUs and EMUs

On December 5th, London Midland's Class 350 371 works the 5T72 training turn, 11:20 Rugby to Bletchley C.S. through the centre road at Northampton. *Derek Elston*

Northern's Class 142 022 approaches Swinton on December 17th working a service to Sheffield. *Richard Hargreaves*

TransPennine Express' Class 350 408 working the 1M97 Edinburgh to Manchester Airport service passes through Kitchen Hill north of Penrith on December 5th. *David Hollowood*

Units: DMUs and EMUs



Fresh from exam at Crewe electric depot, Royal Mail's Class 325 006 arrives into Crewe on December 7th. *Derek Elston*



South West Trains' Class 159 006 is seen at Grateley with a Salisbury service on December 3rd. *Ken Mumford*



Northern's Class 142 091 is seen departing Swinton on December 17th working a Scunthorpe service. *Richard Hargreaves*







Units: DMUs and EMUs

On December 7th, CrossCountry's Class 220 006 calls at Stafford with the 1V53 11:07 Manchester Piccadilly to Bristol Temple Meads service. *Derek Elston*

Northern's Class 158 797 stands at Nottingham on December 3rd, working a service to Leeds. *Richard Hargreaves*

The latest pair of Class 387s for Great Western, Nos. 387 138 and 387 139 pass through Northampton working 5K56 Wembley Euro Freight Ops centre to Crewe proving run on December 5th. *Derek Elston*

Units: DMUs and EMUs



Chiltern Railways' Class 168 327 and 168 1XX departs Oxford on December 21st. *Richard Hargreaves*



Unbranded Royal Mail EMU Class 325 014 heads south with two class mates through Red Bank forming a twelve car 1M12 from Sheildmuir to Willesden PRDC on December 18th. *Dave Harris*

Units: DMUs and EMUs



Chiltern Railway's Class 168 329 and 168 218 arrive at Haddenham and Thame Parkway on December 29th with a London Marylebone service. *Richard Hargreaves*



Reliveried TransPennine Express Class 185 115 departs Doncaster on December 10th with a Manchester Airport bound service. *Richard Hargreaves*



The first of the ex-London Underground units stored at Long Marston for conversion to diesel traction has moved a step nearer to entry into service. Now numbered Class 230 001, the Viva Rail prototype arrived in Nuneaton yard mid-December ready for crew-training runs on the Nuneaton - Coventry line. However, engine problems meant that these did not happen and the unit was returned to Tyseley on December 18th. *D.G. Peel*

Units: DMUs and EMUs



On December 3rd, Northern's Class 333 012 departs Skipton with a service to Leeds. *Michael Lynam*



East Midlands Trains' Class 158 852 departs Metheringham on December 1st working the 2K42 Peterborough - Doncaster service. *Steve Thompson*



Northern's Class 158 753 arrives at Accrington on December 10th working a York - Blackpool North service. *Michael Lynam*

Units: DMUs and EMUs

Heathrow Express' Class 332 013 stands at London Paddington on December 21st ready to work a service to Heathrow Airport. *Richard Hargreaves*



Heathrow Connect's Class 360 202 approaches Hayes & Harlington on December 3rd working the 2T32 10:33 London Paddington to Heathrow Airport Terminal 5 service. *Derek Elston*



Class 142 024 stands at Rainford station on December 28th working the 2K64 Manchester Victoria - Kirkby service. *Alan Rigby*

Units: DMUs and EMUs





On December 10th, East Midlands Trains' Class 153 308 arrives at Derby working the 1K04 08:07 service from Crewe. *Derek Elston*



Anglia's Class 317 514 (with 317 512 on the rear) is seen about to depart London Liverpool Street on December 12th working the 2O40 15:12 London Liverpool Street - Hertford service. *Keith Hookham*

On December 3rd, with a semaphore signal controlling Dutton Locks on the River Weaver, an unknown Virgin Trains Pendolino pauses on Dutton Viaduct. The set was running 'wrong line' and for an unknown reason changed direction on the viaduct and headed north along the Liverpool line. *Jeff Nicholls*

Units: DMUs and EMUs

A pair of Northern ‘Pacers’ Class 142 045 and 142 038 depart Accrington on a Blackburn - Wigan Wallgate service via the Todmorden curve. *Michael Lynam*

Virgin Trains



Class 91 114 ‘Durham Cathedral’, approaches Doncaster on December 12th working a London Kings Cross - Edinburgh service. *Michael Lynam*

Virgin Trains’ locomotive named the “Lord Mayor of Newcastle”

A Virgin Trains locomotive has been named the “Lord Mayor of Newcastle” to celebrate the 800th anniversary of the city’s Mayoralty and Freemen.

A ceremony was held on December 6th to commemorate the anniversary of King John granting a charter, in 1216, to Newcastle’s burgesses - known today as the Freemen - which empowered them to elect a Mayor of Newcastle.

The ceremony, which was held at Newcastle Central Station, was hosted by Jonathan Edwards CBE, the Olympic gold medal triple-jump winner and world record holder who is himself an Honorary Freeman of the city.

It is a key part of Newcastle City Council’s commemoration of 800 years of Newcastle’s Mayoralty. The city has had its royal charter renewed by successive sovereigns and is one of only a few cities in Europe to have had the same office handed down to known recipients over so many years in an unbroken sequence. The current Lord Mayor of Newcastle, Councillor Hazel Stephenson, said: “We have had many events to mark the 800th anniversary of the Mayoralty and Freemen but this will probably be one of the most enduring events.

“The Mayoralty is one of the longest surviving civic institutions in the city. It’s a great honour to have a train named after it.

“People who live and travel along the whole of the East Coast Mainline will see what a truly special year this is for Newcastle. Now it will be remembered for years to come.”

The locomotive, which is numbered 91130 and will promote Newcastle across Virgin’s east coast route, features the name, a commemorative plaque and famous city landmarks, including the Tyne Bridge, Castle Keep, St James’ Park football ground and the Civic Centre, where the council is based.

David Horne, Managing Director of Virgin Trains on it east coast route, said: “Virgin Trains is committed to working with communities to promote their history and heritage, and we’re delighted to support the city council’s commemoration of 800 years of Newcastle’s Mayoralty.

“Newcastle is an amazing city and we hope we can promote it far and wide across our route through our newly named loco.”

Jonathan Edwards said: “As an Honorary Freeman it’s great to have helped name a train after the Mayoralty, and it’s also good that Virgin Trains has changed its brand from red and white to black and white on this loco to reflect the colours of Newcastle United Football Club!”

