

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 133 and your monthly roundup from across the UK.

Summer 2017 is over and I can't help but look back over the summer and particularly on the railways and think "What a cracking Summer It has been". Helped by the icing on the cake being Pathfinder Tours, 'The Torbay & Dart Explorer' which saw a sell-out tour attract as much attention to the rail enthusiast as the return of the 'Flying Scotsman'. OK, maybe a slightly exaggerated statement, but we were inundated with photos as it trekked to the south west of england. The appeal of a pair of Class 50s is obviously quite a draw.

Moving on and this possibily is a rant (yes unfortunately) designated for Railtalk Xtra, however this is my column and I wasn't allowed to write the editorial for Xtra. Last month saw the team embarked on a quick trip across Europe to the Czech Republic or Czechia as they want you to now call it - not that it's stuck. The one of the rason for the trip was to visit the, Den železnice (Day of Rail) event. Den železnice Is an event hosted by České Dráhy (The Czech railway state run operator), to celebrate the opening of the Stockton and Darlington Railway on the 27 September 1825. Each year they open to the public one or two working depots, for the community to see what goes on behind the scenes. A family event, with thousands of visitors each year. It always takes me be surprise that a little country nearly a thousand miles away

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Submissions & Contributions

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

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

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

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Front Cover
Class 66 763 approaches Lenton Junction with empty stock from Burton on Trent before working 1S03 09:43 Nottingham - Skegness service on August 26th. *Mark Pichowicz*

This Page
Class 37 401 'Mary Queen of Scots' passes the fishermen on Arnside Pier with the 11:56 Carlisle - Lancaster service on September 9th. *Chris Morrison*

Next Page
On September 16th, Class 50 007 and 50 049 make their presence felt, and heard, alongside Marine Parade, Dawlish with 1Z50 Burton - Kingswear. *Steve Thompson*



celebrates the opening on the first railway line, yet this line is situated in the North East of our country and we don't even acknowledge that it happened.

The trip across to the Czech Republic was made entirely by rail - well what other way would one travel. A journey made possible in a single day and (on the return at least) all the way back to the North East of England. However the real rant - in the UK we have come to get used to the fact that the railway doesn't really run to time, a lot of the time. However Germany over the last few years seem to have slipped back and haven't really admitted this and many inter-country connections are given with less than 10 minutes, which simply don't make. This is now becoming the norm and we cant really see why, have journey times been accelerated too far, or is it that there seems to be a vast amount of engineering work being carried out? But should anyone be thinking of making a similar trip, just keep this in mind.

Finally, I've probably mentioned this far too many times. However the RHTT season is finally upon us and I personally think this is by far the best part of the year on the Railway Calendar. Especially (and not to be too biased) in Yorkshire yet again we have the Class 20s, which pass the editorial office twice daily!

All the best for the Month to come and please continue to support the Magazine as we grow from strength to strength.

Andy Patten
Editor

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Railtalk Magazine

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Shep Woolley and the guys at RailUK.

Pathfinder Tours
The Torbay & Dart Explorer

Class 50 007 ‘Hercules’ and 50 049 ‘Defiance’ head Pathfinders Burton on Trent - Kingswear tour past Langstone Rock, Dawlish Warren on September 16th. *Chris Morrison*

Charter Scene

Pathfinder Tours
The Torbay & Dart Explorer

On September 16th, Class 50 007 and 50 049 call at Cheltenham Spa whilst working the 1Z50 Burton on Trent to Kingswear charter, the Class 50s having taken over from Class 66 129 at Worcester. *Richard Hargreaves*



Class 50 049 'Defiance' and 50 007 'Hercules' stand at Dartmouth with the return leg of Pathfinder's Torbay and Dart Explorer charter on September 16th. *Neil Scarlett*



Class 50 049 and 50 007 await departure from Cheltenham Spa with the return 16:15 Kingswear to Burton-on-Trent charter on September 16th. *Chris Morrison*

Pathfinder Tours
The Torbay & Dart Explorer

Class 50 049 and 50 007 pass Brunel's Atmospheric Railway pumping station at Starcross with the return 16:15 Paignton - Burton on Trent charter on September 16th. *Chris Morrison*

Pathfinder Tours
The Caledonian

With awesome sound effects, Class 50 007 and 50 049 thunder northwards through Golborne making up a little lost time with the London Euston - Glasgow 'Caledonian' on October 7th.
Jeff Nicholls

Charter Scene

UK Railtours
The Border Raider

Steaming back through Marsden, LNER A1 No. 60163 'Tornado' heads back to Tame Bridge Parkway with 'The Border Raider' on September 16th. *Colin Irwin*

It's technically after sunset as the late-running 'Border Raider' headed by A1 Class 4-6-2 No. 60163 'Tornado' powers out of Standedge Tunnel with a blast on the chime whistle on September 16th. *Gerald Nicholl*

LNER A1 No. 60163 'Tornado' speeds through Winwick Jct on September 16th heading from Tame Bridge Parkway to Carlisle. *Derek Aldcroft*





UK Railtours
The Border Raider

Typical S&C weather greets LNER A1 Class 4-6-2 No. 60163 ‘Tornado’ as it works across Aisgill Viaduct on the return journey heading ‘The Border Raider’ on September 16th. *Shep Woolley*

UK Railtours
The Border Raider

LNER A1 Class 4-6-2 No. 60163 'Tornado' seen working across Birk Beck Viaduct on the approach to Greenholme with the northbound 'Border Raider' railtour. *Shep Woolley*

West Coast Railway Co.

THE LUNE RIVERS TRUST SPECIAL

On it's first revenue-earning run and looking magnificent in fresh green livery, SR 'Merchant Navy' Class Pacific No. 35018 'British India Line' heads the WCRC 'Lune Rivers Trust Special' from Carnforth to York near Bolton Percy on September 30th. Unfortunately the engine was not able to make the return run reportedly because of a big-end bearing problem. *Gerald Nicholl*

West Coast Railway Co.
THE LUNE RIVERS TRUST SPECIAL

Resurrected from scrapyard condition, SR MN Class 4-6-2 No. 35018 ‘British India Lines’ works ‘The Lune River Trust’ specials’ accelerating away from Hellifield on its trip to York. Although it suffer mechanical problems later, the staff at Carnforth 10A are to be congratulated on the magnificent effort getting the engine back to mainline condition. *Shep Woolley*

West Coast Railway Co.

THE LUNE RIVERS TRUST SPECIAL

Returning to base with the return WCRC 'Lune Rivers Trust Special' following a season of 'Scarborough Spa Express' duty, Jubilee Class 4-6-0 No. 45699 'Galatea' thunders past Gargrave with a 13 coach load on September 30th. *Gerald Nicholl*

Branch Line Society
The Greendale Dart

Europhoenix's Class 37 611 'Pegasus' approaches Tile Hill with the Branch Line Society's 'Greendale Dart' from Burton on Trent to Willesden via various loops and sidings on September 9th. Class 37 884 was on the rear. *Chris Morrison*

Railway Touring Co.
The Waverley

LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ makes a fine sight despite the downpour with the final northbound ‘Waverley’ to Carlisle on September 10th. *Shep Woolley*

Railway Touring Co.
The Waverley

Suitably watered and refreshed and in full sunshine, LMS 5XP Class 4-6-0 No. 45699 'Galatea' works the return 'Waverley' to York on September 10th. *Shep Woolley*

Charter Scene

Statesman Rail
The Fellsman



On August 22nd, LMS Jubilee Class 6P 4-6-0 No. 45690 ‘Leander’ climbs out of Garsdale, heading from Lancaster to Carlisle. *Colin Irwin*



‘Leander’ climbs out of Armathwaite on August 22nd with the return working to Lancaster. *Colin Irwin*



LMS Jubilee Class No. 45690 ‘Leander’ climbs out of Kirkby Stephen on August 22nd. *Colin Irwin*



Statesman Rail
The Fellsman

On August 29th, LMS 8F 2-8-0 No. 48151 climbs out of Settle with 'The Fellsman' heading from Lancaster to Carlisle. *Colin Irwin*

Charter Scene

Belmond British Pullman

The Northern Belle

Class 68 004 leads the Northern Belle through Leighton Buzzard on September 30th working from Manchester Victoria to London Victoria. *Richard Hargreaves*



Class 68 029 (with 68 004 on the rear) pass Hadnall with the 1Z68 08:43 London Waterloo - Llandudno on September 29th. *Keith Davies*



Class 68 029 leads the 08:43 London Victoria to Llandudno Northern Belle through Northampton on September 29th, a journey that will take all day due to the route taken. *Derek Elston*



Belmond British Pullman
The Northern Belle

On September 29th, Class 68 029 passes Saltney Ferry leading the 1Z68 London Victoria - Llandudno. Class 68 004 was on the rear.
Brian Battersby

Steam Dreams
The Cathedrals Express

LMS 5XP Class 4-6-0 No. 45690 'Leander' making good progress on the climb to Grayrigg with the northbound 'Cathedrals Express' to Carlisle on September 9th. *Shep Woolley*

Steam Dreams
The Cathedrals Express

Awakening the sleepy hamlet of Crosby Garrett, LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ speeds across the viaduct with the return leg of ‘The Cathedrals Express’. *Shep Woolley*

Charter Scene

Steam Dreams
The Cathedrals Express

On September 5th, BR Britannia Pacific No. 70013 'Oliver Cromwell' returning to the main line after maintenance, pass through Andover working the London Victoria to Yeovil 'Cathedrals Express'. *David Lindsell*

With a lightly drumming exhaust, LMS Princess Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' flies through Twyford (Berks) on the Down Fast with a 'Cathedrals Express' working to Salisbury on September 23rd. *John Johnson*



Steam Dreams
The Cathedrals Express

On October 5th, LMS Class 5MT No. 45212 restarts 'The Cathedrals Express' from the Beaulieu Road water stop with 1Z67 07:39 West Brompton to Swanage. Class 33 207 'Jim Martin' bringing up the rear. *Stewart Smith*

West Coast Railway Co.
THE SCENIC CARLISLE EXPRESS II

On September 6th, LMS 8F Class 2-8-0 No. 48151 is seen working 'The Scenic Carlisle Express II' towards Horton in Ribblesdale with this charter from Bedford to Carlisle. *Shep Woolley*

West Coast Railway Co.
THE SCENIC CARLISLE EXPRESS II

Stanier 8F 2-8-0 No. 48151 tackles Stainforth Bank in charge of WCRC's 'Scenic Carlisle Express' close to the River Ribble and with Smearsett Scar in the background on September 6th.
Gerald Nicholl







West Coast Railway Co.
THE SCENIC CARLISLE EXPRESS II

Class 57 316 and 57 315 arrive into Hellifield on September 6th with 1Z47 Bedford - Carlisle charter where Stanier 8F 2-8-0 No. 48151 would take over with the pair of Class 57s running light to Carlisle. *All: Michael Lynam*

West Coast Railway Co.

The Scarborough Spa Express

The diesel-hauled Carnforth to York legs of the regular Scarborough Spa Express service has been featuring some interesting pairings of traction over the summer. On September 7th, it created the very interesting sight of double-headed Class 33's powering the train through West Yorkshire, unusual visitors to say the least. The train, led by 33 207, roars through the tastefully restored ex-Midland Railway station at Bingley in the Aire Valley with the York bound train. *Ben Bucki*

565 Charters/B.L.S.

The 565 Special

Class 37 254 and 37 175 are seen at Meole Brace working the 1Z56 05:35 Carnforth - Carmarthen 'The 565 Special' charter on September 2nd. *Keith Davies*

Railway Touring Co.
THE CUMBRIAN COAST EXPRESS

On September 30th, LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ storms through the Lune Gorge with the northbound ‘Cumbrian Coast Express’ towards Tebay and the north. *Shep Woolley*

Railway Touring Co.
THE CUMBRIAN COAST EXPRESS

Just a few hours after the morning dullness, beautiful weather greets LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ as it accelerates away from Foxfield with return leg of ‘The Cumbrian Coast Express’ on September 30th. *Shep Woolley*

Charter Scene

SRPS Railtours
Oban Excursion



Class 37 685 and 37 669 stand at Crianlarich on September 16th, during one of the lengthy waits following the charter losing its path up the West Highland line, whilst running from Inverurie to Oban. *Kevin McCormick*

The pair of Class 37s are seen upon arrival at Oban. *Kevin McCormick*

SRPS Railtours
Oban Excursion

On September 16th, West Coast's Class 37 685 and 37 669 skirt Loch Long with the return working from Oban to Inverurie, viewed from the rear of the train. *Kevin McCormick*

UK Railtours
The Atlantic Coast Express

On September 23rd, SR Merchant Navy Class No. 35028 'Clan Line' with 'The Atlantic Coast Express' 1Z83 07:13 London Victoria to Exeter via Salisbury passes Axminster at speed. Just a pity that it never reached the Atlantic Coast!. *Stewart Smith*

Railway Touring Company
The Swanage Belle

LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' heads past Corfe Castle on September 21st with a London Victoria to Swanage charter. *Mark Enderby*



Main: Class 67 030 stands at Barrow Hill on September 21st, having arrived with the Hertfordshire Railtours grand reopening special from London Kings Cross (with Class 67 013). *Derek Elston*

Inset: Class 67 013 stands on the blocks at London Kings Cross having returned Hertfordshire Railtours grand reopening special from Barrow Hill L.I.P. on September 21st. *Derek Elston*

Swanage Railway

On August 19th, Class 33 012 stands at Wareham on the rear of the LUL 4-TC set, with a through working to Swanage.
Stewart Smith

Charter Scene

ECS and Light Engine Moves

Class 57 002 ‘Rail Express’ and 68 028 work 5Z29 Norwich - Nemesis Rail depot, Burton with the ‘short set’ of 3 coaches, from the Norwich - Gt .Yarmouth turns, arrives at Burton Wetmore. *Stuart Hillis*

Class 68 024 ‘Centaur’ leads the 5Z41 14:10 Acton Lane Reception Sidings to Kidderminster S.V.R. Northern Belle ECS through Northampton on September 3rd with 68 016 out of sight on the rear. *Derek Elston*

ECS and Light Engine Moves

Class 47 749 'City Of Truro' is seen about to depart Nemesis Rail depot, Burton as 5Z48 to Polmadie Car M.D. with one blue/grey coach No. M9526 on September 12th. *Stuart Hillis*

Arriva Trains Wales

Class 67 018 slows down for its Runcorn East stop with the 09:50 from Manchester Piccadilly to Holyhead on September 12th. Norton Water Tower dominates the skyline. *Jeff Nicholls*

Arriva Trains Wales



Class 67 016 is seen on Hencote Banks Shrewsbury, with the 1M96 17:15 Cardiff Central - Holyhead WAG service on August 4th. *Keith Davies*



Class 67 016 once again, this time at seen at Woolascott with the 1M96 17:15 Cardiff Central - Holyhead on August 24th. *Keith Davies*



Class 67 015 passes Leaton on September 22nd withe the 1V91 05:35 Holyhead - Cardiff Central WAG service. *Keith Davies*



Caledonian Sleeper

On September 12th, Class 86 101 stands at London Euston having arrived 40 mins early with the 1M11 23:40 Glasgow Central - London Euston sleeper. *Kevin McCormick*

Chiltern Railways



Class 68 010 ‘OXFORD FLIER’ departs Kiddermister station with the 18:42 ECS to Stourbridge Jct. on September 22nd.
Neil Scarlett



Class 68 014 arrives at Birmingham Moor Street on August 29th working a service to Birmingham Snow Hill. *Andrew Wilson*



As Class 68 012 draws to a stand at Birmingham Moor Street on August 29th with a service from London Marylebone, Class 68 010 prepares for a departure to London Marylebone.
Andrew Wilson

Colas Rail



Class 70 817 is seen stabled at Royal Oak on September 17th. *Richard Hargreaves*



Class 70 807 working the Moorswater - Aberthaw cement, heads along the sea wall at Teignmouth on September 7th. *Phil Martin*



The driver of Class 70 807 applies the power as it eases through Swindon working 4V59 12:04 Ely Papworth Sidings to Briton Ferry Yard on September 30th. *Derek Elston*

Colas Rail

Class 70 815 working 6Z57 Bescot - Coleham hauls an RHTT set past Walcot on September 24th. *Carl Grocott*

