

Railtalk Magazine

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Submissions & Contributions

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

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

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

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Front Cover
Ivatt Class 2 2-6-2T No. 41313 departs Cranmore on (possibly) its last mainland public service train before going to the Isle of Wight, September 13th. *Ken Livermore*

This Page
TFL's Class 315 855 departs Stratford with a service to Shenfield. *John Sloane*

Next Page
Class 35 'Hymek' No. D7017 accelerates away from Loughborough with the 11:00 to Leicester North during the GCR beer festival weekend. *Mark Pichowicz*

Railtalk Magazine

Welcome

Welcome to Issue 134 and your monthly roundup from across the UK.

With a cold chill in the air, it is time for thick socks and the woolly hat to appear, i think!. Plus you can tell summer's over by the reduction in charters this month, and whilst on that subject, it is reported that the Northern Belle has been bought by to a joint venture company owned by David Smith, Chairman of West Coast Railways Limited and his business partner David Pitts. So will this be the end of DRS operations on the prestigious train or will it continue 'as is' for the time being?

Another shock this month was the putting up for sale of the entire DCR fleet and the possibility of DCR changing hands, the official word was 'RMS Locotec is an engineering and leasing company that supplies mainline and shunting locomotives to the rail sector. As a result of market circumstances the mainline fleet is being made available for disposal.'

A surprise working this month, and will it be the working of the year was that of a 'Deltic' working a DB empty wagons movement. Check out page 46!

It's nice to see that the Class 20s on the RHTT services are still very active, as regular readers will know, one of the Yorkshire turns passes my office door every day, however there are just a few weeks left of the 2017 season, so if you



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haven't been out for them yet then get cracking, once again we are told it might be their last

Also in the news this month is that South Western Railway has awarded Siemens contracts worth £50m for the refurbishment of its 45 Class 444 and 127 Class 450 Desiro electric multiple-units. and Govia Thameslink Railway has begun using Siemens Class 700 EMUs on two peak services between Peterborough and London King's Cross from November 6. Some Great Northern route services are to scheduled to be extended onto the Thameslink route through London in May 2018.

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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Shep Woolley and the guys at RailUK.

Vintage Trains
The Shropshire Express

GWR Castle Class 4-6-0 No. 5043 ‘Earl of Mount Edgcumbe’ passes Roodee with the 16:40 Chester - Tyseley return working on September 30th. *Chris Morrison*

Charter Scene

Pathfinder Tours
The Fiddlers 'Five'

On October 28th, Class 66 183 leading the 1Z26 Ravenhead Sidings - Latchford Sidings passes through Huyton, enroute for Tuebrook Sidings. *Richard Hargreaves*

Class 56 105 leads the tour out of Latchford Sidings, Warrington and heads for its ultimate destination of Fiddlers Ferry power station, October 28th. *Paul Godding*

Class 56 105 is seen on the rear of the tour as it departs Warrington Bank Quay, running as 1Z25 Westbury - Ravenhead Sdgs at this point. *Richard Hargreaves*

Pathfinder Tours
The Fiddlers 'Five'

Running about a quarter of an hour late, Class 56 105 threads through the Crosfields industrial complex, Warrington, at the head of the 'Fiddlers Five' railtour. Thank goodness for 6400 ISO!
Jeff Nicholls

Pathfinder Tours
The Fiddlers 'Five'

Colas Rail's Class 56 105 is seen here at Winwick Jct. on the rear of 1Z25 Westbury - Ravenhead Pathfinder charter on October 28th.
Dave Harris

Vintage Trains
THE CUMBRIAN EXPRESS

LMS Jubilee Class 4-6-0 No. 45690 ‘Leander’ dodges the showers climbing towards Helwith Bridge with the Hellifield to Carlisle leg of ‘The Cumbrian Express’ from Tyseley on October 21st.
Gerald Nicholl

Railway Touring Co.
The Cumbrian Coast Express

Class 86 259 passes Coppull working a London Euston - Carnforth - Carlisle 'The Cumbrian Coast Express' charter on September 30th. *John Sloane*



Steam Dreams
The Cathedrals Express

LNER A3 Pacific No. 60103 'Flying Scotsman' powers along the East Coast Mainline past Ryther Grange with the York - Peterborough steam leg of 'The Cathedrals Express' on October 18th.
Gerald Nicholl