Virgin Trains breaks one million mark on Edinburgh-London after service investments

Customer numbers break new records in 2016 following Virgin Trains' investment

Increase in passengers choosing train over plane on UK's busiest domestic air route

On track with ambitious plans to win 50% of air/rail market by 2023

More than a million Virgin Trains passengers are travelling between Edinburgh and London each year for the first time.
The London to Scotland operator has ended the year on a high after seeing 8% annual growth in customer numbers between the UK and Scottish capitals.

It follows a string of timetable and customer service improvements introduced by Virgin Trains as part of a £140m investment programme on the east coast route.

A key driver in the growth has been an increase in the number of passengers choosing train over plane – the result of a deliberate strategy by Virgin to win market share on the UK's busiest domestic air route.

Between January and September – the last month which comparable figures for airline journeys are available – the number of Virgin Trains passengers travelling between Edinburgh and London grew by 8.2% to 831,000. That represents 25% of the total air/rail market, or nearly a third once interlining passengers (those travelling via London airports on international journeys) are excluded, an increase of two percentage points.

Air traffic on the route remained broadly flat over the same period, reversing the trend seen in 2015, when growth on the Edinburgh-London corridor was driven by air*. Overall, the air/rail market grew in both 2015 and 2016.

The passenger growth has been welcomed by Scotland's Transport Minister, Humza Yousaf MSP, who said: "It is clear given the huge numbers of passengers now travelling on Virgin East Coast that cross border rail services are more popular than ever, with demand growing year on year. Virgin are also offering increased frequency and journey time improvements we will no doubt see the popularity of rail continue. More connectivity and more passengers travelling between Edinburgh and major stops en route to London can only be a major boon for business here and I look forward to Scotland feeling all of the benefits."

After taking over the east coast route in March 2015, Virgin Trains has worked to transform customer experience, with a number of key improvements being made this year.

Two timetable changes have delivered an additional 45 services per week between Edinburgh and London, giving a half-hourly service through most of the day and more services at weekends. The entire fleet has been completely overhauled, while customers have benefited from free wifi through First and Standard Class and the introduction of BEAM, Virgin Trains' revolutionary onboard entertainment streaming service.

Meanwhile, booking horizons have been extended to six months from the industry standard of three months, giving customers more time to plan ahead and find the cheapest fares.

Virgin Trains has set out ambitious plans to gain half the air/rail market by 2023 following the introduction of the state-of-the-art Azuma fleet which will provide faster, greener, more comfortable journeys.

David Horne, Virgin Trains Managing Director on the east coast route, said: "We've set out ambitious plans to take on airlines by investing in our services and we're delighted to see that strategy bearing fruit. The growth in rail travel we're announcing today shows that the improvements we've made have been popular with customers, who are voting with their feet. That's good news for passengers, good news for the environment and good for the long-terms growth of rail between Scotland and England."

* Air traffic figures take from the Civil Aviation Authority, for passengers travelling between Edinburgh Airport and Heathrow, Gatwick, Luton, Stansted and London City airports.

Virgin Trains



On December 10th, Class 67 030 hauls Class 91 131 and stock into Doncaster, having run ECS from Bounds Green. *Steve Thompson*



On December 12th, Class 91 131 approaches Doncaster, unusually via the slow lines, with a service from London Kings Cross.
Michael Lynam

Virgin Trains



Power car No. 43319 leads an Edinburgh to London Kings Cross service through a sunny Doncaster on December 17th.
Richard Hargreaves

Virgin trains made from 2,000 presents given away to Christmas travellers

Festive travellers were presented with the largest ever replica train made entirely from presents, in Virgin Trains' now traditional annual bid to spread Christmas cheer.

Life-size replicas of the iconic Azuma and Pendolino trains were unveiled at King's Cross and Birmingham New Street stations, with lucky passengers able to take a present home.

It follows new research* which reveals that when it comes to Christmas this year, the average Brit will give 18.5 presents and spend £388.50 on loved ones, family and friends. In spite of this generosity, all is not rosy with the findings, showing that the magic of Christmas disappears when we reach the age of 18.

A third of us give our loved ones Christmas presents we didn't actually buy ourselves – and men are twice as bad as women. Scots will be digging deepest into their pockets, splashing out £461.60, while those in Wales will be thriftier, getting their gifting done for £382

On Tuesday 13th December, a model of the Virgin Azuma train, which comes into service on the East Coast route in 2018, was presented to passengers travelling through King's Cross. The 12m long by 2m high replica has taken a team of eight 1,500 hours to build. It consisted of over 1,000 individually wrapped presents, including iPads, folding bikes, Virgin balloon rides and pamper days, robotic dogs and a lorry load of chocolate.

A replica of the iconic Pendolino train, which is also made up of 1,000 presents, was unveiled at Birmingham New Street station on Thursday 15th December.

Patrick McCall, Co-Chairman for Virgin Trains said; "We know Christmas is here when we get to unveil our Virgin Christmas Train. This year we've broken from tradition and taken it off the tracks for the first time and into stations – giving away an amazing 2,000 presents over the week. After finding out that people believe the magic of Christmas disappears at age 18, we wanted to spread a bit of sparkle for the two million customers expected to travel with us over the festive period."

The research into the gifting habits of the nation further reveals that men typically spend £85.20 on their other half, while women spend £70.40 on their partner. The difference between the sexes continues with men being twice as guilty as women (42% v 21%) of gifting a present they didn't actually buy themselves, with the national average being nearly a third (31%).

Unbelievably, 18% of men will even hand their wife or girlfriend a present that was chosen by a friend, family member or colleague and pretend they bought it themselves.



Class 380 019, 380 114 and Class 156 505 stand at Glasgow Central station on December 1st. *Alan Naylor*

Scotrail

On December 9th, Class 67 015 stands at Darlington hauling brand new Class 385 102, working the 5X09 22:17 Merchant Park Sidings to Shields Train Maintenance Depot (T.M.D.) This is the first of the new Japanese Hitachi-built Class 385s to make its way north to Scotland. Class 385 102 will undergo testing under its own power on the Inverclyde and Ayrshire lines in the coming weeks, before entering service in Autumn 2017. *Jonathan McGurk*

Scotrail



On December 13th, Class 334 021 is seen from the overbridge at Lomond Road, looking down onto Balloch railway station. The unit is ready to work the 2E62 14:37 Balloch to Airdrie via Singer and Glasgow Queen Street Low Level. *Jonathan McGurk*



Class 334 001 and 334 030 stand at Edinburgh Waverley station on December 1st. *Alan Naylor*



On December 1st, Class 314 216 departs Glasgow Central station with a train for Paisley Canal. *Alan Naylor*

Scotrail

On December 12th, Class 170 407 (sporting the special ‘British Transport Police (B.T.P.) Awareness Livery’) calls at Stirling whilst working the 1T48 19:47 Aberdeen to Glasgow Queen Street High Level. *Jonathan McGurk*