Colas Rail

Class 60 076 ‘Dunbar’ crawls through Stratford on September 19th with an Oxwellmains to Thurrock cement working. *John Sloane*



On September 21st, Class 56 105 and 56 096 bring 6E32 through Scunthorpe on the way back to LOR. *Steve Thompson*



Class 70 811 passes Preston Boats on September 6th with the 6M45 08:50 Neath Abbey Wharf - Washford Heath RMC. *Keith Davies*

Colas Rail



Awaiting repairs, Class 37 099 ‘Merl Evans 1947 - 2016’ stands in the yard at Barrow Hill on September 21st. *Derek Elston*



On September 26th, Class 60 085 eases through Lincoln working the 6E82 Rectory Jct. - LOR. *Steve Thompson*



On October 2nd, DB hired Class 60 047 from Colas to work 6J03 Immingham Nordic Terminal - Tinsley empty BVAs. The train, seen at Frodingham Jct., was running some eight hours later than normal due to a possession overrun at Rotherham, preventing access to Tinsley Yard. *Steve Thompson*

Colas Rail



On September 6th, Class 60 026 sits in the loop at Hellifield with a Carlisle - Chirk log train. *Michael Lynam*



Class 56 096 works the 6Z56 York Thrall Works - Bescot with Rail Head Treatment sets, through Stenson Jct. on September 22nd. *Stuart Hillis*



Class 70 816 heads a Westbury - Bescot infrastructure train through Nuneaton on September 7th. *Michael Lynam*

CrossCountry

Power car No. 43207 is seen braving the elements as it arrives into Newton Abbot at the head of 1S51 Plymouth - Leeds (vice Glasgow) on September 16th. *Steve Thompson*

CrossCountry

Power car No. 43301 passes Cockwood Harbour on September 13th leading a Plymouth - Leeds service. *Phil Martin*



On September 9th, power car No. 43303 leads a Plymouth bound service along the sea wall at Dawlish. *Phil Martin*



Power car No. 43303 passes Cockwood Harbour on September 5th with a Leeds - Plymouth working. *Phil Martin*

CrossCountry

Power car No. 43378 working the 1V46 York - Plymouth service passes Elford on September 12th. *Carl Grocott*

DB Cargo



Class 66 116 eases through Northampton on September 6th working the 04:18 Felixstowe South DBC to Burton on Trent Maurice Hill. *Derek Elston*



On September 21st, Class 60 007 works through Scunthorpe with a loaded RDT set on 6D75 Trent Yard - Up Decoy. *Steve Thompson*



Class 66 070 passes through Caledonian Road and Barnsbury with a Harlow Mill - Acton working on September 19th. *John Sloane*

DB Cargo



Class 66 149 with a very lightly loaded 6D44 Bescot - Toton engineers, conveying just one wagon, passes Nemesis Rail, Burton on September 28th. *Stuart Hillis*





Class 90 035 and 90 040 form 0A06, the 13:35 Crewe T.M.D. (E) to Wembley Euro Freight Ops Centre, passing through Northampton on September 13th. *Derek Elston*

On September 10th, the 6N11 Trent Yard - Tees Yard seen Class 60 054 passing through Scunthorpe with the Redcar empties, a mixture of MBAs and SSAs. In addition, there were 4 HTAs, which I don't think I've seen behind a class 60 for some considerable time. Of course, there had to be the MBA first up for the coupling, but an unusual formation, nonetheless.
Steve Thompson

DB Cargo

Class 66 002, 66 560 and 66 082 are seen lined up in the New Sidings at Westbury Yard on September 13th. *Stewart Smith*

DB Cargo

DB liveried Class 66 082 passes through West Acton on September 20th with a Cricklewood to Calvert binliner. *John Sloane*



Class 66 051 is seen at Sutton Bridge on September 9th with the 6V75 09:30 Dee Marsh - Margam steel. *Keith Davies*



On September 7th, the blue spoil set again, as Class 66 037 makes it to the summit with 6E53 Kellingley - Killingholme. *Steve Thompson*

DB Cargo

Class 66 068 awaits its next duty at Peak Forest on September 2nd.
Michael Lynam

DB Cargo







On September 26th, Class 66 197 passes through Clitheroe with an Avonmouth - Clitheroe empty cement tanks working. *Michael Lynam*

Class 60 020 on 6E54 Kingsbury - HOR heads through Lincoln on September 26th. *Steve Thompson*

On September 6th, the Kellingley Colliery - Killingholme spoil now has two sets of wagons, running four loaded trains per day. This is the second set, a rather nice rake of JNAs. 6E53 has just passed through Scunthorpe station behind Class 66 054.. *Steve Thompson*

DB Cargo



On September 12th, the 6E53 Kellingley - Killingholme spoil train sees Class 66 120 topping the bank and passing through Scunthorpe station with 66 152 out of sight on the rear. *Steve Thompson*



Class 60 066 is seen stabled with a rake of loaded box wagons at Peak Forest on September 2nd. *Michael Lynam*



On September 7th, the 6N31 Ent C - Lackenby ran late again, Class 66 109 toiling up the bank towards Scunthorpe station with a healthy load of slabs and blooms. *Steve Thompson*

DB Cargo



On September 7th, Class 66 185 heads through Scunthorpe on 6D68, the empties off the weekly Belmont - Roxby spoil train. *Steve Thompson*

DB Cargo UK runs trial train to Wolverhampton

Rail freight operator DB Cargo UK and steel and mining company ArcelorMittal launched a trial service moving 1,300 tonnes of steel coil by rail to Wolverhampton on September 29th.

It is envisaged that the service will operate weekly once the trial is complete. It underpins the significant investment that DB Cargo UK has made into its facilities at the site. This includes the development of the new Wolverhampton Logistics Centre, which is set to open in July 2018.

The trial train transported 20 loaded BYA type wagons of steel coil from the Port of Boston on the East Coast of England. DB Cargo UK is providing a full port to end user service for ArcelorMittal, with the final miles of the delivery done by road to a number of manufacturers in the West Midlands.

The current facility at Wolverhampton has the capability of storing and handling 1,380 steel coils. The new centre will increase this by 1,944 coils, giving a total capacity of 3,325 coils, which is 40,000 tonnes of steel.

Roger Neary, Head of Logistics Sales at DB Cargo UK, said:
"We are thrilled to have launched the first trial train with ArcelorMittal, which is all part of our exciting plans for future development at Wolverhampton.

"When we open the Wolverhampton Logistics Centre in 2018 we plan to increase this service from one train to three or four trains per week.

"Such services support the British manufacturing industry by delivering steel to companies across the West Midlands that produce products such as white goods, heaters and cars.

"Using rail also significantly reduces congestion on the roads, as each train can carry as much material as around 76 HGVs.

"We are really proud of the trial and look forward to working with ArcelorMittal to progress the service further."



DB Cargo

Class 66 152 working the 6E53 Kellingley Colliery - Killingholme spoil, heads through Scunthorpe on a sunny September 22nd. Class 66 066 is out of sight on the rear. *Steve Thompson*



Class 60 039 hauling the 6M00 HOR - Kingsbury, heads through Lincoln on September 26th. *Steve Thompson*



Class 66 181 with the 6M82 Washwood Heath - Dowlow empty box wagons, passes through Burton on September 29th. *Stuart Hillis*

DB Cargo

Class 66 169 approaches Settle Junction on September 15th with a rake of box wagons from New Biggin - Hull Coal Terminal. *Michael Lynam*

The first jumbo train to leave Cardiff

DB Cargo UK and CEMEX UK made history in September when the first jumbo train of 34 wagons transported 2,300 tonnes of building materials to be used in the construction industry from ABP's Port of Cardiff to Acton in London.

On Wednesday September 20th the train, operated by Britain's biggest rail freight operator DB Cargo UK, transported limestone from CEMEX's Wenvoe and Taff's Well quarries, on the outskirts of Cardiff for use in the production of asphalt and concrete in London and the South East.

Transporting the materials by rail will save the equivalent of 80 truckloads on our congested roads.

David Fletcher, Head of Major Projects at DB Cargo UK, said: "Using longer trains makes rail an even more efficient and competitive mode of transport. DB Cargo UK is pleased to have worked with Network Rail to deliver this new service for Cemex. The 660 metre long train requires the use of two locomotives because of the inclines in the Severn Tunnel. The use of one path to move a longer train also releases capacity for other freight services on a busy network."

CEMEX UK Rail and Sea manager Mark Grimshaw Smith said: "This is the first freight train of this size to ever travel from South Wales. Usually only 21 wagons are used but using 60% more wagon capacity makes it more efficient and definitely more environmentally friendly.

"We hope that we can use this type of jumbo train on other parts of the rail network where we have rail heads in quarries and materials are coming into conurbations such as London where the roads are most congested. We look forward to working work with Network Rail and DB Cargo UK to make this possible."

Tim Leighton, Head of Operations Delivery for Network Rail, said: "The run of the first jumbo freight train from South Wales is a great step forward which will save valuable train paths on our congested network and allow for more efficient freight movement. My team and I are delighted that we've been able to quickly deliver this trial alongside our colleagues at DB Cargo UK and Cemex."



DB Cargo



Class 90 028 and 90 020 pass through Nuneaton on September 6th with a Mossend - Daventry intermodal. *Michael Lynam*
s





On September 1st, Class 66 119 passes Red Bank working the 6E26 Knowsley - Wilton. *Mark Enderby*

Class 66 167 passes Kempseye Shrewsbury with the 6M90 05:22 Avonmoth Hansons Sidings - Clitheroe Cement on August 19th. *Keith Davies*



Class 59 001 passes through Caledonian Road and Barnsbury on September 19th with a Dagenham - Acton stone train. *John Sloane*

Judges create unique award for DB Cargo UK's China to UK train launch

Rail freight operator DB Cargo UK has received a prestigious industry award from the Rail Freight Group (RFG) for its launch of the first ever rail freight service to travel from China to the UK.

DB Cargo UK received the 'Judges' Special Award', a category created especially to acknowledge the company's unique achievement, at the RFG's 10th annual awards night.

The judges praised the PR campaign and ceremony DB Cargo UK organised to mark the arrival of the train as it rolled into its site at Barking in January.

The service had travelled 12,000km from China in only 18 days, with DB Cargo UK moving the service from Calais to London via the Channel Tunnel.

The train was met by members of the Chinese Embassy, the China Britain Business Council, Government officials, journalists, customers and colleagues. A ceremony featuring a traditional lion dance and speeches from key figures followed the arrival of the service.

The story was covered nationally and internationally, showcasing rail freight to audiences across the world.

The judges said: "We know that it can be incredibly difficult to raise the profile of our industry to a wider audience.

"However, that changed this year with a remarkable effort by one of our rail freight operators.

"They launched a brand new service and ran a brilliant PR campaign that generated an amazingly good news story that attracted news teams, camera crews, politicians and business leaders from around the UK and much further afield.

"The important point - that rail freight is fast, safe, reliable and cost effective - was promoted heavily and featured on news broadcasts around the globe."

Paul Hawes, Head of Customer Service at DB Cargo UK said: "We are humbled and honoured that this award was created especially for us.

"The launch of the service from China was a fantastic event that brought a lot of people together and that everyone worked really hard on. The award is testament to the amazing efforts made by our teams and we are all very proud."

Direct Rail Services



On September 14th, a gleaming Class 57 308 is seen stabled at Carlisle alongside Class 92 044. *Michael Lynam*



Class 57 305 passes through Clitheroe on September 26th on a route learning duties from Carlisle to Preston and back via the S&C. *Michael Lynam*



Class 68 016 and 68 034 head past Saltney Ferry on September 29th working the Valley - Crewe flask. *Brian Battersby*

Direct Rail Services

On September 14th, Class 37 422 heads through Lancaster with saloon ‘Caroline’ on a 2Z02 Crewe - Crewe working. *Carl Grocott*



Class 66 430 passes through Hellifield on September 6th, running as 0K05 from Carlisle - Crewe. *Michael Lynam*



Class 68 030 leads 68 001 with a Crewe bound flask working through Bangor. *David Wood*

Direct Rail Services



Class 37 716 and 37 405 top'n'tail the 2J91 Lowestoft - Norwich service, awaiting departure from Lowestoft on September 5th. *Carl Grocott*



Class 68 034, 37 405 and 68 001 works 0Z35 Willesden - Crewe Gresty Bridge through Lichfield Trent Valley on September 18th. *Stuart Hillis*



Class 68 033 and 68 002 pass Bayston Hill with the 6M63 11:58 Bridgwater FD - Crewe Coal Yard (DRS) on September 14th. *Keith Davies*

Direct Rail Services

Class 68 024, 68 025, 68 023 and 37 409 ‘Lord Hinton’ head from Crewe Gresty Bridge - Derby Loram as 0Z69 passing Stenson Junction on September 6th. The Class 37 was going to Loram for an exam, and the 3x 68s continued on to Barrow Hill into temporary storage for TransPennine until need. *Stuart Hillis*

Direct Rail Services





Class 37 405 and 37 716 top'n'tail the 5J67 Norwich CP - Lowestoft past Haddiscoe on September 6th. *Carl Grocott*

Class 68 005 (with 68 028 on the rear) pass Buckenham Station, Norfolk with the short set returning to Norwich from Great Yarmouth on September 1st. *David Lindsell*

Class 66 432 crosses Stenson Junction as 6U77 Mountsorrel - Crewe loaded IOAs of stone on September 6th. *Stuart Hillis*

Direct Rail Services

Class 37 403 stands at Barrow on September 14th, working a Northern service to Carlisle. *Carl Grocott*

Direct Rail Services



Class 37 405 and 37 716 top'n'taill the 2P12 Norwich - Yarmouth past Lingwood on September 6th. *Carl Grocott*





Class 66 430 takes the Blackburn line at Hellifield on September 15th with the daily 6K05 engineers train from Carlisle - Crewe. *Michael Lynam*

Class 68 033 and 68 002 head through Leyland on September 11th working the 6K73 Sellafield to Crewe. *David Hollowood*

Direct Rail Services

Class 88 002 hauling the 4S43 'TESCO' service to Daventry, passes Morecambe South Junction on September 28th. *David Hollowood*

East Midlands Trains

Power car No. 43054 stands in the sunshine at Nottingham on September 2nd, having arrived at the helm of a service from London St. Pancras International. *Richard Hargreaves*

Freightliner



Powerhaul liveried Class 66 414 heads through Stratford on an intermodal working from Felixtowe, September 19th. *John Sloane*





Class 66 588 approaches Scunthorpe on September 3rd while returning from Habrough to Up Decoy on 6Y31 after it's nocturnal exertions. *Steve Thompson*

Class 66 510 passes Sutton Bridge with the 6Y69 09:44 Crewe Basford Hall - Radyr ballast working. *Keith Davies*

Freightliner



Class 66 585 heads a Crewe - Felixstowe liner off the high level through Nuneaton on September 6th. *Michael Lynam*



Class 70 010 rushes past waiting passengers at Wigan North Western with a Coatbridge to Daventry intermodal on September 18th. *John Sloane*



Class 66 562 is seen at Kempseye Shrewsbury with 4V22 09:30 Fiddlers Ferry Power Station - Portbury Coal Terminal on August 26th. *Keith Davies*

Freightliner



Class 66 509 heads past Meole Brace on September 22nd with the 4V20 06:35 Fiddlers Ferry power station - East Usk Jct. North Yard . *Keith Davies*





Class 66 524 heads through Lincoln on September 26th with the 4L87 Leeds FLT - Felixstowe. *Steve Thompson*

Class 66 953 catches the setting sun as it passes Bayston Hill with 6Y67 19:27 Crewe Basford Hall - Radyr. *Keith Davies*

Freightliner

On September 28th, Class 90 043 and 90 046 working the 4S44 Daventry to Mossend, pass Morecambe South Junction. *David Hollowood*



Class 66 510 passes Sutton Bridge with the 4V20 06:35 Fiddlers Ferry Power Station - East Usk Jct. North Yard on September 20th.
Keith Davies



Class 66 525 works the 4M33 Crewe - Derby Litchurch Lane with 6 hopper wagons for use as barriers for a new unit move next day. Seen here passing Stenson on September 6th.
Stuart Hillis



Freightliner

Less than two miles as the crow flies but Class 66 523 has travelled at least ten miles from Fiddlers Ferry power station with the 09:30 empty working to East Usk Junction. Photographed near Daresbury on September 12th. *Jeff Nicholls*





Freightliner



Class 70 008 climbs the high level at Nuneaton in charge of a Felixstowe - Crewe liner on September 7th. *Michael Lynam*

Class 66 593 with the 4M33 Crewe Basford Hall - Derby Litchurch Lane hopper/barrier wagons for a new unit move, passes Stenson on September 22nd. *Stuart Hillis*

Class 66 528 nears Leaton on September 15th with the 6M86 09:30 Margam - Dee Marsh Recpt Sidings. *Keith Davies*

Freightliner







Triple power for the Felixtowe - Leeds liner on September 28th as Class 66 511, 66 538 and 66 954 pass through Doncaster. *Michael Lynam*

Class 66 532 ‘P&O Nedlloyd Atlas’ leads the 4M81 Felixtowe - Crewe Basford Hall liner into Nuneaton on September 14th. *Stuart Hillis*

Caught in the evening sunshine, Class 66 546 (with 66 561 on the rear) passes Meole Brace with 6Y65 17:34 Crewe Basford Hall - Llanbradach on September 9th. *Keith Davies*



Running about half an hour down, Class 66 420 leads the 03:00 Felixstowe North F.L.T. to Lawley Street F.L.T. through Northampton on September 6th. *Derek Elston*

Pentalver to Expand Container Facility at DP World London Gateway

On Monday 14 August, Pentalver Transport Limited, a subsidiary of Genesee & Wyoming Inc. (G&W), commenced work on Phase 2 of the Pentalver container facility at Berth 7, DP World London Gateway, the UK deep-sea container port and Logistics Park on the River Thames.