UK Railtours/A1 Steam

The Tees-Tyne Express

On October 7th, LNER A1 No. 60163 'Tornado' stands at Derby having just taken over from Class 67 030 for the run to Newcastle.
Richard Hargreaves

Railway Touring Co.
The Peak Forester

On October 8th, Britannia pacific No. 70013 ‘Oliver Cromwell’ passes Attenborough Nature Reserve with ‘The Peak Forester’ railtour from Norwich to Matlock and Rowsley. *Mark Pichowicz*

Railway Touring Co.
The Peak Forester

BR Britannia Class 4-6-2 No. 70013 ‘Oliver Cromwell’ is seen on Peak Rail metals near Rowsley on October 8th. *Colin Irwin*

RPSI
The Steam Enterprise

No. 85 ‘Merlin’ works through Balmoral station in the Belfast suburbs on September 24th, with the 6 coach ‘Enterprise Excursion’ to Dublin and return. The train had originated at Whitehead.
David Lindsell

Railway Touring Co.
The Bognor Belle

LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' is captured on the approach to Clapham Junction working 1Z46 'The Bognor Belle' 09:43 London Victoria to Bognor Regis on October 21st.
Derek Elston

Railway Touring Co.
The Cotswold Venturer

LMS Royal Scot Class 7P 4-6-0 No. 46100 ‘Royal Scot’ departs from Worcester Shrub Hill with the return ‘Cotswold Venturer’ to London Paddington on October 28th. *Chris Morrison*





Alan Spencer/T.L.C.I.

The Lickey Incliner II

On October 7th, Class 37 884 and 47 848 stand at Derby prior to working The Locomotive and Carriage Institution's 'The Licky Incliner II' from Derby - Matlock Peak Rail - Worcester.

Richard Hargreaves

Statesman Rail

The West Highland and Jacobite Statesman

On a beautiful autumn morning, West Coast's Class 57 313 pauses in Warrington Bank Quay beneath the colourful silos of the PQ Corporation factory with the first leg of the West Highland and Jacobite Statesman from High Wycombe to Fort William on October 27th. *Jeff Nicholls*





ECS and Light Engine Moves

Having visited the Bluebell Railway, Deltics Class 55 No. D9002 'KOYLI' along with D9009 'Alycidon' and 55 019 'Royal Highland Fusiliers' working 0Z55 East Grinstead - York, call at Nemesis Rail depot to drop off 'Alycidon' off for railtour duty. *Stuart Hillis*

ECS and Light Engine Moves

West Coast's Class 47 826 and 57 316 pass Stenson on October 3rd working the 5Z37 Carnforth - Derby ECS for a railtour.
Stuart Hillis

ECS and Light Engine Moves

West Coast's Class 47 804 and 37 669 top'n'tail a Derby - Carnforth ECS through Charnock Richard on October 9th. *John Sloane*

Charter Scene

ECS and Light Engine Moves



The NRM's Class 55 No. D9002 'The Kings Own Yorkshire Ligh Infantry' and Class 37 No. D6700 head for home as 0Z55, the 04:45 Alton to York N.R.M. as they pass through Northampton on October 24th. *Derek Elston*



LNER A4 No. 60009 'Union of South Africa' passes Euxton on a York - Carnforth - ELR move on October 12th. *John Sloane*



LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' working as 5Z77 10:20 Southall WCR to Crewe Heritage Centre eases through Northampton on October 11th. *Derek Elston*

Charter Scene

ECS and Light Engine Moves

Class 86 259 ‘Peter Pan’ is seen stabled at Preston on September 30th, between duties on ‘The Cumbrian Mountain Express’. *Andrew Wilson*

Class 55 No. D9002 ‘KOYLI’ and Class 37 No. D6700 work 0Z55 Alton - York via the WCML then a reversal at Stafford and through Burton where the pair are seen passing on October 24th, heading for Toton. *Stuart Hillis*

LNER A4 No. 60009 ‘Union of South Africa’ speeds through Hanwell and Elthorne on September 20th with a Nene Valley Railway to Southall move. *John Sloane*

ECS and Light Engine Moves

West Coast's Class 47 826 and 57 316 top'n'tail an empty stock move of Pullman coaches running as 5Z47 from Carnforth - Derby through Acton Bridge on October 5th. *Michael Lynam*

Arriva Trains Wales Statement - Wales and Borders franchise

On October 30th, Tom Joyner, Managing Director of Arriva Trains Wales announced:
"We have been notified that Arriva Group have withdrawn from the bidding process for the next Wales and Borders franchise.