Railtalk Magazine

Edinburgh Trams

Tram No. 258 heads along Princess Street, Edinburgh on December 1st with an Airport bound service. *Alan Naylor*

Going Underground







‘S’ stock No. 21073 eases into London Kings Cross St. Pancras with a Metropolitan line service to Amersham on December 3rd. *Derek Elston*

District Line ‘D’ stock No,7530 is seen arriving at West Ham on the morning of December 13th. *Keith Hookham*

A Tower Hill - Wimbledon train of District Line ‘D’ stock pulls into Temple on December 31st headed by No. 7526. *Chris Morrison*

Going Underground

An Upminster - Richmond District Line train of 'D' stock pulls out of Westminster on December 31st with No. 7513 bringing up the rear. *Chris Morrison*



Docklands Light Railway

Docklands No. 68 leads two other sets into Limehouse on December 14th, heading towards Lewisham. *Keith Hookham*

Sheffield Supertram







On December 10th, Supertram No. 114 approaches Nunnery Square with a service to Middlewood. *Derek Elston*

Vossloh Citylink trams Nos. 201, 201 and 205 are seen stabled at the Nunnery Depot on December 10th. *Derek Elston*

Sheffield Supertram Vossloh Citylink No. 399 204 is seen stabled on Nunnery Depot on December 10th. *Derek Elston*

Nottingham Trams (N.E.T.)







Tram No. 209 ‘Sidney Standard’ passes Rivergreen on a service to Clifton South, December 29th. *John Balaam*

Tram No. 210 stands at Beeston Centre with a Toton Lane - Hucknall service, December 29th. *John Balaam*

Nottingham tram No. 235 ‘David Clarke’ stands at Nottingham Station with a Phoenix Park - Clifton South service on December 29th. *John Balaam*

Hull Trains Will Run Extra Services in 2017 City of Culture Year

Hull Trains announces industry approval to run extra services

From 17th December, Hull Trains' customers will be able to arrive into London on weekends before 09:00am via an 06:20 train departing at Paragon Station. There will also be an additional service from Kings Cross to Hull, which departs London at 07:13am

Louise Mendham, Performance and Planning Manager at Hull Trains says: "We know that our customers want an additional earlier service to make the most of day-trips to the capital. We also want to bring as many people into Hull as possible to enjoy the exciting events that are planned during our city of culture year."

The company has also announced that from December 2016, some journey times from London to Hull will reduce. Thanks to behind the scenes work on small timetable amends, Hull Trains can now bring customers from London to Hull in under 2.5 hours.

Louise says: "We have been working on these service improvements for some time and are delighted to be able to launch them before the Christmas period. They're all part of our commitment to our customers to give them the best possible journey experience."

Hull Trains was officially crowned the UK's Rail Operator of the Year at the National Transport Awards 2016 as well as winning a coveted 'Customer Focus' award in the Mail Business Awards this year. It has also topped the independent National Rail Passenger Survey for the past three consecutive years for passenger service. Hull Trains, alongside its sister company TransPennine Express is the official 'Rail Provider' for Hull2017.





Fares Advice with RailUK

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

Changes to weekend travel restrictions on SWT

Basically SWT are introducing time restrictions on super-off peak travel at weekends.

http://www.southwesttrains.co.uk/tic...uper-off-peak/

To me the changes quite frankly seem bizarre and confusing; especially at a time of the week where the majority of users are leisure travellers. How's it fair that super-off peak tickets are supposedly available for travel to London before 09:30 but not available anywhere else or indeed for leaving London on any train before 11:00?
Why the lack of advertising from SWT?
Are these changes aimed at making weekend travel better or just a mechanism to boost revenue?

A: They appear to be aimed at moving people away from the peak travel times at the weekend to times when the trains are less busy to spread demand. Seems to make sense to me. South West Trains obviously feel that demand is outstripping capacity at certain times on a Saturday morning. Whilst I understand this view and accept this as the probable reason behind these changes; it will come as a 'kick in the teeth' to anyone who works at weekends and to whom it will be a significant additional expense.

*My view from commuting and travelling at weekends is that loadings tend to be much more spread throughout the day (particularly on longer distance services); but can fluctuate as a result of sporting events, concerts etc.
I can foresee significant crowding on shoulder super off-peak trains as well.*

*The cynic in me says this is more of an attempt to screw more money out of people in the final knockings of the current franchise. It also sets an interesting precedent for the next one. It either allows ongoing "pricing up" to create more revenue next time or creates "head room" for some nice headline grabbing "fare cuts" for the next franchisee. Of course they wouldn't really be cuts as it's the classic thing of whack your prices up before you have a "fantastic sale" to tempt the mugs (us poor public) to part with their cash.
My unbounded cynicism also thinks it's a bit pathetic that SWT can't run some more / longer trains on a Saturday to cope with the demand. It's not exactly running at M-F peak frequencies or train lengths is it? And yes I know it may cost more and there are capped kilometrage pricing bands in train service contracts that create step changes in costs but if you can't physically cope with the demand but have the stock then the answer is obvious - you swallow the cost to earn the dosh especially if there is an identifiable growth trend going on as there has been on SWT for years.*

*There are very definitely "peak" travel times at weekends, and will likely be the case as passenger numbers continue to grow. It is unfortunate that you are caught in the middle of it, but that is just one of the ways demand is managed.
Unfortunately despite all the unfounded cynicism being bandied about by some, there are no spare unit to run longer trains. When the 707s come into service, the situation should ease a little. The reality is that there are heavy maintenance schedules at weekends, and Saturdays have almost as many services as weekdays, so you end up with shorter trains. Sundays are better than Saturdays as less services are run. The way things are at the moment, weekday peak commuters will always come before weekend leisure travellers, and the much smaller commuting crowd.*

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!

Network Rail's USP500RT Nos. DR77903 and DR73115 heads through Nottingham on December 3rd. *Richard Hargreaves*

New Thameslink train transforms passenger journeys on Sevenoaks suburban route

Passengers have started travelling on a new state-of-the-art train on Thameslink's Sevenoaks to London and Bedford route.

The new generation of air-conditioned, spacious Class 700 train is running eight services a day on the Sevenoaks to London and Bedford route, via Bromley South and Catford, creating more space for passengers and a modernised travelling environment. Delivered as part of the Government-sponsored Thameslink Programme, which is transforming north-south travel through London with up to 24 trains per hour in each direction between Blackfriars and St Pancras International, more trains will follow, steadily replacing the entire 29-year-old fleet.