Pentalver opened the first phase of the facility in 2015, following a successful interim operation in support of customers who commenced container operations at the new port.

Phase 2 of the development will add 40% additional capacity to the Pentalver operation and highlights the commitment Pentalver has made to DP World London Gateway following the commercial success it has achieved since the port opened in November 2013.

Chris Lawrenson, Managing Director of Pentalver said: "I am pleased that work is starting on the second phase of this important expansion project which will significantly enhance our DP World London Gateway operation.

"Pentalver has been in constant dialogue with customers to identify their requirements and we will continue to develop our business to meet their needs at this integrated logistics facility.

"Pentalver has a great working relationship with DP World at London Gateway and Southampton and, as container service providers to common customers, it is imperative that container infrastructure is available to work alongside the state-of-the-art terminal facilities.

"I would also like to thank our parent company, Genesee & Wyoming (G&W) for supporting this investment project within 100 days of our acquisition, highlighting their commitment to growth in the UK container sector."

James Leeson, Head of Port Commercial at DP World London Gateway said: "We are delighted to see Pentalver begin expansion of its container depot operation at DP World London Gateway, after a very successful first three-and-a-half years of service provision.

"The company has shown a commitment to build cutting-edge container facilities that complement our own state-of-the-art terminal operations and supply a range of services for our joint customers. These services will include loaded and empty storage, reefer and dry container maintenance and repair, transport and cargo handling.

"We look forward to continuing our close working relationship with Pentalver as the port continues to grow."

Freightliner



Class 66 548 climbs Battlefield Bank on September 1st hauling the 6M07 03:00 Portbury Coal Terminal - Fiddlers Ferry power station. *Keith Davies*





On September 26th, Class 66 955 heads through Lincoln working the 6E50 Ipswich SS - LOR . *Steve Thompson*

Class 90 047 running as the 13:15 Willesden T.M.D to Crewe Basford Hall S.S.M. light engine move, passes through Northampton on September 13th. *Derek Elston*

Freightliner



Monks Siding Signal Box on the Arpley Junction - Ditton Junction line is the scene for Class 66 541 poking its nose across the level crossing protected by the box with coal from York to Fiddlers Ferry on September 26th. *Jeff Nicholls*



The driver of Class 66 519 puts on the power as the 09:25 Southampton M.C.T. to Garston F.L.T. passes through Northampton with 70 010 DIT on September 13th. *Derek Elston*



Class 86 628 and 86 605 working 4M88 Felixtowe - Crewe Basford Hall speed through Lichfield TV on September 18th. *Stuart Hillis*



Class 66 541 has just pased Arpley Junction, Warrington, and is heading for Latchford Sidings to run round its train from York to Fiddlers Ferry on September 26th. *Jeff Nicholls*

Freightliner and Tarmac celebrate the opening of a new rail depot

A new Tarmac rail depot contained within Freightliner's existing Garston complex, which will take around 10,000 trucks off the roads every year, has been officially opened by the Mayor for Liverpool City Region, Steve Rotheram and local MP for Garston and Halewood, Maria Eagle. The operation, created by the UK's leading construction solutions provider in partnership with rail freight operating company Freightliner and terminal handling business Rail Freight Services, will receive up to 300,000 tonnes of aggregates a year for onward supply to Tarmac customers across Merseyside and Cheshire.

Richard Kirwin, Area Director for Tarmac, said: "We're delighted to mark the official opening of our new depot which is part of our national strategy to increase the movement of material by rail. The operation at Garston enables continuity of high quality material supply to customers in the North West at the same time as supporting an important drive towards more efficient, sustainable transport and a lower carbon built environment."

Steve Rotheram, Mayor of the Liverpool City Region, said: "Tarmac has a strong presence in the Liverpool City Region, and I am delighted to have been asked to jointly open their new Garston rail depot with my good friend and colleague Maria Eagle. This depot will help serve the ambitious development plans that I have for the Liverpool City Region, and I am heartened to hear that Tarmac is putting environmental concerns at the centre of their thinking. Moving materials by rail over long distances has got to be better than thousands of HGV movements on our already crowded roads. I welcome this positive step forward."

Maria Eagle, MP for Garston and Halewood, added: "Garston is a perfect location for such an important rail freight depot to serve the Liverpool City Region and beyond. We have years of underinvestment in our national infrastructure to catch up on, and I am really pleased to see Garston playing such an important strategic role in this. I particularly welcome the new jobs that the rail depot will create, and I look forward to working with Tarmac in the future."

"We are pleased, once again, to be partnering with Tarmac in the continued expansion of their rail freight network," said Adam Cunliffe, UK MD, Freightliner. "Garston is one of Freightliner's most established terminals and has seen a steady increase in rail-hauled container traffic over the last five years. The introduction of this new aggregates workflow will bring added environmental as well as economic benefits to Liverpool and the surrounding North West region."

The Tarmac Garston depot, approximately five miles from Liverpool City Centre, will support long term employment in the local area, both directly at the site and in the local supply chain, and is supplying materials for use in a wide range of infrastructure projects across the region including the newly constructed Mersey Gateway project. Tarmac is one of the UK's largest private sector users of rail freight, transporting nine million tonnes of material by rail across the country each year.

GBRf



Class 66747 is seen passing through Caledonian Road and Barnsbury on September 19th with a Bow - Tonbridge working. *John Sloane*





Class 66 745 takes to the bank at Nuneaton on September 7th operating an engineers from Cliff Hill Stud Farm - Bescot. *Michael Lynam*

On September 15th, the 6D61 returning empties from Roxby - Doncaster Down Decoy passes through Scunthorpe with Class 66 701 leading. The dozen MJAs having 3 JNAs added to them. *Steve Thompson*





GBRf

GB Railfreight Train Managers, Steve Read & Sam Lawrence, win National Rail Award for Outstanding Personal Contribution Life-changer

On September 21st, GB Railfreight (GBRf) Train Managers, Steve Read and Sam Lawrence, won a National Rail Award for Outstanding Personal Contribution Life-changer, for preventing a suicide of a distressed person at Milton Keynes Central.

GB Railfreight (GBRf) Train Managers Steve Read and Sam Lawrence were on a training run with a GBRf trainee on 92044 0Z92 towards Milton Keynes in March 2017 when they spotted a Virgin Voyager train sitting on the Down Fast line on a signal caution.

Thinking this was unusual, Steve spotted a distressed individual sitting on the trackside wall by the Up Slow line, ready to jump onto the tracks. Steve immediately put in a call via the Global System for Mobile Communications Railway (GSMR) to Rugby to update the control centre on what was happening. Under the two train managers' guidance, the trainee brought the locomotive to a stop at Milton Keynes platform 1 so Steve and Sam could investigate. Steve made a call on the platform phone explaining they would phone the British Transport Police (BTP) at Milton Keynes to report the incident.

Steve and Sam then witnessed the individual climb down from the trackside wall onto the tracks, walking onto the Up Slow and towards the Up Fast line. Steve immediately contacted the signal box to request an all-lines block. When it was safe to do so, Sam went down onto the Up Slow Cess and walked towards the individual, while Steve kept the signal box controllers updated. Sam was able to reach the individual to stop them walking any further, and began to calm the individual down. Having updated the signal controllers, Steve walked up to the other side of the individual to prevent them venturing onto the lines. The individual was highly distressed and expressing suicidal intent. Sam kept the individual talking calmly while Steve gestured to the BTP officer to stay back as not to scare the individual. Steve and Sam guided the individual to safety on the platform where he was met by the BTP. Sam continued to comfort the individual as Steve requested that the all-lines block was lifted so services could resume.

Steve and Sam then departed again on 92044, continuing their training run towards the Traction Maintenance Depot.In preventing what could have been a tragic incident, both Steve and Sam demonstrated quick thinking, composure and compassion. Their outstanding teamwork in reacting calmly and professionally to this incident made a real difference, and provided a real crisis training situation for the trainee to handle. The incident will be used to educate GBRf staff in handling similar situations, and serves as an example for the rail industry. Both GBRf staff were praised by Network Rail for their handling of the incident.

Steve Rhymes, Head of Freight Network Management at Network Rail said: "I'd like to offer Network Rails thanks to GB Railfreight Drivers Steve Read and Sam Lawrence whose quick thinking and prompt action prevented a potential harmful situation when a member of the public entered the railway at Milton Keynes. The drivers use of GSMR to quickly bring services to a standstill and alert the signaller, as well as their sensitive treatment of the individual when he was trackside intent on causing himself harm, was a great example of the positive impact that rail staff can have when witnessing events on the railway. Steve and Sam looked after the individual until the British Transport Police arrived and then called the signaller to reopen the railway once safe to do so. A shining example of going the extra mile."

John Smith, Managing Director of GBRf has said: "Steve and Sam's actions exemplify the kind of culture we engender here at GBRf and demonstrate the calibre or people that we seek to employ. Their award is fully deserved and welcome recognition of their actions and we hope to use their example to inspire and educate a new generation of train managers and staff".
The category was judged by RAIL on the grounds of doing something truly exceptional, either by saving a life or preventing a serious incident on the railway. The judges felt that to properly recognise this would take a special award to honour those that have gone above and beyond in their everyday duties to change someone's life.

Class 66 760 approaches Long Preston on September 15th with a stone train from Arcow Quarry - Pendleton (Brindle Heath). *Michael Lynam*

Class 66 733 waits in Latchford Sidings, Warrington, having just run round its train, the 22:00 Fiddlers Ferry - Redcar Bulk Terminal on September 13th. *Jeff Nicholls*

GBRf







On September 22nd, Class 66 779 approaches Frodingham Jct. with the empties of the Collyhurst St. - Roxby waste, heading back to Doncaster. *Steve Thompson*

On September 29th, Class 92 044 'Couperin' runs light engine through Crewe. *Richard Hargreaves*

On September 7th, the much-vaunted Collyhurst St. - Roxby bin train finally made it's maiden voyage, although in truth, it's not really a bin train. I understand it conveys incinerator residue, which is just as well as it's in open-topped MJAs! An early departure of the return 6D61 Roxby - Down Decoy the following day is seen departing Althorpe top and tailed by Class 66 766 and 66 760. *Steve Thompson*

GBRf



On September 19th, Class 66 774 crosses Stenson Jct. working the 6K50 Toton - Crewe engineers train. *Stuart Hillis*



Class 66 722 'Sir Edward Watkin' works the 6M83 Tinsley - Bardon Hill empty stone hoppers through Moira on September 27th. *Stuart Hillis*



On September 28th, Class 66 748 passes through Doncaster with a Middleton Towers - Monk Bretton Redfern sand train. *Michael Lynam*

GBRf







Class 66 755 with the 6M81 HIT - Ratcliffe, heads through Lincoln on September 26th. *Steve Thompson*

Celebrity shed, Class 66 779 'Evening Star' powers the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf, passing DIRFT on September 12th. *Derek Elston*

Class 73 961 and 73 963 are seen stabled at Doncaster on September 2nd working from Derby - Woking. *Steve Thompson*

GBRf



Class 66 755 with the 6M83 Tinsley - Bardon Hill Quarry stone empties passes Moira on August 29th. *Stuart Hillis*





On September 27th, GBRf continue to turn out their celebrities for the Roxby working, this time it was Class 66 709, which is seen leading 6D63 Roxby - Dn Decoy through Scunthorpe Station. *Steve Thompson*

Class 66 751 passes through Castleton on October 2nd working a Drax - Liverpool Bulk Terminal Biomass. *Alan Rigby*

GBRf

The beautiful Hanwell and Elthorne station sees Class 66 750 passing through with a Hayes to Acton working on September 20th. *John Sloane*



Yet another celebrity on the Roxby on September 29th as Class 66 727, wearing the latest 'Mainline' aircraft blue livery, hauls 6D61 Roxby - Dn Decoy through a decidedly damp Scunthorpe Station. *Steve Thompson*



On October 4th, for the first time since it started running, the Collyhurst St. - Roxby waste train ran with only one loco, having always been top'n'tailed before. Class 66 749 approaches Scunthorpe Station after running round on Trent Reception with 6D61 Roxby - Down Decoy empties. *Steve Thompson*

GBRf



Class 66 761 'WENSLEYDALE RAILWAY ASSOCIATION' approaches Rylstone with the 6D72 Hull Dairycoates - Rylstone Tilcon working on September 2nd. *Neil Scarlett*



Class 66 703 heads through Castleton on October 2nd working a Liverpool Bulk Terminal - Drax Biomass. *Alan Naylor*



Class 66 747 works the 6M83 Tinsley - Bardon Hill stone empties, past Burton Wetmore on September 12th. *Stuart Hillis*

GBRf



On September 2nd, Class 66 727 ‘Maritime One’ stands at Peterborough for a crew change. *Richard Hargreaves*





Class 66 711 did it’s best to brighten up a dull day at Church Fenton on September 30th, whilst working 6E01 Kingmoor - Dn Decoy coal. *Steve Thompson*

On September 1st, Class 66 714 heads through Earlestown working the 4M37 Drax - Liverpool Docks. *Mark Enderby*

Greater Anglia

Class 90 006 ‘Modern Railways Magazine’ propells a Norwich service past the tower blocks of Stratford on September 19th.
John Sloane

Great Western Railway



On September 14th, power car No. 43002 stands at the head of a Plymouth bound service, awaiting departure time at Reading. *Richard Hargreaves*





At Dawlish on September 16th, power cars Nos. 43023 and 43028 pass by working 1C76 London Paddington - Plymouth. *Steve Thompson*

GWR green liveried power car No. 43093, now adorned with Old Oak Common plates and vinyls, stands at Reading on September 14th. *Richard Hargreaves*

Great Western Railway

On September 2nd, Class 57 310, standing in for the normal Class 57/6 on this working, arrives at Dawlish with the summer Saturdays service to Exeter St. Davids. *Phil Martin*



Great Western Railway

Power car No. 43088 approaches Langstone Rock with the 1A83 10:00 Penzance - London Paddington service on September 16th.
Chris Morrison

Great Western Railway



On September 9th, and a glimmer of sunshine during a thunderstorm catches Class 57 604 just at the right moment whilst passing Cockwood Harbour working the 17:50 Exeter - Penzance service. *Phil Martin*



On September 13th, power car No. 43162 passes Cockwood Harbour heading the 14:07 London Paddington - Penzance service. *Phil Martin*



Great Western 'Open Day' liveried Class 180 104 departs Reading on September 14th with a London Paddington service. *Richard Hargreaves*

Great Western Railway

On September 19th, power car No. 43127 departs Teignmouth on the rear of a London Paddington service. *Michael Lynam*