The new train is ideal for the busy suburban route as it is much more spacious, with wider doors, easy-to-reach grab handles, wide aisles and interconnecting carriages so that passengers can move around easily to find more room.
Unlike the original fleet, the new trains feature climate control and the latest passenger information systems including real-time updates from London Underground.
Fixed in length at eight carriages long, once all existing trains have been replaced, it guarantees an end to short four-carriage services that still run at certain times of the day.
The new train meets the latest requirements for people with disabilities with a fully accessible toilet and wheelchair spaces.

In addition to the greater carrying capacity of the new trains, Thameslink is proposing to increase frequency of the service from two to four trains per hour in 2018 from Bickley up through Bromley South, Beckenham, Catford and Peckham Rye. Combined with the new train, this will deliver a step-change in service for passengers.

Thameslink's Engineering Director Gerry McFadden said: "These new trains are just great and passengers on our busy suburban routes are going to love them. They'll immediately notice the bright, spacious interior, air conditioning and advanced passenger information systems with updates on the Tube."

Dave Hooper, Siemens' Thameslink Programme Director, said: "At Siemens we are very proud of this new train that we have specially designed to give enhanced passenger benefits on the Thameslink route. Entering the first new train on a service for Kent passengers is another significant milestone for the Thameslink Programme."





East Midlands Trains' power car No. 43044 is seen on the rear of a Nottingham to Lincoln service at Lincoln on December 10th. Once again EMT deserve praise for organising these additional services to the Christmas Market held in the city. *Richard Hargreaves*

Viva Rail

Viva Rail D-train Class 230 001 passes Widney Manor on December 30th, with a test run from Tyseley to Nuneaton, before the engine fire at Kenilworth that halted its progress.
Chris Morrison





Network Rail to begin Middlesbrough station repairs

Network Rail has confirmed that the long-awaited £2.7million refurbishment of Middlesbrough station will begin in the spring. A contractor has now been appointed and is working on a programme that will see the station roof and stonework repaired in a 13-month project.

Lisa McGuinness, commercial scheme sponsor for Network Rail, said: “The repairs to the roof at Middlesbrough station will begin in early 2017. Lots of work has happened behind the scenes to get the specialist contractor in place to work on this Grade II listed building, and we will provide further updates in the new year. We will continue to work with TransPennine Express and Middlesbrough Council to minimise the disruption caused by our improvement work.”

Meanwhile, Middlesbrough Council is in the process of commissioning a masterplan study for Middlesbrough station which will focus on transport connectivity and the regeneration of the area surrounding Middlesbrough station.

Funding for the masterplan study, which will go out to tender in early January 2017, has been secured from the Tees Valley Combined Authority, with Network Rail, train operators TransPennine, Northern and Virgin Trains East Coast working alongside Middlesbrough Council and Middlesbrough MP Andy McDonald.

Middlesbrough Mayor Dave Budd said: “Middlesbrough Railway Station is at the heart of the town’s historic quarter and is central to our aspirations for the town centre and the wider area. It’s an iconic building that reflects the town’s rich heritage while having a pivotal role to play as a key gateway to its future growth and prosperity. I’m delighted that these important upgrades and refurbishments are due to start in the new year, and am confident they will further enhance the station’s role as one of the region’s most important transport hubs.”

Middlesbrough MP Andy McDonald said: “This is an important milestone and further evidence of the commitment there is to breathe new life into the centre of our town. The station is an important part of our heritage but will also be a new 21st century portal into the evolving city-scape right in the heart of Tees Valley. The repaired and revitalised railway station has to be a fitting gateway to our town for commuters, businesses, students and leisure visitors alike.

“What we want to achieve is an impressive rail terminal which matches our ambition and aspiration and which is fit to receive the first London King’s Cross direct service in 2020. This announcement sets us out on that path and is most welcome.”

Graham Meiklejohn, Regional Development Manager for TransPennine Express, said: “These roof works by Network Rail will be welcomed by our many passengers who use Middlesbrough station every day. With our new trains and also additional services coming for Middlesbrough these works will complement the improvements our passengers will see on the tracks.”

Stanier Class 5s Nos. 44871 and 45407 hauling ‘The Welsh Marches Express’ to Cardiff head across Malvern Common on November 27th.
Neil Pugh

On December 7th, the 09:59 Crewe P.A.D. to Market Harborough CCE Siding passes Stafford formed of Nos. DR77906 and DR73116.
Derek Elston

Network Rail and Chiltern Railways open ground-breaking new rail line connecting Oxford city centre and London



Chiltern Railways and Network Rail have opened a new rail link connecting central Oxford with the capital, following a unique £320m investment by the franchise operator and the infrastructure manager.

The completion of the new rail link to London – the first from a major British city in more than 100 years – sees central Oxford connected to Marylebone via successful new stations Oxford Parkway and Bicester Village. It has been just 12 months since the line opened from Oxford Parkway on the outskirts of Oxford in October 2015. The first year has seen over 1.5 million passengers using the line; this is expected to grow to with the extension into the city.

Chiltern's new service offers Oxford commuters an alternative to travelling into London. The new service will offer two new trains per hour throughout the day between Oxford and London Marylebone with journey times to the capital from around an hour.

The new link is part of Britain's Railway Upgrade Plan and is an example of new, direct competition on Britain's railways creating choice and flexibility for customers. It represents a £320m investment by Network Rail and Chiltern Railways which have jointly funded the project. The idea for the line was conceived by Chiltern Railways who invested £130million of the £320million total cost. Network Rail constructed the line on time and within budget as part of the wider East West Rail project, contributing £190m.

A close collaborative partnership between Chiltern Railways and Network Rail has delivered high levels of performance. At time of launch Chiltern Railways are one of the most punctual rail operators in the UK and the company is consistently one of the top rated franchise operators for customer satisfaction in the National Rail Passenger Survey.

Commenting on the launch of the new line, Transport Secretary Chris Grayling said: "This is the first new rail link between a major British city and the capital in 100 years and also a shining example of partnership working between the private and public sector. From today travellers to and from London Marylebone and Oxford will get increased choice, more trains and faster journey times. The link is also an important part of the new East West line to be built between Oxford and Cambridge and will bring growth and prosperity to this corner of Britain."

Dave Penney, managing director of Chiltern Railways, said: "This is a significant milestone in the history of Chiltern Railways. The new line delivers meaningful benefits for those living and working in the region and will be economically advantageous for the regional economy. It creates direct competition in the rail market between Oxford and London giving customers a real choice and flexibility, as well as delivering the first new service between a major British city and London for over 100 years."

Mark Carne, chief executive of Network Rail, said: "I am delighted that Network Rail has delivered the first part of East West Rail on time and on budget for our customers. What's really satisfying is how this happened: Chiltern told us what their customers wanted and put up some money - then Network Rail, working closely with Chiltern, made it happen.

"Privately-funded railway upgrades to improve service based on customers' needs - that is exactly what Network Rail is all about. Here's to many more railway upgrades following this model in future."







Class 57 301 leads a Northern Belle working from Crewe to Macclesfield through Manchester Victoria on December 10th. Class 57 312 was on the rear. *Brian Hewertson*

On December 16th, the Belmond Northern Belle was operating a tour originating in York, and taking in Leeds, Skipton, then a roundabout tour of Lancashire before returning via Blackburn, then back to York and Leeds again. On a route which has become a little light on loco-hauled trains since the closure of the S&C by a landslip, Class 68 023 'Achilles' leads the train (with 68 016 'Fearless' on the rear) on the electrified Aire Valley line through Hirst Wood, between Saltaire and Bingley, West Yorkshire. *Ben Bucki*

Modernised depot to transform Great Northern rail services

Great Northern passengers are set to see a transformation in rail services with the completion of an enlarged, modernised train depot in north London, which is now one of the biggest in the UK.

The traincare centre at Hornsey in north London will house and maintain a £1bn-worth of new train fleets and make possible a new, high intensity Thameslink service from Great Northern stations across central London to London Bridge, Gatwick and beyond as part of the government-sponsored Thameslink Programme.

Hornsey now boasts a new state-of-the-art maintenance building, built by Siemens using main contractor Volker-Fitzpatrick, large new sidings and improved servicing for the following additional modern trains which Great Northern's parent company Govia Thameslink Railway (GTR) will run:

Class 387 trains for Great Northern services between London King's Cross and Peterborough, Cambridge and King's Lynn (entering service now)

Class 700 trains for new Thameslink services across London to the south from many Great Northern stations between the capital and Peterborough and Cambridge (trains arrive on Great Northern in 2017 and begin running as Thameslink in 2018)

Class 717 trains for Great Northern suburban services from Welwyn Garden City, Hertford and Stevenage to and from Moorgate in the City of London (arriving late 2018)

All these trains will have air-conditioning, the latest passenger information systems, wheelchair accessible toilets and other features for passengers with disabilities.

Hornsey will also become a centre of excellence for apprenticeship schemes run there by both GTR and Siemens. Up to 20 apprentices will be trained each year in the maintenance and servicing of a range of over six classes of trains.

GTR Engineering Director Gerry McFadden said: "This enlarged and modernised facility will support the biggest fleet renewal in the history of this part of the Great Northern railway and create fabulous new journeys on to an expanded Thameslink network.

"The new maintenance building at Hornsey is a crucial part of the government-sponsored Thameslink Programme which will support the exciting new cross-London connections for passengers on much of our existing Great Northern route.



"Built specifically for Siemens to maintain our new Class 700 Thameslink trains, the new building complements the improved existing depot where we care for the Great Northern fleet and together they create a centre of excellence in engineering."

Dave Hooper, Thameslink Programme Director for Siemens UK, said: "Siemens is proud to have delivered the new depot at Hornsey on time and on budget. This will be a first class, state-of-the-art train care facility for the excellent new Class 700 Thameslink trains, which will make journeys in and out of London more comfortable and more reliable for passengers."

Rail Minister Paul Maynard said: "This new depot is another example of the enormous investment this government is making throughout the rail network. It is a major step in delivering the Thameslink Programme, which is transforming north-south travel through London, and will be used to maintain the new Thameslink trains, providing a modern, safe and accessible service for passengers."

Chris Evans, managing director for the civil engineering division for VolkerFitzpatrick, added: "We are very proud to have safely delivered Hornsey depot for Siemens, after already successfully completing Three Bridges depot as part of the Thameslink Programme in 2015. We carried out the construction of this flagship project in a challenging environment with rail lines in operation on this key route into London."



Class 56 104 is seen stabled at Derby on December 17th. *Richard Hargreaves*

Iconic Settle-Carlisle railway line on schedule to re-open in March 2017

An iconic railway line in Cumbria that suffered a half-million tonne landslip last December is on schedule to re-open on 31st March 2017.

Contractors installing the enormous concrete and steel structure that will sit beneath the railway are now on site with the manufacture of the remaining parts of the structure near completion.

The £23million engineering construction will sit below the railway to stabilise a section of the gorge bank above the River Eden which gave way in February last year.

Rhiannon Price, project manager for Network Rail said: “The viaduct-like structure we’re building will safeguard this section of railway for generations to come. If the land gives way again, the railway will not.

“This is a complex repair job many months in the planning. We are now focused on getting this iconic and much-loved line fully reopened right the way to Carlisle as soon as possible, which is on schedule for 31st March 2017.”

Paul Barnfield, Regional Director at Northern, said: “The work carried out on the Settle to Carlisle line is nothing short of remarkable.

“We are delighted that, in the near future, we will once again be able to provide a full rail service to our customers travelling between Yorkshire and Cumbria on this iconic line.

“We know it has been a difficult 12 months for our customers, but with the completion of the engineering work, we now look forward to being able to welcome passengers for many years to come.”



Douglas Hodgins, Chairman of the Friends of the Settle-Carlisle Line said: “The re-opening of the line right through to Carlisle on 31st March will be a huge achievement and a boost to Anglo-Scottish traffic especially. The scale and significance of the work being done at Eden Brows cannot be overstated.” Once the railway is reopened Network Rail plans to carry out earthworks improvements to the foot of the embankment below the line and above the River Eden.

This will include drainage ditches and pipework, rock armour to guard against erosion when flows are high, and finally replanting trees over the entirety of the affected area.

Great care is being taken to ensure ecology is protected, including badger setts and spawning salmon. Natural England will advise on the tree replanting.



Loco Fleet List 2017

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

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

Contents

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





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

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

First phase of upgrade work to Shrewsbury station completed



The first phase of work to upgrade Shrewsbury station has been completed as part of Network Rail's Railway Upgrade Plan, to deliver a bigger and better railway for passengers. In July 2016 Network Rail engineers began work to repair and replace the large canopy roof over platforms 3, 4 and 7, which was completed in December.

Engineers completed maintenance repairs and removed the existing roof canopies and a new roof structure was installed and painting work completed. A temporary tarpaulin cover was in place while the upgrade work was being carried to ensure passengers remained sheltered throughout the duration of the works.

Shrewsbury station, formerly known as Shrewsbury General, was originally built in 1848 and the main station building was listed by English Heritage in 1969.

Chris Wildy, works delivery manager at Network Rail Wales, said: "Passengers and members of the public will be able to enjoy the use of a much improved and safer station following the completion of this work as part of our Railway Upgrade Plan.

"We would like to thank the community for their patience while we complete this essential upgrade work."

The second phase of the upgrade work at the station is due to start in 2017 and will include the upgrade of the canopy roof over platforms 4a, 5 and 7a and the refurbishment of Dana footbridge.