Power car No. 43152 approaches Dawlish on the rear of a Penzance service, September 19th. *Michael Lynam*



Power car No. 43159 departs Dawlish on September 19th at the rear of a Plymouth - London Paddington service. *Michael Lynam*

Great Western Railway

Inter City liveried power car No. 43185 'Great Western' approaches Hanwell on September 20th. *John Sloane*

Network Rail



Class 67 027 ‘Charlotte’ and 67 023 ‘Stella’ with test train 1Q48 Derby RTC - Tyseley via the East and West Midlands, passes Moira West signalbox September 5th. *Stuart Hillis*



Class 67 023 (with 67 027 on the rear) work the 1Q55 Tyseley - Derby on September 8th. *Carl Grocott*



Class 37 421 working a Derby - Carlisle test train, rounds the curve at Earlestown on September 25th. *Alan Rigby*

Network Rail

Class 67 023 and 67 027 pass Leaton on September 8th with 1Q55 14:46 Tyseley LMD - Derby RTC (Network Rail) test train.
Keith Davies

Network Rail

Class 37 421 and 37 219 top'n'tail the 1Q83 Blackpool North to Derby RTC via everywhere, seen here heading through Pleasington on September 8th. *David Hollowood*

Rail Operations Group

Class 37 611 and 37 608 top'n'tail the 1Z16 Derby - Cardiff past Elford on September 12th. *Carl Grocott*

Rail Operations Group

On September 9th, Class 37 601 is seen stabled at Derby. *Richard Hargreaves*



On September 28th, Class 37 800 arrives at Nemesis Rail depot Burton, from Leicester LIP, and is seen alongside the depot. *Stuart Hillis*



Class 37 884 hauls Northern's Class 319 341 south through Acton Bridge on its way from Allerton to Wolverton on September 12th. *Jeff Nicholls*

Units: DMUs and EMUs







Great Western's Class 150 102 stands at Swindon on September 30th and will form the 11:47 departure to Cheltenham Spa. *Derek Elston*

On September 2nd, Northern's Class 323 223 heads through a misty East Didsbury with a Manchester to Crewe service. *Paul Godding*

Great Northern's Class 313 052 gets away from it's call at Palmers Green with a train to Hertford North on September 19th. *John Sloane*

Units: DMUs and EMUs





Arriva Trains Wales' Class 150 208 runs into Cheltenham Spa on September 30th forming the 2L53 10:45 departure to Maesteg. *Derek Elston*



Northern's Class 155 343 stands at Manchester Victoria on October 2nd after working a service from Leeds. *Alan Rigby*

On a blustery morning in West Wales, an unidentified Class 158 slows for a station call as it passes the beach at Criccieth, with a service to Pwllheli, on the Cambrian Coast line. *Ben Bucki*

Units: DMUs and EMUs



TFL/Crossrail's Class 345 007 calls at Stratford with a Shenfield service on September 19th. *John Sloane*





On September 26th, East Midlands Trains' Class 153 376 and 153 379 are seen at Lincoln working the 2L71 Leicester - Lincoln service. *Steve Thompson*

Great Western's Class 800 002 'Queen Elizabeth II / Queen Victoria' stands at Westbury during turnaround of a driver-training run from Reading on September 5th. *Stewart Smith*







Units: DMUs and EMUs

Greater Anglia's Class 360 110 approaches Stratford on September 19th with an ECS working to Ilford. *John Sloane*

Northern's Class 158 752 passes through Castleton working a Leeds - Manchester Victoria stopping service on October 2nd. *Alan Rigby*

Great Western's Class 165 105 heads into London Paddington on September 2nd passing 166 215 at Westbourne Park which is working the 2N32 11:27 London Paddington to Oxford service. *Derek Elston*

Units: DMUs and EMUs

South Western Railways' Class 158 882 departs Lymington Town with the 12:20 service to Lymington Pier on September 28th.
Dave Harris

Units: DMUs and EMUs







On September 17th, Great Western's Class 150 221 departs Torquay with a service to Exmouth. *Michael Lynam*

Northern's Class 150 277 waits to depart Clitheroe on September 26th with a service to Manchester Victoria. *Michael Lynam*

London Overground's Class 378 224 calls at Caledonian Road and Barnsbury with a westbound service on September 19th. *John Sloane*

Units: DMUs and EMUs



South Western Railway's Class 444 012 awaits time with the 09:57 departure to London Waterloo under the impressive train shed at Bournemouth on September 29th. *Dave Harris*



On September 19th, Greater Anglia's Class 321 435 departs Stratford with a service to London Liverpool St. *John Sloane*



Hull Trains' Class 180 113 speeds through Peterborough on September 2nd with a London Kings Cross to Hull service. *Richard Hargreaves*

Units: DMUs and EMUs

On September 15th, in typical summer weather, Great Western's Class 150 263 on the 14:26 Exmouth - Paignton service passes Cockwood during a thunderstorm. *Phil Martin*



London Midland's Class 350 375 working 1U28 Crewe - London Euston service, stands at Nuneaton on September 14th. *Stuart Hillis*



East Midlands Trains Class 153 326 working the 1K14 Crewe - Derby service, passes Stenson on September 6th. *Stuart Hillis*

Units: DMUs and EMUs



Southern's Class 377 701 heads out of Leighton Buzzard on September 30th with a service to Milton Keynes. *Richard Hargreaves*



On September 2nd, East Midlands Trains' Class 153 357 approaches Peterborough with a service from Lincoln. *Richard Hargreaves*



Northern's Class 142 004 arrives at St. Annes-on-the-Sea with the 14:20 Blackpool South - Colne service on September 14th. *John Sloane*

Units: DMUs and EMUs

On September 4th, South Western Railway's Class 444 037 is seen at Southampton Airport Parkway returning ECS from SWR brand unveiling at London Waterloo and heading to Northam Depot. *Stewart Smith*





Northern's Class 150 116 departs Giggleswick on September 15th on a Leeds - Heysham Port service, running wrong line due to flooding. *Michael Lynam*

On September 5th, Great Western's 'Citizen Rail' liveried Class 153 passes Cockwood Harbour with a service to Exeter. *Phil Martin*

Units: DMUs and EMUs

On September 19th, a CrossCountry Voyager departs Teignmouth operating a Penzance - Glasgow service. *Michael Lynam*



Unbranded Class 319 445 sits in the bay platform at London Blackfriars on the afternoon of July 29th. *Ben Bucki*



Great Western Railway's Class 153 382 calls at Cheltenham Spa on September 16th working a service to Swindon. *Richard Hargreaves*

Units: DMUs and EMUs



Great Western Railway's Class 150 263 approaches Dawlish Warren with the 11:20 Paignton - Exmouth service on September 16th. *Chris Morrison*



Great Western's Class 143 618 passes Teignmouth on September 19th working a Paignton - Exmouth service. *Michael Lynam*

Units: DMUs and EMUs



Class 180 108, on loan from Great Western to Grand Central (and on its way to a refurb after this journey), sits in the platform at Bradford Interchange with an early morning departure for London Kings Cross. *Ben Bucki*



Chiltern Railway's Class 168 322 stands at Solihull on August 29th with a service to Birmingham Snow Hill. *Andrew Wilson*



First Great Western's Class 153 325, in 'Citizen Rail' livery, calls at Cheltenham Spa on September 16th. *Richard Hargreaves*

Units: DMUs and EMUs





On September 19th, Great Western's Class 153 329 and 153 377 approach Dawlish with a service to Paignton. *Michael Lynam*



Northern's Class 319 448 in the new livery minus the decals, calls at Euxton Balshaw Lane on September 16th working a Liverpool - Preston service. *Michael Lynam*

Wearing the new white/blue colour scheme of Northern, Class 155 346 sits in the platform at Leeds having just arrived a local service. Northern is the only operator to use Class 155s in their original configuration, most having been converted into Class 153 single units. *Ben Bucki*

Virgin Trains

As Class 91 115 awaits departure time from Peterborough with a service to Leeds, Class 91 107 'Skyfall' arrives at the rear of a London Kings Cross bound service. *Richard Hargreaves*

New lick of paint for Virgin Trains' Pendolino



Pendolino 390010 ready to enter service sporting its refreshing new look.

Virgin Trains' Pendolino is sporting a new look as part of a fleet repaint programme. The first train came off the depot in September, and following testing, re-entered service with a run down from Liverpool Lime Street.

Our most eagle-eyed customers will notice a similar design to that on our new Azuma trains which will be introduced on our East Coast services from 2018.

The unique new livery is named 'flowing silk' and builds on the iconic Virgin brand, adding curves, shapes and dynamism, with the flow across the train taking its main inspiration from the natural world… the wind.

Peter Broadley, Executive Director for Customer, Operations and Safety on the west coast, said: "The Pendolino is widely regarded as the UK's hardest working train, and has clocked up over 300million miles in the last 15 years. They have been given a fresh lick of paint and will continue to speed customers along the west coast mainline in record time."

The work was undertaken by the original builders of the train, Alstom, at their newly opened facility in Widnes.

Nick Crossfield, Managing Director, Alstom UK & Ireland, said: "It is a proud day for us, seeing the first of the iconic Pendolino fleet successfully repainted and out on the network again. This is the first work we have completed at our important new Widnes modernisation facility. Not only is it on time and on budget, I am equally proud of the fact we employed eighty people locally, including five new apprentices, to deliver this beautiful new paint job. We look forward to working with Virgin Trains to complete the painting of the rest of their hard working fleet."

Virgin Trains





Class 390 010 'The Cumbrian Spirit' makes it's scheduled call at Milton Keynes Central working the 1A03 05:55 Manchester Piccadilly to London Euston service on September 16th.
Derek Elston

Virgin Trains' Class 390 047 passes Rainhill with a diverted Liverpool Lime Street service.
David Wood





Record year for Virgin Trains on the London to Liverpool route

Virgin Trains has broken new records for passengers travelling on its west coast route between Liverpool and London.

As the intercity operator celebrates 20 years of operating the west coast route, new figures show it carried 1,765,874 customers between Liverpool and London in 2016/17, an increase of 11.2% compared to the same period the previous year.

The new figures have coincided with punctuality reaching its highest ever level since privatisation and the introduction of Virgin's revolutionary new onboard entertainment streaming service, BEAM.

The growing availability of £17 fares between Liverpool Lime Street and London Euston has played a big part in encourage more customers to leave the car at home and travel by train, both for business and staycation trips.

The increase in journey numbers has also coincided with the growing appeal of Liverpool as a destination. For the first time ever, more Virgin Trains carried more passengers to the city than the capital (889,000 in 2016/17, 13,000 higher than the number of journeys made from Liverpool to London).

The popularity of the service looks set to continue, with over 150,000 journeys made between the two cities in July, the second highest month since Virgin Trains took over the route.

Max Steinberg, Chief Executive of Liverpool Vision, said: "It's no surprise to see that more passengers than ever have taken the Virgin Trains direct service between Liverpool and to London. The link is crucial for the city and broader city region as it continues to grow as a destination for both leisure and business.

"Recent statistics show that Liverpool is the fifth most visited destination in the UK by overseas tourists, many of whom combine Liverpool and London during their stay. Having a fast, direct service is also key for businesses looking to work between the two cities, particularly ahead of International Business Festival next summer when thousands will be making that journey."

Amanda Hines, Virgin Trains' General Manager for North West and Wales services said: "Liverpool is an integral part of our west coast route, a city we have been proud to serve for the last twenty years. In that time journey times have been slashed and service innovations such as BEAM, improved punctuality and more availability of low fares have helped drive strong customer satisfaction ratings and attract more people to rail."

The number of Virgin Trains that arrive within ten minutes of their booked time has increased by eight percentage points to 89% over the last 20 years thanks to working with Network Rail and other industry partners.

Over the last year, Virgin Trains has doubled the booking horizon from the industry standard of three months and made M-tickets available across all its west coast services, in addition to becoming the first train operator to offer its customers automatic compensation in the event of a delay.

In June last year, Virgin launched BEAM, the industry-leading app that allows customers to stream more than 200 hours of entertainment including Hollywood films, box sets and documentaries straight to their device.

Virgin Trains also named one of its flagship Pendolino trains 'Flying Scouseman' earlier this year to mark its 20th birthday and place on record its thanks to the city for their support since 1997.

Power car No. 43208 leads a London Kings Cross bound service through Peterborough on September 2nd. *Richard Hargreaves*

On September 2nd, Class 221 115 calls at Telford Central with a London Euston to Shrewsbury service. *Richard Hargreaves*





Virgin Trains customers can now bid for last minute First Class upgrades in global first

Virgin Trains customers can now bid on last minute upgrades for First Class tickets on east coast services via innovative upgrade app Seatfrog. The partnership is a world first for rail passengers and will enable more people than ever to enjoy the perks of First Class. Virgin Trains' customers will be able to upgrade right up to 30 minutes before departure from the palm of their hand with just a few taps of their smartphone. Completely seamless and easy-to-use, there's no hassle of extra paperwork, printing tickets or additional fees. Virgin Trains is the first travel company to bring the technology to its customers, who will compete against each other in an open and honest auction where upgrades to First Class can cost from as little as £5. The free app works by creating a live, dynamic bidding system for First Class seats that would otherwise travel empty. Upgrades can be won up to 30 minutes before departure, with each auction opening approximately 2.5 hours before a train departs from its originating station. Customers who successfully bid on a First Class ticket will be able to enjoy all the luxury benefits of Virgin Trains' First Class experience, including complimentary food and drink from a menu curated by James Martin, reclining leather seats, additional legroom, mood lighting, free Wi-Fi and, in selected stations, First Class lounges with free Wi-Fi, relaxation areas and refreshments. Virgin Trains has been leading the way in tackling fare complexity and ensuring a better deal for customers; partnering with Seatfrog is part of the train operator's commitment to making train travel accessible and affordable. Earlier this year, Virgin Trains confirmed that it is participating in a single-leg pricing trial with the Government which will consider alternative ways to guarantee customers simpler fares.

Suzanne Donnelly, Commercial Director at Virgin Trains on the east coast, said: "We have a strong record of innovating for the benefit of our customers and we are really excited to be partnering with Seatfrog to offer customers more opportunities to experience First Class. Our innovative partnership with Seatfrog means passengers can get last minute upgrades to First Class seats from as little as £5 and there are real deals to be had. Plus, the live bidding element means you can decide at the last minute if you fancy treating yourself and, if you do, bidding to bag a bargain is great way to go about it."

Iain Griffin, CEO and founder Seatfrog comments: "Modern travel is full of rules and regulations that can make getting to our final destination a frustrating experience. Everyone loves an upgrade, but the excitement of it and the ability to just change your mind at the last minute is suffering because of the many complicated processes that exist today. Seatfrog is giving passengers the power to upgrade easily and transparently, in the palm of their hand. Plus, because we are firm believers that it should never be too late to change your mind, you can upgrade right up to 30 minutes before you go. We're delighted to be bringing Seatfrog to Virgin Trains' passengers and to be helping more people than ever to enjoy the perks of First with zero hassle."

Last minute upgrades will be available on selected Virgin Trains' east coast services for business and leisure travellers from Monday to Friday for journeys between the following stations (and stations in between), with new routes to be added soon:

- King's Cross to Leeds including, for example, Doncaster to Wakefield Westgate, and Stevenage to Grantham
- King's Cross to Newcastle including, for example, Northallerton to York, and Peterborough to Newark North Gate
- King's Cross to Edinburgh including, for example, Berwick upon Tweed to Darlington, and Durham to Dunbar
- King's Cross to York including, for example, Grantham to Doncaster, and Retford to Stevenage

How to bid for a First Class upgrade on Virgin Trains' east coast services with Seatfrog in three simple steps:

- 1. Enter your booking reference: Simply open the app and enter your Virgin Trains booking reference for upcoming trips.
- 2. Upgrade now or bid to win: Seatfrog notifies customers as soon as a seat becomes available and auctions open around 2.5 hours before departure. Customers can then start their bidding to win an upgrade in the auction. If available, there is also an 'Upgrade Now' option.
- 3. Upgrade in seconds: Seatfrog issues the new ticket to your phone there and then, so you can find your new seat, sit back and relax (you also need to present it with your original ticket so be sure to travel with both).

Virgin Trains

Power car No. 43310 is seen on the rear of a London Kings Cross to Harrogate service on September 2nd. Power car No. 43315 was leading the departure from London.
Steve Thompson

On September 2nd, power car No. 43058 (with 43061 on the rear) is seen at London Kings Cross having arrived with a service from Hull.
Steve Thompson



Class 91 105 calls at Grantham on September 2nd working a Leeds to London Kings Cross service. *Richard Hargreaves*

Picture Paw-fect! All change as Jake the trainspotting dog models new uniform

On September 28th, Virgin Trains gifted a special-edition, tailored uniform for loyal Virgin Trains fan and trainspotter, Jake the Dog, to launch its new body-neutral uniform range for every gender, size and shape across both the East and West Coast. To create the new uniform range, Virgin Trains involved its frontline staff as part of the re-design to get their expert opinion, from an extensive employee-wide survey on their favourite designs, to trialling initial versions on the job over two years. The Virgin Trains body-neutral uniform offers up to six combinations (six for women and four for men) on the West Coast route, and up to ten combinations (ten for women and five for men) on the East Coast route. When Virgin Trains decided to introduce a new body-neutral uniform for their staff, it wasn't just the humans they were thinking of. Proving it fits all sizes, the new uniform has been created by British designers Wayne Hemingway MBE and Gerardine Hemingway MBE and Virgin Trains has even gone the extra mile for dedicated train fan, Jake the Dog.

Over nine years, Jake has been a regular sight at Virgin Trains stations and has become part of the Virgin Trains family; joining the station staff and delighting customers to welcome trains into the platform with lots of lively wags and barks.

As a reward for his devoted service, aside from his favourite doggy snacks, the design team set out to make Jake his own bespoke dog-friendly uniform, carefully measuring him from furry head to trainspotting tail to create a fetching look that would suit his unique personality and shape.

On receiving his new uniform, Neil McNamara, Jake's owner, said; "Jake's always had a love and fascination for Virgin's trains, he doesn't bark for any other! His daily trip to the station is a real highlight for him. Over nine years he's become a mascot for the regular passengers and we're excited for him to show off his special uniform."

Natasha Grice, Route General Manager, of Virgin Trains West Coast said; "We involved our Virgin Trains staff from the very beginning of the design-process. There's been a real passion behind creating the new stylish uniform. We wanted to combine everyone's favourite parts to create up to six practical mix and match combinations*. We want our staff at Virgin Trains to feel their best, to be empowered to confidently express their own style and be their incredible selves, while still looking totally Virgin Trains."



JessicaKelly-Mckay, Uniform Delivery Manager, of Virgin Trains East Coast said; "We want our people to be able to express their own unique style and personality, and that's why we've worked with them to create a new tailored wardrobe to fit every shape, size and gender. The launch of our striking, new uniform combinations is another milestone on our journey towards totally transforming our East Coast service, and our customers can expect to see an extra spring in the steps of our staff as we roll it out."

Wayne Hemingway MBE of HemingwayDesign said;
"The uniform took two years to make as we were determined to end up with designs that included significant input from the Virgin Trains team and were fully tested so as to be practical for their roles. We have also ensured that this is a collection with up to ten combinations in the knowledge that the Virgin Trains team are not "uniform" and quite rightly wanted to let their individual personalities shine through. The wide range lets Virgin Trains staff choose what they feel comfortable in and we hope they all wear their uniforms proudly, including trainspotting dog Jake, who is sure to turn some heads in his stylish piece."

In an effort to achieve zero waste to landfill, the old Virgin Trains uniforms are being recycled into new items at HMP Northumberland. Prisoners will upcycle the old uniforms in the onsite textile factory, as part of a rehabilitation scheme that helps to prepare prisoners for life outside in an effort to reduce reoffending rates. The HMP Northumberland textiles team will use the uniforms to create new items such as blankets and coats, which will be donated to local homeless charity, The Albert Kennedy Trust which supports young LGBT homeless people in crisis, and working with Virgin Trains charity partner, Rethink Mental Illness. This initiative was developed by Virgin Trains, HMP Northumberland, and the Hubbub Foundation.
The new uniform was created by Wayne Hemingway MBE and Gerardine Hemingway MBE and manufactured and distributed by Hunter Apparel Solutions and Dimensions.

Scotrail



Class 158 714 and 158 710 working the 1H39 18:22 Aberdeen to Inverness service is seen after departure from Forres station, Forres, Moray, on September 4th. *Jonathan McGurk*



Class 158 733 and 170 453 approach Nairn working the 1H33 13:38 Aberdeen to Inverness service on September 16th. *Jonathan McGurk*



Colas Rail's Class 70 804 and 60 021 (Leading) stand in Elgin Yard whilst working the 6K50 13:50 Elgin Yard To Millerhill S.S. empty ballast on September 17th. *Jonathan McGurk*



Going Underground

An early Sunday morning at Golders Green tube station, seen from aboard a service to London St. Pancras. *Ben Bucki*



Croydon Tramlink

Tramlink No. 2554 is seen arriving at East Croydon tram stop working turn 54 on September 15th. *Keith Hookham*

Nottingham Trams



Jet 2 liveried tram No. 206 departs Nottingham Station tram stop on September 2nd working a service to Hucknall. *Richard Hargreaves*



Tram No. 216 departs Nottingham Station on September 2nd, heading to Phoenix Park. *Richard Hargreaves*



Heading to Clifton South, Tram No. 203 arrives at Nottingham Station on September 2nd. *Richard Hargreaves*

Blackpool Trams

Celebrating its 80th birthday, Brush car No. 621 passes Tiffany's Hotel during the tramways September Spectacular on September 23rd. *Chris Morrison*



Blackpool Trams

Brush car No. 630 passes Pleasant Street tram stop whilst working a service to Pleasure Beach during Blackpool Heritage Trams September Spectacular weekend on September 23rd.
Chris Morrison

Major signalling upgrade to provide safer and more reliable rail journeys for passengers in Norwich, Yarmouth and Lowestoft

A new, state of the art signalling system is to be installed on train lines in the Norwich, Yarmouth and Lowestoft areas as part of Network Rail's Railway Upgrade Plan.

The new system is part of a £68 million investment to modernise the railway and will replace some of the oldest signalling equipment on the network. A total of 66 new colour light LED signals, 22 power operated points and a remote computer-based signalling control system will replace levers and physical operations, meaning safer and more reliable journeys for passengers.

Changes will also be made to level crossings to bring them up to modern safety standards. Level crossings that are currently operated by a crossing keeper will be replaced with a modern barrier type remotely controlled by a signaller using CCTV cameras. This will improve journey times and reduce the amount of time the barriers are down, meaning fewer delays and congestion for motorists too.

There will be changes to services between Norwich and Lowestoft, and Norwich and Yarmouth for a nine-day period from Saturday 21 October until Monday 30 October 2017 while work is under way. Passengers are advised to check before they travel.

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "This is a significant project that will not only transform rail travel for passengers in this region, but also bring benefits for motorists and pedestrians. We are working to provide a sustainable and efficient railway which uses modern technology, to improve safety and reliability as part of our Railway Upgrade Plan. I'd like to thank passengers for their patience while we carry out this important work and urge anyone using these services to check how their journeys will be affected ahead of travelling."

The work will take place at several locations and there will be significant work on the Norwich-Yarmouth-Lowestoft lines between October 2017 and March 2019. This will result in changes to train services and passengers are advised to check before they travel at www.nationalrail.co.uk or with their train operator.



Fares Advice with RailUK

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

Northern telling passengers BOJ not permitted on Off-Peak Day Return

Recently contacted Northern to ask if I bought a return ticket from Wigan to Manchester, would I be able to stop at each stop on the way?

And their response was: If you buy an off peak return you can break your journey on the return but not the outbound however if you buy an anytime return you can break your journey both ways

Also related to this I've been told a group of passengers who travelled from Chester to Manchester breaking their return journeys at Mouldsworth, Plumley, Knutsford and Mobberley were told by more than one guard that they should have purchased Cheshire Day Rangers not Off-Peak Returns as they claim with the latter you are only allowed to break your journey once. However, the guards in question didn't insist that they purchased new tickets.

A: What a completely ridiculous situation. I wonder if the agent checked with anyone before posting that.

I'm disappointed to say the only serious problems I've had with Northern staff have been with older staff who seem incapable of understanding that things change.

"You can't break your journey on the outward leg. They banned that years ago. You need to buy a WYMetro Rover" Yes but "they" also unbanned it many years (decades?) ago.

"I know this because I worked for 20 years at .....". Yes, but things changed last October.

That is fine, but if the management don't send out suitable information telling staff that things changed, or send them people on semi-regular refresher and training courses, with assessments to update their knowledge and check they still know what they are doing, then how are staff meant to know.

The TOC I work at gave us no briefing that the NRCoC changed to the NRCoT, let alone any briefing as to what had actually changed, or more importantly for most staff - how those changes impacted on us, the things we see or the things we sell. All they did was update the copy on the staff mobile phone app, but they didn't even tell you they had done that.

The quality of retail training, and most importantly ongoing refresher training and the dissemination of information about new or changed products is woefully poor to virtually non-existent at most TOCS. As a result most staff, unless they are keen and do their own research have nowhere near enough knowledge. Consequently, as is inevitable, mess room chatter and word of mouth soon spreads false or made up information. And if managers neither know nor care about the correct answer anyway, and give their staff false information, what hope is there? If your manager gives you information do you believe it or not?

Ticket Advice for All

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

Class 59 001 arrives into Reading on September 14th, heading to Acton. *Richard Hargreaves*





New cutting-edge trains in full operation across Thameslink route

Thameslink trains now three times longer at Brighton, Gatwick and London Bridge

Passengers travelling between London Bridge, Gatwick Airport and Brighton now have brand new Thameslink trains that are up to three times longer giving more space and more seats.

Govia Thameslink Railway (GTR) has withdrawn the last of its older trains from this off-peak service, replacing them with cutting-edge Siemens Class 700 carriages.

The 12-carriage trains replace the mostly four-carriage (weekdays) and eight-carriage (Saturdays) twice-hourly service, creating 9,000 extra seats each weekday and much more space for passengers at Gatwick and families heading for the coast. All the trains across Thameslink's entire network are now new Class 700s. These travel between Brighton, St Albans and Bedford, Sevenoaks, Wimbledon and Sutton crossing central London via Blackfriars.

Trains on the wider network run with 8 carriages and 12 carriages. More 12-carriage trains will be introduced early next year as additional stabling facilities are built in Bedford.

GTR Engineering Director Gerry McFadden said: "Thameslink is now a Class 700-only route marking a significant milestone in our journey of modernisation towards a new high-frequency service through central London.

"Right now it means trains up to three times longer on the off-peak services between Brighton, Gatwick Airport and London Bridge and from May next year hundreds of thousands of new passengers from east Kent, Sussex, Cambridge and Peterborough will be plugged into the cross-London route when the Thameslink network expands."

The trains have a spacious design and cutting-edge information systems that will tell passengers how London's Tube trains are running and even which direction to walk to find more space on the train.

The new Class 700 trains have:
•Wider doors and aisles to make getting on and off easier
•Spacious walkways between carriages to make it easier to move through the train to give a greater sense of security
•Two-by-two seating to create more room
•Lots of luggage space – essential for airport travellers
•Adaptive climate-controlled air conditioning
•Electronic signs showing which carriages have more space to sit or stand
•Screens with real time service information from London Underground
•Fully accessible toilets for disabled passengers and those with pushchairs or needing baby changing facilities
•Spaces for full sized bikes in the off-peak; storage for fold-up bikes in the peak

During the summer holidays, 3.4 million journeys were made with GTR to and from Gatwick airport, on Thameslink, Gatwick Express and Southern.

Paul Maynard, Rail Minister said: "I am delighted we have reached this significant milestone for the multi-billion pound Thameslink Programme. It shows how our investment in the railways is delivering better journeys for passengers across the network, as well as supporting jobs and growth.

"This new fleet of hi-tech trains is now making a real difference for passengers, giving them more space and more comfort. This investment will transform north-south travel across London and the south east by a providing a modern, accessible service in time for the expanded Thameslink network from 2018."

Vernon Barker, Managing Director of the Rail Systems business at Siemens UK which manufactures and maintains the Class 700 trains, said: "We are really pleased to mark this major milestone in the introduction of the state-of-the-art Class 700, which is one of the largest and most technologically advanced fleets of trains ever introduced in the UK. With almost half* of the high-tech fleet now in service, passengers will really start to experience the full benefits of these modern and innovative trains through more comfortable and reliable journeys in and out of London."

Guy Stephenson, Chief Commercial Officer, Gatwick Airport, said: "Gatwick continues to grow with record numbers of passengers travelling through the airport every month. These new carriages are ideally suited for air travellers and the longer trains will make a real difference to the increasing number of passengers using the airport and travelling by rail.

"The new Thameslink trains also form part of the exciting transformation of rail services at Gatwick. By 2018, rail capacity through Gatwick will have doubled in just 10 years and our passengers will start to see the benefit of trains leaving the airport for London with Tube-like frequency every three minutes."

Passenger numbers on parts of the GTR network have doubled in as little as 12 years. GTR is addressing this by modernising the railway, much of it through the government-sponsored £7bn Thameslink Programme, introducing new trains to run over new infrastructure, often using new working practices.

Colas Rail track machine No. 75406 heads along the sea wall at Dawlish on September 6th. *Phil Martin*

Class 50 008 working light as 0Z08 Washwood Heath - Derby, passes Stenson on September 27th. *Stuart Hillis*

Govia Thameslink's "visionary" London Blackfriars is Major Station of the Year

Thameslink's London Blackfriars station, run by Govia Thameslink Railway (GTR), has been named as Major Station of the Year in the National Rail Awards.

Blackfriars is at the centre of the transformative £7bn Thameslink Programme that will bring hundreds more daily services from 2018, increasing peak-time services though the central London core to 24 trains per hour and connecting 80 additional stations in London and the South East.

To accommodate Thameslink 's extended network and its new, longer trains, Blackfriars was rebuilt to straddle the River Thames. Uniquely in Europe, it has entrances on both river banks, giving the City and the South Bank arts attractions a shared station. Lifts serve new, wide platforms across the river, ready for the massive rise in passenger numbers expected from next year.

The National Rail Awards judges called the station's redevelopment "visionary", and said: "Blackfriars is well on the way to becoming the flagship station for the expanded Thameslink network." Judges also commented on the "spotlessly clean" glass walls that exploit the unique views of the Thames and the surrounding London landmarks.

The award also recognises the station's role as an environmental pioneer for the rail industry. Blackfriars is the largest solar bridge in the world, complementing the sustainability focus of the staff who work there.

Operationally completed in 2012 in time for London's hosting of the Olympic Games, Blackfriars is now a pillar of Govia Thameslink's environmental strategy, boasting a solar roof with 4,400 panels generating up to 50 per cent of the station's energy needs. Last year staff achieved an environmental milestone when the station was granted 'zero-to-landfill' status, with all waste sent for recycling, composting or incineration for energy generation.



Thameslink's Head of Customer Service Jerome Pacatte said: "We are very proud to work here because it's a clear example of the modernisation programme we're bringing in to give passengers a better service. There has been a lot of work by the Network Rail project team with GTR's Thameslink stations team to transform the station. My Blackfriars colleagues and their passengers are very appreciative of all the investments made to create such a beautiful environment."

Colin Morris, Head of Safety and Environment at GTR, said: "I am thrilled that Blackfriars has received this prestigious national award, which underlines our commitment to sustainable travel. The station is a real environmental trailblazer. I am very pleased to see this recognised, just a year after Blackfriars became 'zero-to-landfill', a key strand of our environmental strategy."

Consultation on the future of West Lothian station set to close

Network Rail has called on final submissions into a 12 week consultation on the future of Breich station prior to the consultation closure on Monday, October 2.
Views are being sought from rail users, the local community and other interested parties into the potential closure of the station. Network Rail is conducting the consultation on behalf of Transport Scotland, who will make the final decision on the future of the station once the consultation report has been submitted.
The unmanned West Lothian station is currently served by one train service per day in each direction, six days a week. The official patronage figure for the station in 2015-16 was 138 passengers, an average of 2.6 passengers per week. The station lies on the Shotts route, connecting Edinburgh and Glasgow Central station. The route is currently undergoing modernisation as part of a programme of electrification. Network Rail estimates that a saving of £1.4million could be made if the Scottish Government opted to close the station rather than modernise.