On December 10th, Class 60 044 passes through Helsby with the Hertfordshire Railtours 'Marches and Moors' railtour from London Euston to Preston. *Derek Aldcroft*



UKRL's Class 56 081 hauls Class 46 No. D182 from Derby Etches Park sidings to Washwood Heath, pictured at Burton on December 27th. *Stuart Hillis*

Boost for heritage railway group and Network Rail as new sidings open at Robertsbridge

Network Rail chair, Sir Peter Hendy, opened new sidings in Robertsbridge, East Sussex, on Tuesday 6 December linking the rail network to the Rother Valley Railway (RVR) for the first time.

The reinstated sidings will not only help Network Rail in its continuing work to improve the train service for passengers through its Railway Upgrade Plan, but also the RVR.

As well as providing space to store engineering trains, the new connection to the heritage railway means Network Rail can use both the sidings and the RVR lines to access the railway, improving access for engineering work and testing rail equipment before it comes onto the mainline railway. It will also help trainee engineers learn their trade.

This new facility means the heritage railway is also a step closer to realising its aspiration to restore the missing link to the Kent and East Sussex Railway, between Bodiam and Robertsbridge. Delivery of new trains and construction materials will now be much easier thanks to the new sidings.

Network Rail chair Sir Peter Hendy said: "I would like to congratulate the teams here at Network Rail, the RVR volunteers, and all who helped make the new connection and sidings a reality. This is a tremendous example of rail organisations working together for the benefit of passengers and the public. Thank you for your dedication and well done to all involved."

Mike Hart OBE, Trustee of the Rother Valley Railway, said: "We thank Sir Peter Hendy for coming to Robertsbridge to formally open the new track connecting our heritage railway with the mainline network. It has been a joy to work with the Network Rail team who have done a wonderful job in enabling the facility that will be of great mutual benefit and allow us to further develop the work we do together in providing training facilities for Network Rail and London Underground staff along with making possible the transfer of rolling stock between our railways."

Mark Budden, Network Rail programme director for the Works Delivery team, which built the new sidings, said: "We have worked closely with the heritage railway team from the start of the project, sharing information and designs, as well as delivering elements of the work. The sidings will be a real boost to our engineering teams, allowing us to work much more efficiently. The fact the heritage railway will also benefit is a real bonus and I look forward to working with the RVR team in the future."

This new facility at Robertsbridge was delivered thanks to a partnership between Network Rail, RVR, Kent and East Sussex Railway and a team of volunteers from London Underground and other organisations.







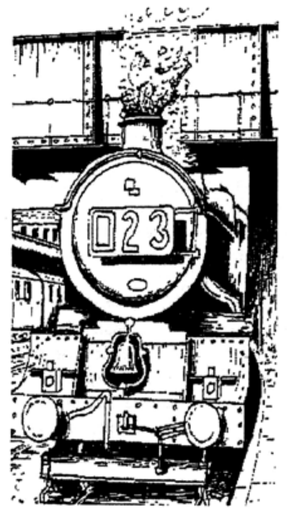


Did you Know - Ken Mumford

GWR Poem

G.W.R. [God's Wonderful Railway]

If our Lord had been a loco,
What class would He have been?
It's something I have wondered
Since numbers I have seen.
Perhaps a little 0-6-0
All busy here and there,
Preparing coaches for our hols
Without them, who would care?
Suburban gems: a 2-6-0 or 2 or 4 were these
Helping people night and day
To work and play with ease.
A 2-8-0, a 2-10-0 - all mighty ones at best
Bringing coal and food to eat
For peoples east and west.
B1s - no! A4s - no! And others blue and green
They all have their disciples
The Master yet to wean.
It's hit me like 'The Cornishman'
I know I've got to sing.
If our Lord had been a loco -
It's got to be a 'King!'



Poem composed by Graham Collison of Wolverhampton.
Drawing by Phil Sposito of Cheltenham
[taken from an original photo by Ken Mumford of 6000 'King George V at Newport station 6th May 1959 with the 8-30 a.m. train for Paddington]

A certain railway porter in Wales

In pre-Beeching days, when trains
more frequently stopped at the railway station
with the longest name in the UK—
Llanfairpwllgwyngyllgogerychwymdrobwllllantysiliogogogoch
in Anglesey, the station porter would cry out:
"Anybody in there for out here?"

Ken Mumford's PowerPoint presentations

DATE	TIME	VENUE	POWERPOINT TITLE
7th April	7.45 pm	GWR Swindon	Trains and Busses Galore
18th April	7.30 pm	Aberaeron	The Devon Belle
19th April	T.B.A.	Penarth	Omnibus Allsorts
15th April	7.30 pm	Thatcham	The Devon Belle

Other PowerPoint presentations available as at December 2016
SIBERIAN YORKSHIRE. MORE RAILWAY ALLSORTS.
TRANSPORT ALLSORTS. WELSH RAILWAY ALLSORTS.
7 DAMS & A RAILWAY (The Elan Valley Railway)

Future PowerPoint presentations in preparation:-
STEAM ALLSORTS. THE RED DRAGON.

Non-railway PowerPoint presentations include:-
DORSET DELIGHTS. CORNISH CAPERS. DEVON DELIGHTS.
POMPEY PICTORIAL. NORTH WALES. MID-WALES. SOUTH WALES.

More details:- ken.mumford@ntlworld.com [Swindon]

On December 14th, Viva Rail Class 230 001 is seen stabled at Nuneaton, under a full moon. *Allison Twycross*

A statue of Sir Nigel Gresley is seen at London Kings Cross station. *Derek Elston*

A Different View

The statue of Isambard Kingdom Brunel alongside Great Western power car No. 43002 are seen at London Paddington on December 21st. *Richard Hargreaves*



A Different View

A long exposure of Avon Valley Railway's 'Sapper' on 'Santa Special' duties on December 17th, clearing the fire so I am told.
Sam Bilner



A Different View

An overall view of London Paddington station on December 21st.
Richard Hargreaves

East Kent Railway

DLO Thomas Hill shunters Nos. 01546 and 01543 are seen at Shepherdswell on November 26th. *Andrew Wilson*

Preserved Railways

East Kent Railway



Ruston & Hornsby 0-6-0DH Works No.466616 (ARMY 427 / WD8221) is seen at Shepherdswell on November 26th. *Andrew Wilson*



Former EWS Class 08 shunter No. 08 676 is seen working a PLEG tour at Sheperdswell on November 16th. *Andrew Wilson*



Former Nederlandse Spoorwegen (NS) English Electric 0-6-0DE 9 (NS632 / NS687 / H046) shunter (Works No.2129/D319) is seen in the siding at Sheperdswell on November 26th. *Andrew Wilson*

No. 2007 Prince of Wales Progress Update

Following a highly successful A1 Steam Locomotive Trust annual convention which included a visit to Darlington Locomotive Works to see progress on Prince of Wales the workshop has returned to normal with much detail work being done including riveting of the smoke lifting plate joint strips and permanent riveting and bolting of the front footplating. The chimney has also had all its mounting bolts and studs fitted.

With delivery from North View Engineering of the remaining coupled wheel manganese steel faced hornblock liners, detail fitting of them is underway. This has involved ensuring that the liners are making full contact with the horn blocks followed by opening out the bolt holes and reaming to take driven bolts

The gaps between the hornblocks were measured and mapped, after which the 16 hornblock liners have been fitted and their surfaces measured and mapped.

The aim is to have both liners in each hornblock truly square to the frames and parallel with each other. Individual liners will then be surface ground where necessary to achieve this. The initial results of the mapping are encouraging, with the horn faces very close to square across the frames and all with a small amount of material left on to provide for adjustment when the axle and cannon boxes are fitted. This is illustrating the benefit of having the frame plates and hornblocks CNC (Computer Numerical Control) machined to close tolerances from the 3D models. The hornblocks and liners have gone together with minimal hand fitting.

Final machining of the last of the major frame stays (the leading brake stay) is nearing completion at North View Engineering Solutions in Darlington (see photo right)

Wheelsets

The plain coupled axles have at last been delivered from South Africa and are presently at Unilathe at Stoke on Trent for finish machining. In the mean time Unilathe has completed the initial machining of the crank axle stubs and crank pin, which along with the crank webs have been sent to South Devon Railway Engineering for assembly.

Meanwhile in order to assist in balancing the coupled wheels, they have been laser scanned to confirm that the centre of mass of each wheel is where we think it is!. As part of the process to check the results of the scanning, each wheel has been weighed so that the density of the wheels can be compared by calculation with the known density of cast steel.

Unilathe are making good progress with machining the crank pins (from axle material – specifically from axle stock made for Class 56 diesel locomotive wheelsets) and have delivered the bolts and rod retaining washers for the leading crank pins, plus 3 large nuts for the intermediate and trailing crank pins.

Timsons at Kettering are making good progress with machining the cannon and axleboxes

Design

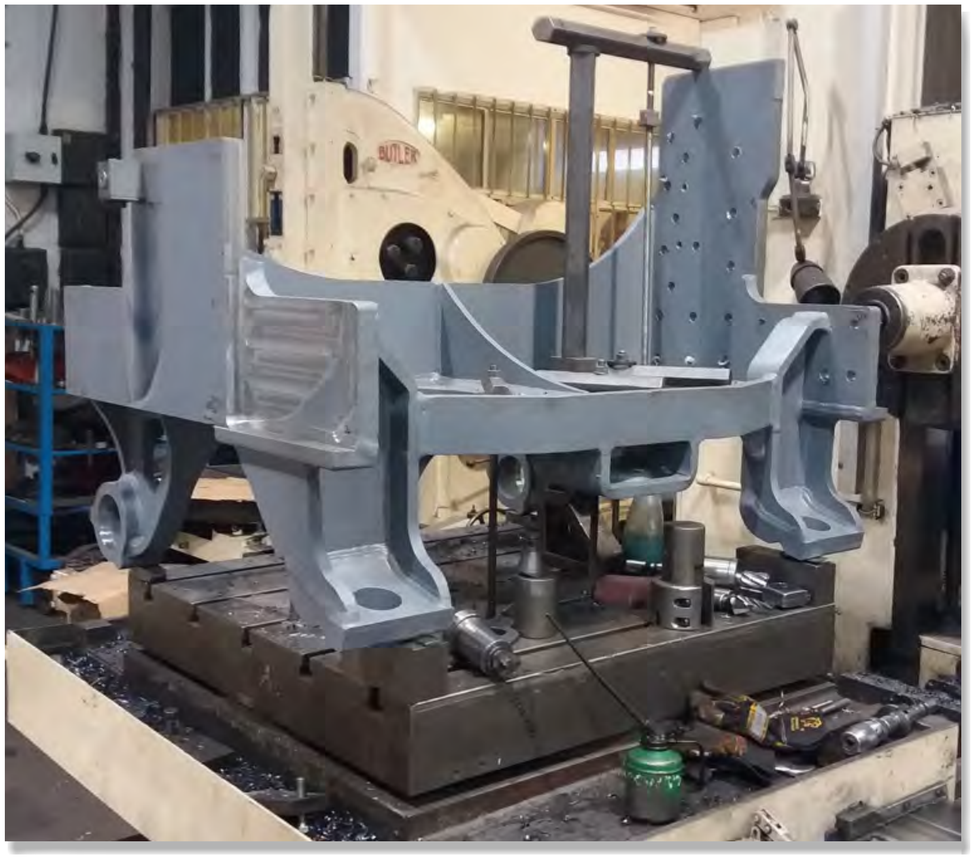
Work continued to complete detailed manufacturing drawings for the remaining frame stays, spring hanger brackets and the pony truck frame.

Fundraising

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and 790 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (well over 110 people have pledged £2,000 each - target of 300 people), The Mikado Club (110 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (over £180,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of 45% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, well over £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight."

"We are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales in Spring 2017 having reached 70% of our target for The Mikado Club and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes."



"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Mikado Club. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."



Swindon and Cricklade Railway

Built in Poland in 1953, TKh Class 0-6-0 tank locomotive No. 3135 'Spartan' is seen in operation on a 'Santa Special' on December 10th. *Ken Mumford*

FESTIVE CHRISTMAS DELIGHTS COME TO CORFE CASTLE WITH VICTORIAN CAROL CONCERT AT STATION GOODS SHED MUSEUM





An evocative Victorian carol concert has brought festive Christmas delights to Corfe Castle with the event being staged at the station's restored goods shed museum. Dating from the 1884 and built of Purbeck stone, the restored goods shed – closed by British Railways in 1965 – was specially lit for the occasion.

With many passengers attending in Victorian costume, the special event featured the Swanage Town Band as well as the popular Harmony Rocks ladies' choir which is based in the Isle of Purbeck.

The public attended the evening of festive Christmas music and song by rail from Swanage with the train being hauled by Southern Railway late 1920s U-class steam locomotive No. 31806 which visited Corfe Castle in the 1950s.

There was an hour of carol singing at the goods shed museum and later at Swanage station on the steam train's return – with carol sheets being provided so passengers could sing along.

Mulled wine was on sale after the festively decorated Christmas carol steam train arrived at Corfe Castle station while passengers received a complimentary festive drink and mince pie.

On arrival at Swanage station for their train journey back in time to Corfe Castle, passengers were welcomed Swanage Town Crier Andrew Fleming to the accompaniment of festive songs performed on the platform by the Swanage School Choir led by Leah Howell.