Breich is located between Addiewell to the east and Fauldhouse to the west. Both towns are served by railway stations. Addiewell station is two miles from Breich while Fauldhouse station is 2.9 miles away.

David Dickson, infrastructure director for the ScotRail Alliance, which includes Network Rail, said: "We have held two drop-in sessions in the local community, sent letters to residents and have advertised this consultation widely. We want to ensure that anyone with an interest in the station has the opportunity to air their views before a consultation report is submitted to Transport Scotland for consideration.Network Rail takes pride in the role it has played in growing Scotland's Railway in recent years. Where there is proof of demand, such as the Airdrie-Bathgate route and along the Borders Railway, we have actively supported the opening of new stations and the reopening of old ones. As a responsible steward of the railway and a publicly run organisation, it is also Network Rail's responsibility to ensure that we consider value for money in relation to the operation of station and rail services. The current and projected demand for rail services to and from Breich is very low, so closure of the station must be considered as an option."

Residents of Breich have been consulted directly via two letter drops and two public drop-in events. A consultation document has been produced to help fully explain the rationale for considering closure.





A view of black shunter No. 13236 (Class 08 168) still at work despite being over 60 years old, at Nemesis Rail depot yard, Burton on August 30th. *Stuart Hillis*

Birmingham tram No. 30 stands at Jewellery Quarter on August 29th working a service to Priestfield. *Andrew Wilson*







Old Oak Common open day

Over 111 years since first servicing trains on 17 March 1906, GWR unlocked the doors of Old Oak Common Depot for members of the public.

To celebrate its contribution maintaining the Legends of the Great Western, the depot held an open day on September 2nd.

A selection of photos from the event.
All: Steve Thompson





Old Oak Common open day











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National Rail

Old Oak Common open day











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Preston to Blackpool railway upgrade is the biggest since 1800s

The purpose of the work is to make the railway bigger and better to carry the increased numbers of people forecast to want to travel by train in the future. From 11 November the Great North Rail Project, part of Britain's Railway Upgrade Plan, is embarking on 19 weeks of work which will affect travel to and from the seaside town. During this time Network Rail will carry out vital upgrades to track and platforms at Blackpool North and Kirkham & Wesham stations. They are also upgrading the signalling system on both lines to Blackpool which includes installing 84 new modern signals which will help to make journeys more reliable. For Network Rail to do this work sections of the railway will need to close to Northern train services. Buses will replace trains during these closures. Between Saturday 11 November and Sunday 28 January 2018 the railway will be completely closed between Preston and Blackpool North and Blackpool South stations. Between Monday 29 January 2018 and Sunday 25 March 2018 the railway between Preston and Blackpool South will reopen but the railway between Kirkham & Wesham and Blackpool North will remain closed.
The upgrade forms part of the Great North Rail Project to improve journeys between Blackpool and Preston and across the north of England. When the upgrades is complete Blackpool-to-Preston passengers will benefit from a cleaner, greener, quieter and more reliable railway.

Martin Frobisher, Network Rail's London North Western route managing director, said: "The upgrade of the line between Preston and Blackpool is the largest rail investment in the area since the 19th century. It will enable greener, quieter and more reliable train services, providing passengers and Blackpool with a railway to be proud of. As Blackpool's economy grows, the railway is growing too and we are working with the wider industry and our Blackpool region partners to keep the people of Blackpool and the Fylde on the move throughout the closure. There is never a good time to carry out this type of work but we have planned it to take place outside of the main holiday season so it causes the least impact. I am confident the short-term pain will certainly be worth the long-term gain of transformed train travel in future."

Sharon Keith, regional director at Northern, said: "The upgrade of the line between Preston and Blackpool is a key phase of the modernisation of the railway in the north of England. The work will pave the way for further improvements for our customers who, in the future, will benefit from brand new or fully refurbished electric trains – resulting in better journeys and, thanks to further investment, better stations. I'd like to thank our customers in advance for their understanding and patience whilst this essential work takes place."

Transport Minister Jesse Norman, said: "This vital upgrade is part of the government's biggest investment in the network since Victorian times and will mean more seats, better connections, and more reliable journeys for rail passengers. We recognise there will be temporary disruption, but the benefits for passengers will be significant when complete. We are investing billions of pounds in transport across the region and I am delighted that this project is on track to deliver what passengers have told us they want to see."

Two unidentified Class 373 Eurostar sets sit at the buffers at London St. Pancras International, flanked by the more modern Class 374 sets.
Ben Bucki

Work underway on South Esk viaduct refurbishment



Work is now underway on a £4.2 million refurbishment of the South Esk viaduct at Montrose as part of Network Rail's UK wide Railway Upgrade Plan.

The 16 span (section), 440 metre, grade B listed structure stands on 15 pairs of wrought iron piers above the River Esk at the mouth of the Montrose Basin.

In the coming months, it will be grit blasted, cleaned, repaired and repainted section by section in a project which will last 16 months and complete in the summer of 2018.

South Esk viaduct was completed in 1883 and was one of last major bridges built in wrought iron using lattice girders – a Victorian design standard – in the UK. It was built by railway engineer William Arrol who was responsible for the construction of many iconic bridges including the Tay and Forth Bridges.

A bespoke scaffold system and walkway is in place to enable the Network Rail project team and specialist contractor Taziker Industrial to access the structure and deliver the work safely.

The viaduct is also being 'encapsulated' to provide the right working environment in the exposed location as well as to stop any contaminants from leaking into the air and river below – particularly during grit blasting and painting.

Jeremy Spence, Network Rail's project manager, said: "Now that we have scaffolding, walkways, and bridge protection in place, work can get underway on the structure itself.

"It's a stunning location and I am sure the experience of working here over the coming months will be both exciting and challenging. Getting the chance to see the viaduct up close gives you great respect for those who built this structure more than a century ago and we hope that our work does justice to the legacy that we have been left by the Victorian railway pioneers.

"We take seriously our responsibility to maintain and preserve these historic structures, not just for the safe and efficient operation of the railway, but also how they look in their setting for those travelling on the railway or visitors to the area enjoying the beautiful views."

The steelwork on the bridge is being painted 'Window Grey' to match the original colour of the listed structure using a three coat system which protects the existing and new metal work from corrosion and provides a high quality aesthetic finish. The refurbishment of the viaduct ensures that it will not need any significant maintenance for around 25 years.

As well as the logistical challenges of working at height above a river, the Network Rail team and contractor also have to work within the harsh realities of winter in an exposed coastal location. In practical terms this means that the viaduct can only be encapsulated a section at a time to limit the effects of wind loading on the structure.

The scaffolding will be removed and the site compound cleared by the end of summer 2018.





LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' passes Abegele and Pensarn with a return Blaenau Ffestiniog to Preston charter. *David Wood*



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

Capital investment drives London station sales surge

New statistics released show London stations are leading the pack in retail sales between April and June 2017. Paddington, London Bridge and King's Cross performed best out of all Network Rail's 17 managed stations, with total retail sales at London Paddington soaring by 40% in the first quarter of 2017, and London Bridge and King's Cross recording rises of 15.1% and 14% respectively. Other strong performers in the capital included Euston station, which saw its total retail sales grow by 7.9%, and Cannon Street station, which recorded a rise of 5%.This surge in sales reflect the significant investment from Network Rail into retail enhancement projects at its managed stations over the last year. Investment has also led to a rise in overall passenger satisfaction from the previous year, with 84% of passengers 'very satisfied' or 'fairly satisfied' with Network Rail managed stations.

Hamish Kiernan, commercial director of retail for Network Rail, said: "These results show that Network Rail's investment in regeneration and retail enhancement is already delivering tangible benefits for station users in London and across the UK. Consumers today want choice and quality as well as convenience, and we continue to bring on board exciting retailers and dining outlets to meet those needs and enhance the station experience for passengers. Network Rail's ongoing investment in its managed stations is generating vital funds to reinvest back into the railway. The strong sales growth and passenger satisfaction figures indicate that our investment is paying off, with consumers increasingly choosing London stations as places not only for catching trains but for shopping, dining out and socialising too."

The 40% rise in retail sales at London Paddington follows the completion of the multi-million pound upgrade to Paddington Lawn, which has delivered high quality fashion brands like Kiehls and Thomas Pink to the station, as well as 'grab and go' casual dining food outlets including Wasabi and Leon to complement existing outlets such as the award-winning Mad Bishop & Bear pub. Meanwhile, the strong sales growth at London Bridge shows that investment in the ongoing redevelopment of the station is already bearing fruit, with station users making the most of the newly improved retail offer. Total sales growth at Network Rail station retailers across Britain grew by 5.29% in the first quarter of the new Financial Year, comparing favourably against British Retail Consortium figures which showed average total sales growth of 2.8% over the same period. Outside of London, Birmingham New Street (+13.31%), Manchester (+6.75%) and Bristol (+3.6%) recorded the strongest growth.

The results provide further evidence of the success, variety and quality of the retail offer at stations in London and across the UK. They also show that investment in stations is creating places that are destinations in their own right, where people choose to meet, eat, shop and travel.

On the Great Orme Tramway, Llandudno, trams Nos. 6 and 7 pass in the loop on the section from halfway to the summit. *Alan Rigby*





Vibrant art brightens the commutes of millions as Network Rail joins forces with artist to transform St Thomas Street

Passengers commuting into London Bridge this autumn will have their journeys brightened by beautiful artwork, as Network Rail joins with French artist Jennifer Abessira, engineering business Costain and Team London Bridge to bring colour and culture to St Thomas Street.

From 15 September, more than 70 bollards located just outside of the station's brand new, street-level concourse will be temporarily covered with prints of Abessira's photographs. The prints, which are a combination of repurposed archival images and impressions of important local symbols, including London Bridge, will provide a colourful focal point that reflects the area's diverse cultural identity for the enjoyment of local residents, commuters and tourists alike.

The project is the result of a commission by Team London Bridge, the Business Improvement District for the area, of artist agency MTArt and Abessira, who has previously collaborated with the likes of Vivienne Westwood and iTunes. Network Rail, which owns and operates the station, welcomed the timely project, as London Bridge is currently undergoing a transformation itself from London's oldest station into a modern, vibrant space, as part of the Thameslink Programme.

Lewis Atherton, programme director of the London Bridge redevelopment, Network Rail, said: "We are thrilled to welcome Jennifer Abessira's artwork to St Thomas Street, where it will brighten up the bollards just outside of London Bridge. From 2018 the brand new station will improve passengers' journeys with much more space, modern facilities and a whole host of retail offerings set to revitalise the local area and we wholeheartedly support the decision to have artwork installed that reflects the vibrancy of Southwark."

Marine Tanguy, CEO of MTArt, adds: "It's an honour for both MTArt and our artist, Jennifer Abessira, to be a part of this project. The London Bridge community is vibrant, colourful and has the most incredible story, which will shine through Jennifer's work. Telling stories visually and integrating art into our cityscape is very important to us as a company and I hope to see commuters smiling when looking at these 72 photographs."

Nadia Broccardo, CEO Team London Bridge, says: "The reinvention of St Thomas Street is exciting and important to the direction in which London Bridge continues to evolve. With a new entrance to the station beside the Shard Quarter, Guy's Hospital, King's College and soon to open Science Gallery London, its location is vital to welcoming people to the area and creating an environment that reflects the culture and identity of our vibrant patch of central London."

Mark Howard, Costain project director, comments: "Our work at London Bridge station will improve the public's travelling experience and this project, which reflects the area's diverse cultural identity, undoubtedly helps us to achieve that. London Bridge is a place that is constantly evolving and changing, so we applaud Jennifer Abessira's initiative to bring art to the community."

The redevelopment of London Bridge will improve the journeys of the 54 million passengers who use this station each year with more journey options, greater reliability and a station fit for the 21st century. We welcome the decision to work together with Jennifer to bring her beautiful artwork to St Thomas Street and brighten up passengers' journeys further."



The London Bridge redevelopment project is now on the home straight to the upcoming Christmas and New Year period, after which the final section of the new, modern, fully accessible concourse and platforms 1-5 will open for passenger use. The redevelopment of London Bridge station and the surrounding railway is the cornerstone of the Thameslink Programme, an ambitious programme of enhancements that combines new trains, new track, new signalling, an expanded infrastructure and station improvements that will transform journeys for passengers with greater reliability and more journey options north and south of the Thames to meet the capacity demands of the future.

Class 59 004 'Paul A. Hammond' hauls a stone train through Reading on September 14th. *Richard Hargreaves*

On August 29th, a Colas Rail Class 60 heads through Ruabon working the 6J37 Carlisle - Chirk logs. *Mark Enderby*



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

www.southerncountiesrailwaysociety.co.uk

Did you Know - Ken Mumford

Some more of the nations oddities this month:

From THE RAILWAY GAZETTE - February 16th 1951
SEGREGATION:
In addition to railway compartments labelled “Non Smokers” and “Ladies only” What about having a few marked “Non Talkers” and “Non Whistlers” and “Non Sniffers?”

From THE RAILWAY GAZETTE - February 16th 1951
EUSTON INTERLUDE:
Scene: Euston 6.18 p.m. Date: Thursday February 8 1951
Passenger to Porter altering platform notices opposite the “cattle pen” : “Why is there no platform number opposite the arrival time of the 6.18 from Northampton?”
Porter: “We are all disorganised this evening, as most of the trains are running to time!”

From RAILWAY GAZETTE - March 2nd 1951
STRANGER THAN FICTION:
Enquirers for British Railways timetables in some public reference libraries are reported recently to have been directed to the fiction shelves.

Also in 1951 - 1500 Expectant mothers in 50 wagons!
London Midland Region of British Railways recently departed from official jargon when it announced that 1,500 “expectant mothers” would return from a 10 week holiday in Cumberland by a special train of 50 wagons. The “expectant mothers” are sheep which are coming back to 20 farms in the Skipton area for lambing. They were taken to Cumberland in December to enable home grazing land to recuperate and to provide the animals with turnip feed.

WEST HIGHLAND TRAIN SNOWED UP
The 3.46 p.m. from Glasgow to Fort William on February 17th 1951 was stranded for more than 30 hours near Corrour on Rannoch Moor by a blizzard. The engine and one coach were derailed by the snow. The 23 passengers were marooned throughout the night and all the next day. Food for them and the train crew were supplied from the dining car. A special relief train which set out from Glasgow on February 18th became stuck in a deep drift when about 1½ miles south of the stranded train, which was reached by a locomotive and snowplough from Fort William.

Class 20 189 whistles it’s way through Northampton running as 0Z23 the 06:14 Butterley M.R.C. to West Ruislip L.U.L. Depot on September 6th. *Derek Elston*



A Different View

With a young passenger caught in the reflection of the glass barriers alongside the platforms, two Eurostar sets sit at the buffers at London St. Pancras International. *Ben Bucki*

A Different View

The former Cardiff Bay station buildings, which have stood empty for many years (and which have been the subject of several abortive schemes for re-use) is about to be redeveloped. The scheme, which apparently has been gaining some local controversy due to the design, will see the historically significant listed structure restored and linked to a new, and very modern, building on the site of the old dock lines alongside the buildings. Despite vocal opposition by historic societies and other concerned parties, planning permission was granted for conversion anyway this summer, and the building will soon be redeveloped. *Ben Bucki*



At Alton on the Mid-Hants Railway, No. 35005 is depicted on the Strong Country billboard, recalling the Strong & Co. brewery in Romsey.. *Stewart Smith*





Photographed from beneath an electricity pylon, and running about half an hour late, Europhoenix's Class 37 884 hurries north across Dutton Viaduct on its way to Allerton Depot to collect Northern's Class 319 341 on September 12th. *Jeff Nicholls*

A couple of old railway posters on one of the notice boards at Hampton Loade station on the Severn Valley Railway. *Richard Hargreaves*

Preserved Railways

Severn Valley Railway

GWR 1400 Class No. 1450 arrives at Hampton Load during the Autumn Steam Gala on September 22nd. *Neil Scarlett*

South Eastern and Chatham Railway (SECR) P Class No. 323, visiting the line for the Autumn Steam Gala, arrives into Arley on September 22nd. *Richard Hargreaves*

Southern V 'Schools' Class No. 926 'Repton' is caught between turns stabled on Bridgnorth shed. *Richard Hargreaves*

Severn Valley Railway

Great Eastern Railway Y14 Class 0-6-0 No. 564 departs Bewdley with the 15:45 Kidderminster service with Southern Rly “Battle of Britain” Class 4-6-0 ‘Sir Keith Park’ in light steam being readied for duty on the overnight trains, September 23rd. *Ken Abram*

Preserved Railways

Severn Valley Railway

Port Talbot 0-6-0ST No. 26 (GWR No. 813) arrives into Highley on September 22nd. *Richard Hargreaves*

LMS Ivatt Class 4 2-6-0 No. 43106 paired with the LMS rake, departs Bewdley with 12:24 Bridgnorth to Kidderminster service on September 23rd. *Ken Abram*

GWR 7800 Class No. 7812 ‘Erlestoke Manor’ steamsthroughthecountrysideasitapproaches Highley on September 24th with a service to Bridgnorth. *Richard Hargreaves*

Preserved Railways

Severn Valley Railway



Great Western Railway ‘Manor’ Class 4-6-0 No. 7802 ‘Bradley Manor’ approaches Bewdley Tunnel with the 12:24 Bridgnorth to Kidderminster service on September 22nd. *Ken Abram*



GWR Pannier No. 7714 approaches Highley during the Autumn Steam Gala on September 22nd. *Neil Scarlett*



South East & Chatham Railway Wainwright P-class 0-6-0T No. 323 ‘Bluebell’ on the 12:15 from Kidderminster to Bewdley with a two coach train comprising two GWR coaches a Churchward 57’ ‘Toplight’ Corridor Third No. 8930 built at Swindon 1915, and Collett Saloon of 1929 No. 9103. *Ken Abram*

Preserved Railways

Severn Valley Railway



Great Eastern Railway Y14 Class 0-6-0 No. 564 and the teak coaches on the 15:45 Bewdley to Kidderminster service come off the Safari Park Curve as they approach Bewdley Tunnel on September 22nd. *Ken Abram*



Class 08 No. D3586 is seen amongst various steam engines on Bridgnorth MPD, September 21st. *Michael Lynam*



No. D2960 'Silver Spoon' a Ruston and Hornsby 165DM 0-4-0, shunts GWR Saddle tank No. 813 at Kidderminster on September 21st. *Michael Lynam*

Severn Valley Railway

On September 28th, a gleaming Class 52 No. D1062 ‘Western Courier’ stands in the sunshine at Kidderminster.
Richard Hargreaves

Preserved Railways

Barrow Hill



The East Lancashire Railways' Class 37 418 stands in the yard at Barrow Hill on September 21st, seen during the Grand Reopening event, held to celebrate completion of the extensive refurbishment. *Derek Elston*



English Electric Type 4 No. D212 'Aureol' stands outside in the shed yard during the Grand Reopening event. *Derek Elston*



Class 37 521 undergoes a full rebuild in the Deltic Preservation Society shed at Barrow Hill. *Derek Elston*

Preserved Railways

Welsh Highland Railway

Beyer-Peacock Garratt No. 138 draws away from Nantmawr Halt and picks up speed towards the Glaslyn Pass with a service from Porthmadog to Caernarfon. *Ben Bucki*

Beyer-Peacock Garratt No. 143 slows for the stop at Pont Croeser, with a train from Caernarfon to Porthmadog. *Ben Bucki*

Preserved Railways

East Lancashire Railway



A beautifully scruffy Class 25 No. D7629 chugs out of Ramsbottom with the 10:35 Heywood - Rawtenstall service on the first day of the Autumn Diesel Gala, on September 23rd. *Jeff Nicholls*



Class 45 108 departs Bury on September 25th with a service to Heywood. *Michael Lynam*



Class 50 015 'Valiant' makes a storming exit from Ramsbottom on the 14:55 from Heywood to Rawtenstall on September 23rd. *Jeff Nicholls*

Preserved Railways

East Lancashire Railway



On September 24th, Class 40 135 approaches Irwell Vale en route to Heywood. *Michael Lynam*



Class 40 106 runs round its train at Rawtenstall on September 24th, before departing with a service to Bury Bolton St. *Michael Lynam*



Class 37 109 waits departure time at Heywood with a service to Rawtenstall on September 24th. *Michael Lynam*

Preserved Railways

Leighton Buzzard Light Railway



No. 3 'RISHRA', an 0-4-0T (side tank) built in 1921 by Baguley Cars, Burton-on-Trent, works No. 2007 is seen in action on September 30th. *Richard Hargreaves*





'PEDEMOURA' 0-6-0WT, built in 1924 by Orenstein & Koppel, Berlin, Germany to works No. 10808 and originally this powerful locomotive was built for the coal mines of the Douro Valley, in northern Portugal. *Richard Hargreaves*

No. 21 'FESTOON', a 4-wheel petrol-mechanical built in 1929 by Motor Rail at Bedford is seen outside the workshops at Stonehenge Works. *Richard Hargreaves*

Preserved Railways

Leighton Buzzard Light Railway



‘Doll’ an 0-6-0T (side tank) built in 1919 by Andrew Barclay, Kilmarnock, works No. 1641, was one of three identical locomotives built originally for the Sydenham ironstone quarries, near Banbury, Oxfordshire. *Richard Hargreaves*



‘Chaloner’ an 0-4-0VBT (vertical-boiler tank) built in 1877 by DeWinton, Caernarfon, is one of the oldest working narrow-gauge engines in the country, seen here leading ‘Diana’ a Kerr Stuart 0-4-0 built in 1909, departing Stonehenge Works. *Richard Hargreaves*



‘Selzala’ an 0-4-0T (side tank) built in 1915 by Avonside, Bristol, works No. 1738 originally worked on the 125-mile railway system that once served the extensive Sezela sugar-cane plantation in Natal, South Africa.
Richard Hargreaves

North Yorkshire Moors Railway

On a very damp and dismal October 1st, GWR 5101 Class Large Prairie No. 5199 departs Levisham with the demonstration freight which it has brought from Pickering. *Jeff Nicholls*

Preserved Railways

Statfold Barn Railway





Peckett & Son 0-6-0ST 'Liassic' works No. 1632 of 1923 double headed with Avonside Engineering 0-4-0T works No. 2067 of 1933 'Marchlyn' working the freight through the curves at the bottom of the field passes 'The Goose' which is heading in the opposite direction. *Ken Abram*

Hunslet 0-4-0ST works No. 921 of 1906 'Sybil Mary' leads Corpet Louvet 0-6-0PT works No. 439 'Minas de Aller' of 1884 leaving the balloon loop as they head back up the line towards Statfold. *Ken Abram*

Hunslet Engineering 0-4-2ST works No. 3902 of 1971 'Trangkil No. 4' departs from Oak Tree Halt. The loco is noteworthy as it was the last steam locomotive built in Britain for commercial use. It was supplied by Hunslet to a 50 year old Kerr Stuart design for the Trangkil Sugar Mill in Java. It was still working into the 21st century before returning to the U.K. In 2004. *Ken Abram*

Telford Steam Railway

On October 1st, Class 37 263 is seen undergoing restoration at Horsehay. *Richard Hargreaves*

Preserved Railways

North Norfolk Railway

On September 2nd, BR Standard Class 4 2-6-0 No. 76084 leads Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 No. 53809 approaching Weybourne from Sheringham. *David Lindsell*



LNER B12 4-6-0 No. 8572 awaits departure from Sheringham with a service to Holt on September 2nd. *David Lindsell*



BR Standard Class 9F No. 92203 ‘Black Prince’ arrives into Holt on September 3rd. *David Lindsell*

GWR 5700 Class No. 7714 is seen approaching Weybourne with a service from Sheringham on September 2nd. *David Lindsell*

Preserved Railways

Heritage Shunter Trust



Class 04 Nos. D2284, D2337 and D2205 are seen giving Brake Van rides at Rowsley on September 2nd. *Andrew Wilson*



Class 07 001 is seen in the yard of the Heritage Shunters Trust at Rowsley on September 3rd. *Andrew Wilson*



BR Blue Class 08 016 gives Brake Van rides at Rowsley on September 2nd. *Keith Hookham*

Preserved Railways

Llanberis Lake Railway





Hunslet ‘Elidir’ draws forward along the platform at Gilfach Ddu, the principal station, so the loco can take on water. *Ben Bucki*



At the National Slate Museum at Gilfach Ddu, alongside the Llanberis Lake Railway, the Hunslet ‘Una’ sits on display outside the former quarry workshop buildings. *Ben Bucki*

Hunslet ‘Dolbadarn’ heads away from Llanberis town towards Gilfach Ddu, the principal station, seen from the castle which is the locomotive’s namesake. *Ben Bucki*

National Slate Museum

At the National Slate Museum at Gilfach Ddu, alongside the Llanberis Lake Railway, the Ruston-Hornsby diesel shunters 'Llanelli' and 'Topsy' wait outside the engine sheds, in the former quarry workshop buildings. *Ben Bucki*

Preserved Railways

Ffestiniog Railway







Double Fairlie 'Earl Of Merioneth' simmers away in the carriage sidings at Porthmadog Harbour Station. This locomotive, a new-build from the late 1970's, is about to be withdrawn with many of its components life-expired due apparently to the quality of the metals used at the time of its build. *Ben Bucki*

The diesel loco 'Criccieth Castle' waits between shunting moves in the carriage sidings at Porthmadog Harbour Station, having bought a train of ex-South African Railways coal wagons to the refuelling point. *Ben Bucki*

At Tanybwlch, the Double Fairlie 'David Lloyd George' is seen (with the aid of a zoom lens, from the cafe) approaching the station with a service from Porthmadog. *Ben Bucki*

Preserved Railways

Dean Forest Railway

Class 31 466 and Class 20 No. D8059 are seen at Parkend during the lines diesel gala on September 16th. *Richard Hargreaves*



Class 14 No. D9521 is seen departing Norchard on a light engine movement. *Richard Hargreaves*



Unique Clayton Class 17 No. D8568 is seen between duties stabled at Lydney Junction on September 16th. *Richard Hargreaves*

Dean Forest Railway

BR Class 108 DMBS No. E50619 and Class 108 DTCL No. 56492 are seen between duties at Lydney Junction, alongside Class 08 No. D3937 working a service to Norchard. *Richard Hargreaves*

Romney Hythe and Dymchurch Railway

No. 2 ‘Northern Chief’ approaches St. Mary’s Bay on the Romney Hythe and Dymchurch Railway, on August 28th. *Mark Pichowicz*

Preserved Railways

Ecclesbourne Valley Railway

On September 2nd, Class 31 206 is seen stabled in the yard at Wirksworth. *Michael Lynam*



Former Seven Tunnel Tunnel Emergency Train Class 121 Bubble car No. 977976 (55019) is currently stored outside the works at Wirksworth for possible use as a departmental vehicle. *Michael Lynam*



Class 26 No. D5343 departs Wirksworth with a service to Duffield on September 2nd. *Michael Lynam*

Preserved Railways

Mid Hants Railway

On August 28th, British Railways Ivatt Class 2MT tank engine No. 41312 runs round its train at Alton. *Stewart Smith*

On a somewhat cloudy Mount Snowdon, Hunslet diesel No. 10 'Yeti' nears the summit station with a mid-morning service from Llanberis. *Ben Bucki*

Whitwell and Reepham Railway

On September 3rd, 0-4-0 saddle tank 'Victory' is seen giving rides on their 'Steam Sunday' coupled to a former SECR brake van.
David Lindsell

On September 14th, Stroudley A1X Terrier Class 0-6-0T No. W8 'Freshwater' arrives at Wootton with a service from Smallbrook Junction. *Stewart Smith*

Preserved Railways

Churnet Valley Railway

Still carrying Res livery from when withdrawn, Brush type 4 Class 47 524 stands at Cheddleton awaiting waiting overhaul. *Michael Lynam*



BR Class 20 No. D8057 is seen being prepared for an engine lift at Cheddleton to enable restoration to continue. *Michael Lynam*



BR Class 33 021 is inside the workshops undergoing a heavy overhaul. *Michael Lynam*

Preserved Railways

Ribble Steam Railway

Class 37 424 (37 558) 'Avro Vulcan XH558' heads towards Preston Road station on September 30th, visiting the line for the diesel gala. *Alan Naylor*



Class 14 No. D9539 and Class 03 No. D2148 head away from the marina and down alongside the River Ribble during the diesel gala on September 30th. *Michael Lynam*



Another loco to see working during the lines diesel gala was Hunslet Class 05 No. D2595. *Alan Naylor*

GREAT CENTRAL SETS SIGHTS ON CANAL BRIDGE AS 'NEXT STEP' FOR REUNIFICATION

WORK LIKELY TO TAKE PLACE IN AUTUMN 2018

Great Central Railway is preparing to renovate a historic bridge over the Grand Union Canal as part of its project to create an eighteen mile heritage railway.

The bridge is a late Victorian structure which crosses the canal in Loughborough, just to the north of the Railway's engine sheds.

In September, long held ambitions to build a new bridge over the four track Midland main line were realised by enthusiasts who want to reconnect two halves of the Great Central Railway. This bridge was the first part of a chain of infrastructure that needs to be rebuilt to create an eighteen mile heritage line running almost between Leicester and Nottingham.

Michael Gough, the Railway's General Manager said, "As the final touches are applied to the new bridge, the question now being asked is 'What next?' The most obvious section to tackle next is renovating the bridge over the Grand Union Canal. Undertaking this work does not require planning permission and access to the site is relatively easy from both the rear of the engine shed and from the canal towpath beneath."

A full survey was carried out on the bridge in 2014 which allowed contractors to establish what work is needed to repair it. It last carried trains in 1969 before the original Great Central Railway was shut by British Railways. Michael adds: "We have obtained three quotes for the work and expect it to cost in the region of £400,000. We believe we can raise the funds for the work over the next 12 months."

To avoid disruption to canal boat traffic which is at its busiest in the summer months, the railway is looking to carry out the work in Autumn 2018.

The overall reunification project remains close to the hearts of the Railway's thousands of supporters who have wanted to see the Great Central Railway PLC based in Leicestershire and the Great Central Railway (Nottingham) reconnected.

Over the past four years, there has been a concerted effort to finally achieve this ambition, and a major fund raising drive was launched in 2013 to take the project forward. Thanks to the generosity of supporters, and a £1m grant from the Leicester and Leicestershire Local Enterprise Partnership, close to £3m has been raised with £2.5m spent on erecting the bridge over the main line. The remainder has been spent on designs and plans for the remaining sections.

The project is a complex one with many challenges to overcome, not least the need to meet modern environmental standards. Furthermore, in recent years, building work has encroached onto the original

embankment; also the newly built bridge spanning the main line railway, and an access road to a recycling centre, require additional clearance. To overcome these constraints, a new alignment has been designed to ensure the line can be successfully installed with modern materials and techniques being employed to comply with 21st century regulations."

The Railway's supporting organisation, Friends of Great Central Main Line is committed to maintaining the present momentum from building the bridge over the Midland main line. The Friends are therefore aiming to kick start the Canal Bridge project with an initial grant of £10,000. A strategy is to be developed by the Railway with Friends, and other major stakeholders, to agree the way forward for further successful fundraising.



On September 20th, GWR 7800 Class No. 7827 'Lydham Manor' runs round its train at the end of the day at Paignton. *Michael Lynam*



Swanage Railway

On September 21st, Class 33s No. D6515 and 33 111 are seen heading towards Corfe Castle with a service from Swanage.
Mark Enderby

Swanage Railway

SR U Class 2-6-0 (Mogul) steam locomotive No. 31806 departs Corfe with a service to Norden on August 19th. Viewed from the castle mound. *Stewart Smith*

Preserved Railways

The Leek & Rudyard Railway

Diesel locomotive ‘Francis’ stabled between shunting duties at the depot on September 20th. *Michael Lynam*

No. 8 ‘King Arthur’, built in 2005 by The Exmoor Steam Railway, prepares to depart Rudyard station. *Michael Lynam*



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO'S TENDER APPEAL REACHES £200,000 PLEDGED



Over 163 supporters have now joined The 163 Pacifics Club

The A1 Steam Locomotive Trust, the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado, is delighted to announce that its fundraising campaign – The 163 Pacifics Club - to purchase the locomotive's tender from William Cook Cast Products Ltd has reached its initial target of £200,000 pledged.