Featuring ladies from east Purbeck – including the village of Harman's Cross and the town of Swanage – the popular Harmony Rocks choir meets at the Harman's Cross village hall on Wednesday afternoons.

Swanage Railway General Manager Matt Green said: "This year's Victorian Christmas carol event was an exciting one because it was the first time that we used the restored Victorian goods shed at Corfe Castle station which houses the Swanage Railway's fascinating museum.

"The interior of the goods shed was specially lit for the occasion with the Swanage Town Band playing from the museum's extensive balcony while the Harmony Rocks Choir sang in front of the splendid Victorian-built narrow gauge steam locomotive 'Secundus' that hauled ball clay trains in Purbeck up to 1955.

"It was a memorable, evocative and enjoyable evening because Corfe Castle's restored Victorian station and goods shed have a very special atmosphere – especially at night.
"Our annual festive Christmas carol train was, yet again, a memorable event and the perfect start to the Christmas preparations.
"I would like to thank the dedicated team of volunteers that has organised the Christmas carol train for their months of hard work and attention to detail for what was a very special, evocative and enjoyable evening," he added.

Taking place on Friday, 9 December, 2016, the Victorian Christmas carol concert was staged by a dedicated group of Swanage Railway volunteers that maintains and develops Harman's Cross station which has been built from scratch since 1988. The Harmony Rocks choir is led by Clare Perriss who studied choir and ensemble musical direction at the University of Melbourne in Australia where she specialised in instrumental music tuition.

The Swanage Railway always welcomes new volunteers so for an informal chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email 'iwanttovolunteer@swanagerailway.co.uk'.

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Great Central North

On December 4th, LMS 8F No. 8274 accelerates away from Ruddington with a 'Santa Special'. *Mark Pichowicz*

BR Class 9F 2-10-0 No. 92214 now named 'Leicester City' is seen receiving attention on shed at Loughborough on December 4th.
Derek Elston

Preserved Railways

Great Central Railway



Recent arrival at the GCR Loughborough is Class 08 904, still in DB livery when photographed on December 4th. *Derek Elston*



Seen standing in the sunshine at Loughborough on December 4th, GWR Hall 4-6-0 No. 6990 'Witherslack Hall'. *Derek Elston*



GWR No. 1340 'Trojan' was built by the Avonside Engine Company and stands on an isolated piece of track at Loughborough. *Derek Elston*

BR Standard 4MT 2-6-0 No. 76084 accelerates through Burrs Country Park with the final northbound service to Rawtenstall on Boxing Day. *Colin Irwin*



Avon Valley Railway

Class 31 101 on 'Santa Special' duty at the line on December 10th.
Sam Bilner

Avon Valley Railway

TKh49 No. 4015 ‘Karel’ is seen on ‘Santa Special’ duty at the Avon Valley Railway on December 10th. *Sam Bilner*

AN AUDIENCE WITH THE PRINCE OF WALES COMING TO LONDON

The project to build Britain's most powerful steam locomotive will be holding the first in a series of roadshows at the London Transport Museum on Saturday 14th January 2017. The A1 Steam Locomotive Trust has announced that it will be holding a number of presentations on the project to build new Gresley class P2 No. 2007 Prince of Wales along the route of the East Coast Main Line from London to Edinburgh and all the way to Aberdeen during 2017.

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

The first Roadshow is at The London Transport Museum, where all attendees will receive complimentary access to the Museum Galleries on the day. Each presentation will feature key Trust personnel including Mark Allatt (Chairman) and David Elliott (Director of Engineering) and will cover the background to the project, progress to-date, future plans and details of how to get involved. The presentations will run from 11:00hrs to 13:00hrs on each of the days listed below and are open to existing supporters and interested members of the public:

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

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and 790 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (well over 110 people have pledged £2,000 each - target of 300 people), The Mikado Club (105 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (over £180,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges almost 50% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "The past three years have seen dramatic progress toward our aim of completing new Gresley class P2 No. 2007 Prince of Wales by 2021. No. 2007 is already at the stage Tornado was eight years into the project. We are holding a series of free roadshow presentations in 2017, starting in



London at the London Transport Museum, to promote the £5m project and at each we will cover the background to the project, our progress to-date, future plans and details of how to get involved. These presentations are open to anyone interested in the project and we are encouraging our existing supporters to bring along interested family and friends."

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



Barrow Hill

LNER J17 No. 8217, Director Class No. 506 Butler Henderson, Midland Compound No. 1000 and LMS 1F No. 41708 stand in the roundhouse on December 3rd. *Mark Pichowicz*

Barrow Hill

On December 11th, Class 03 066 stands on the turntable at Barrow Hill with 33 108 and 40 012 in the background. *Mark Pichowicz*

Preserved Railways

Swanage Railway



Battle of Britain Class No. 34070 'Manston' is seen hauling 'The Dorsetman' Christmas luncheon service from Swanage on December 4th. *Julian Churchill*



SR U Class No. 31806 with a Swanage to Norden 'Santa Special' is seen crossing Norden Common on December 4th. *Julian Churchill*



LSWR M7 No. 30053 is seen working a Norden to Swanage 'Santa Special' service on December 4th. *Julian Churchill*



Class 37 422 crosses Lochy Viaduct on August 20th 1986 working the 06:50 Mallaig - Fort William service. *Nick Clemson*

From the Archives



Southern Railway Class M7 No. 30039 is seen on shunting duties at Clapham Junction on July 13th 1962. *Dave Felton*





InterCity liveried Class 47 515 stands at a wet Exeter St. Davids at the head of a mail train on March 3rd 1989. *Brian Hewertson*

Class 101 659 working to Marple and 101 655 which had arrived from Chinley, stand at Manchester Piccadilly on December 28th 1996. *Paul Godding*



Former Lancashire & Yorkshire Railway Aspinall Class 21 0F Pug No. 51206 stands at Agecroft Motive Power Depot on August 13th 1961. *Dave Felton*

From the Archives

Just clearing an incoming service, Class 45 006 climbs Miles Platting bank with the 09:03 Liverpool Lime St. - Scarborough service on July 1st 1986. *Nick Clemson*

Class 92 011 leads a rake of Ferrywagons through Ashford on June 17th 1998. *Paul Godding*

From the Archives

Class 37 038 and 37 197 lead the 1Z66 08:05 Crewe - Cardiff 'Ruggex' through Burgs Lane on March 22nd 2003. *Carl Grocott*



Warrington Bank Quay on April 24th 1992 and a common site at the time with Class 37 116 and 37 225 stabled in the south bay. *Michael Lynam*



Class 31 255 rolls through Manchester Victoria on December 4th 1988. *Brian Hewertson*