Tornado's tender is leased to the Trust under a 15-year loan agreement which will come to an end in 2021. The tender is currently owned by William Cook Cast Products Ltd (the Trust's Principal Sponsor) as chairman Sir Andrew Cook CBE kindly offered to fund the construction of the tender in 2006, allowing funds being raised to be spent on the engine. By 2014 the Trust had repaid all the £1m debt needed to complete Tornado in 2008 and funded the conversion of BR Mk 1 BCK E21249 into her support coach. The 163 Pacifics Club was launched in September 2013 to fund the purchase of Tornado's tender on the lease's expiration in 2021.

Tornado's tender is a development of those built for the original Peppercorn class A1s - mainly due to the different operating environment on the modern Network Rail main line. Due to the lack of surviving steam infrastructure, water capacity is at a premium and so Tornado's tender carries 6,200 gallons, as opposed to 5,000 gallons, and seven tons of coal, rather than nine tons in the original A1s. The tender is also the home for many of Tornado's other unique features including an alternator, Timken cartridge roller bearings (pre-greased sealed self-contained units which do not have to be fitted in enclosed axleboxes), Train Protection & Warning System (TPWS), National Radio Network (NRN) radio, Global System for Mobile Communications - Railway (GSM-R) radio, GPS tracker and of course the mobile phone charger!

Details of The 163 Pacifics Club:

- The Trust needs to raise £200,000 to purchase Tornado's tender
- Although Tornado carries the number '60163' - the next in the Peppercorn class A1 series following No. 60162 Saint Johnstoun – her pre-nationalisation LNER number would have been '163'
- There were therefore 163 ex-LNER express passenger 'Pacifics' (wheel arrangement 4-6-2) from the Gresley class A3s/A4s, Thompson class A1/1 and Peppercorn class A1s
- Due to popular demand, an additional 46 'Pacifics' have been released from the Raven class A2s (five locomotives), Thompson classes A2/1s (four locomotives), A2/2s (six rebuilt Gresley class P2s), A2/3s (15 locomotives), Peppercorn class A2s (15 locomotives, including preserved No. 60532 Blue Peter) and Gresley class A4s (destroyed No. 4469 Gadwall); in addition, the un-named Gresley class W1 4-6-4 No. 10000/60700 has been sponsored
- If 163 people were to make a one-off donation of £960 (or alternatively donate £240 per month for four months), with the addition of Gift Aid (£240) this would raise £195,600. This club has now been extended to 210 to include the newly released names.
- As with the previous fundraising schemes, this initiative comes with benefits for those who generously take part, including:
- A numbered certificate recording the details of the donation and the number/name of the chosen ex- LNER passenger 'Pacific'
- Name inscribed on the official Roll of Honour in Darlington Locomotive Works which will detail the 'Pacific' sponsored
- Entry into a draw for a main line footplate ride on No. 60163 Tornado.

Membership of The 163 Pacifics Club has grown steadily since its launch in September 2013 and 166 of the initial 163 ex-LNER Express Passenger 'Pacific's' plus the newly released Raven class A2s, Thompson classes A2/1s, A2/2s, A2/3s, Peppercorn class A2s and Gresley class A4s (destroyed No. 4469 Gadwall) have already received new 'shed allocations'. One supporter has chosen to sponsor the 'honorary Pacific', Gresley class W1 4-6-4 No. 10000/60700 which was un-named but also had 6ft 8in driving wheels.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted that we have reached our initial target of £200,000 pledged for The 163 Pacifics Club and hope to be in a position to purchase Tornado's tender from William Cook Cast Products Ltd before the end of its 15 year lease in 2021. Due to popular demand, we decided to release the remaining ex-LNER 'Pacifics' for sponsorship which led to a surge in support and within two weeks the initial target was achieved, meaning The 163 Pacifics Club now has 166 of its extended 210 members target. William Cook Cast Products Ltd has been principal sponsor to The A1 Steam Locomotive Trust through its chairman Sir Andrew Cook CBE since 1994, providing all the steel castings for No. 60163 Tornado and No. 2007 Prince of Wales – including all the wheels – at preferential rates and on generous terms – for which the Trust is enormously grateful. As we have released additional names, we still have 44 'Pacifics' available for sponsorship, including some truly iconic ex-LNER locomotives - please contact the Trust on enquiries@a1steam.com or 01325 460163 for more information and to reserve your favourite 'Pacific'. Any additional funds raised will be ring-fenced and used for the next overhaul of Tornado's tender. Keeping Tornado on the Network Rail main line is expensive and time consuming and so the Trust is always seeking new supporters and volunteers to come on board. Next year will see the 10th anniversary of Tornado's completion and we will be seeking to mark this milestone in an appropriate manner."

Travel with No. 60163 Tornado

Tornado's packed main line diary for the remainder of 2017 and the beginning of 2018 includes:

- Saturday 7th October – 'The Tees-Tyne Express' – Dorridge to Newcastle and return – A1SLT promoted tour – bookings through UK Railtours - SOLD OUT
- Saturday 25th November - 'The Chester Christmas Cracker' - London to Chester and return (Tornado comes off at Bescot on the return which is completed with electric traction) - A1SLT promoted tour - bookings through UK Railtours
- Saturday 24th February 2018 – 'The North Briton' – Cambridge to Carlisle and return (Tornado comes on at Doncaster) - A1SLT promoted tour – bookings through UK Railtours
- Saturday 24th March 2018 - 'The Sulis and Sarum Express' - West Midlands to Bath and Salisbury - A1SLT promoted tour – bookings through UK Railtours
- Saturday 14th April 2018 – 'The Ebor Flyer' – London to York - FIRST 90MPH RAILTOUR - A1SLT promoted tour – bookings through UK Railtours

Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 www.ukrailtours.com or through www.a1steam.com.
The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photo: Tornado passes Hungerford with the down 'Cornishman' on 29th May. © A1SLT/ Tony Bartlett

Preserved Railways

Cholsey & Wallingford Railway

Guinness liveried Class 08 022 stands at Wallingford about to work a service during the lines diesel gala on August 27th. *Keith Hookham*

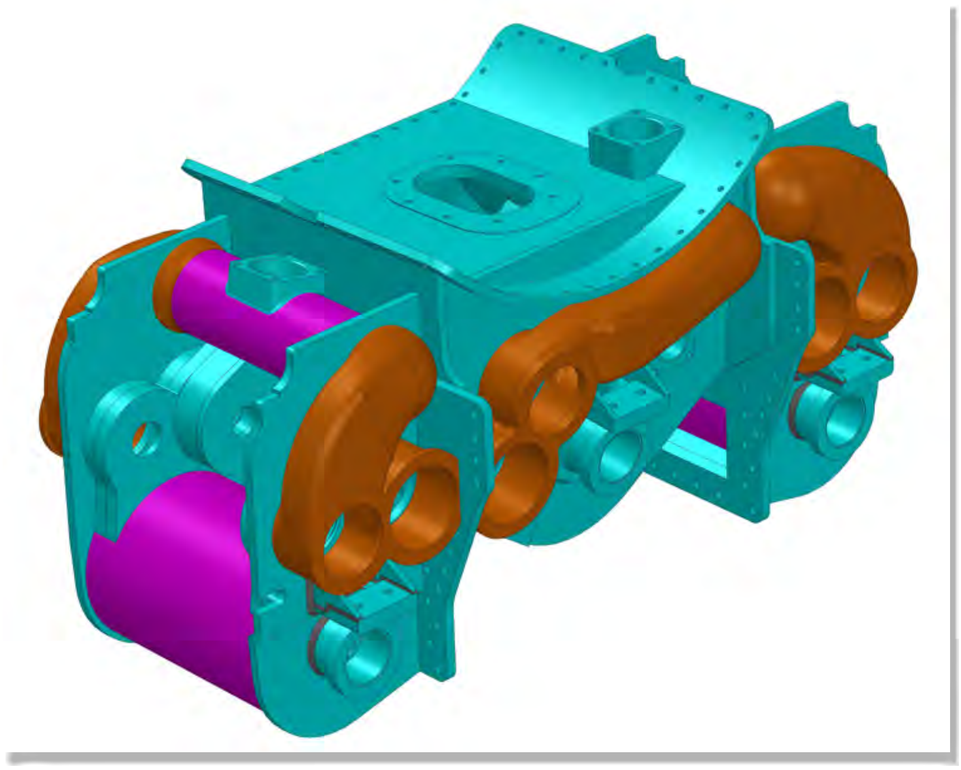


Another Guinness loco, Class 08 123 was also working services on August 27th. *Keith Hookham*



Class 08 123 and 08 060 are paired up at Wallingford during the lines diesel gala. *Keith Hookham*

PUTTING THE HORSEPOWER INTO BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE



£100,000 appeal launched to make the cylinder block for new Gresley Class P2 steam locomotive No. 2007 Prince of Wales

The project to build Britain's most powerful express passenger steam locomotive, has announced a new £100,000 appeal to make the cylinder block for new Gresley class P2 No. 2007 Prince of Wales. If the project is to remain on schedule to complete No. 2007 by 2021 we need to order the cylinder block in 2017. The A1 Steam Locomotive Trust has therefore set itself the challenge of raising £100,000 through The Cylinder Club from 100 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. 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.

Following the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive), the Trust has decided to establish The Cylinder Club to raise an estimated £100,000 required to make No. 2007's cylinder block.

In return for supporting this appeal, special benefits for members of The Cylinder Club include:

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Cylinder Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Cylinder Club day with Tornado
- Special signed/numbered print of John Wigston's new painting of No. 2007 Prince of Wales alongside No. 2001 Cock o' the North and No. 2002 Earl Marischal

The work involved in designing and manufacturing the new cylinder block includes:

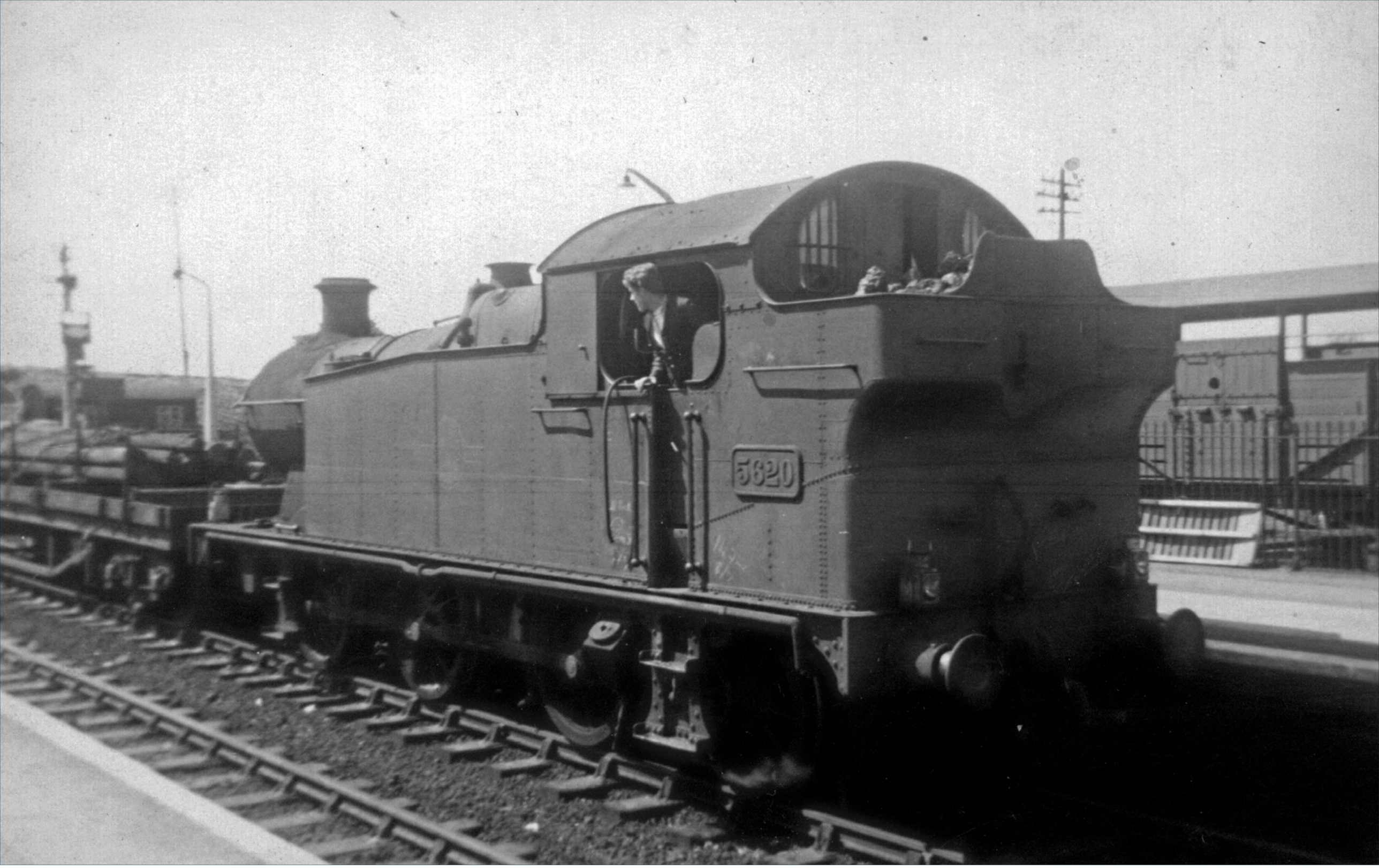
- Convert the original P2 class one-piece casting into a welded fabrication including Finite Element Analysis (FEA) to check for structural integrity
- Improve the layout of the valves to reduce the clearance volume (which affects cylinder efficiency)
- Re-route the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust
- Increase the size and improve internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy
- Reduce the overall width of the cylinder block to provide Prince of Wales with the widest possible route availability on the main line.
- Manufacture the cylinder block including:
- Producing the welded fabrication
- Stress relieving
- Grit blasting and painting with high temperature paint
- Machining
- Fitting cylinder liners and valve seats
- Manufacturing and fitting cylinder and valve covers
- Hydraulic testing the assembly.

Mark Allatt, P2 Project Director and Trustee, 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, over £2.6m has now been donated or pledged. Our team at Darlington Locomotive Works has been focused on creating and assembling the boiler cladding over the past few weeks.
"We now want to turn our attention to the cylinder block which is our next major design and manufacturing challenge. If we can raise £100,000 through The Cylinder Club over the next few months we are confident that we will be able to place the order for the cylinder block for No. 2007 Prince of Wales by the end of 2017 and remain on-track for completion of the new locomotive in 2021.

"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 member of The Cylinder Club or a monthly 'P2 for the price of a pint of beer a week' covenantor. 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."

To become a member of The Cylinder Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

Photo: Cylinder block Lentz-Franklin B valves. © A1SLT



GWR 5600 Prairie tank Class No. 5620 is seen shunting in Severn Tunnel Junction station on 12th July 1960. *Dave Felton*

From the Archives



Class 47 102 is seen awaiting the cutters torch at CF Booths on April 25th 1998. *Paul Godding*



Class 37 402 stands At Manchester Victoria on December 24th 1993 working a service to Blackpool North. *Brian Hewertson*



Class 20 193 and another Class 20 are seen at York in 1979. *Brian Hewertson*

From the Archives



Class 50 011 stands at Reading working a passenger service in November 1979. *Brian Hewertson*



An ex-works Class 47 823 departs Bolton on September 20th 1991 with a Glasgow - Birmingham service. *Michael Lynam*



An unidentified Class 304 passes under Great Stone Road Bridge, Firswood, Stretford on an Altrincham - Alderley Edge service on November 19th 1991 prior to that becoming part of the Metrolink system. *Michael Lynam*



Strathclyde PTE liveried Class 303 021 calls at Partick on August 11th 1997. *Paul Godding*

From the Archives



LMS Stanier Black 5 No. 45156 ‘Ayrshire Yeomanry’ at Patricroft motive power depot 9H (formerly 26F) the day the depot closed on June 30th 1968. *Dave Felton*



SR Merchant Navy Class No. 35012 ‘United States Line’ (minus nameplate) stabled at Nine Elms Motive Power Depot on March 5th 1967. *Dave Felton*