Our key priority following this announcement is to continue to focus on the delivery of our services for the people and communities that depend on us for the remainder of the current franchise, including a £1m Arriva Trains Wales investment in additional trains which will be introduced in 2018.

We will continue to work closely with our government and industry partners to support them with the delivery of their priorities."



Arriva improves railway station for Colwyn Bay passengers

Arriva Trains Wales has started work to improve the facilities at Colwyn Bay railway station for the benefit of regular commuters and visitors to the area.

Over the forthcoming months the rail operator will carry out refurbishments to modernise the Victorian station for customers.

The ticket office, two waiting rooms and toilets will be updated and decorated, and the night entrance will be relocated to the front of the station as part of the makeover.

Passenger information services and security systems will be upgraded and signage improvements will be made at the station.

A new drop off point, pedestrian walking route, cycle storage and improved lighting will also be added to the car park.

The new walking route will provide better connectivity for passengers between the station and the town centre, while the car park updates will improve parking for people with access or mobility issues.

The works form part of the £70m National Stations Improvement Programme (NSIP) which aims to make a difference for over 200 medium-sized stations in areas such as passenger information and facilities.

Arriva Trains Wales Head of Property Development, Stuart Jones said: "We are delighted that improvements are to be made to the passenger facilities at Colwyn Bay Railway Station as part of the DfT funded National Stations Improvement Programme.

"Only one waiting room will be closed to passengers at any one time to minimise inconvenience and temporary toilets will be in operation for passengers whilst the existing toilets are closed for refurbishment.

"We hope to have the works completed by early 2018 and will do our best to minimise disruption. As there will be some construction work involved in the scheme we would ask that our passengers bear with us whilst the refurbishment is carried out."

Andy Thomas, route managing director for Network Rail Wales, added: "Our railway is vital to economic prosperity, as well as linking people, businesses and communities.

"We are working with Arriva Trains Wales to enhance the passenger experience across Wales and the borders.

"The work they are carrying out to upgrade Colwyn Bay railway station will make improvements for passengers and help deliver a safe, reliable and growing railway."



Arriva Trains Wales



Caledonian Sleeper

Colas Rail's Class 47 749 brings the empty sleeper stock in to Glasgow Central on October 4th. The loco ended up working the Fort William section of the Sleeper later that week. *Greig Gibson*

Chiltern Railways



On October 16th, Class 68 011 stands at Leamington Spa with a London Marylebone to Birmingham Snow Hill service whilst 68 013 heads in the opposite direction. *Richard Hargreaves*



Class 68 015 and 68 013 pass at Leamington Spa on October 5th with services to London Marylebone and Birmingham Moor St. respectively. *Michael Lynam*



On October 12th, Class 68 011 departs Leamington Spa with a service to London Marylebone. *Michael Lynam*





Chiltern Railways

DVT No. 82302 with Class 68 010 ‘Oxford Flyer’ on the rear , approaches Leamington Spa on October 5th with a service to London Marylebone. *Michael Lynam*

Colas Rail



A wet and gloomy Autumn evening finds a pleasant surprise on the Carlisle - Chirk logs as Class 56 087 and 56 105 stop in Warrington Bank Quay for a crew change, October 19th. *Jeff Nicholls*



A very grubby Class 66 848 crosses a misty Malvern Common at the head of a rail head treatment train on October 23rd. *Neil Pugh*



Class 56 087 and 56 105 lead the 12:58 Carlisle - Chirk between Lostock Hall Jct. and Farrington Jct. on a dismal October 17th. *John Balaam*

Colas Rail

On October 22nd, the Sundays only Gloucester - Worcester RHTT via Shrewsbury featured Class 66 848 and 66 846 in the Colas Grime livery, seen here at Kenps Eye. *Phil Martin*

Colas Rail



Class 70 815 working the 6S89 West Thurrock - Oxwellmains, passes through Morpeth on October 13th. *Michael J Alderdice*



Class 70 807 with the 4V49 Leeds Stourton RMC - Briton Ferry hopper wagons passes Stenson on October 26th. *Stuart Hillis*



Class 60 087 passes Euxton with the Carlisle - Chirk log train on October 12th. *John Sloane*

Colas Rail



Class 70 805 powers upgrade through Pleasington with 6J37 Carlisle to Chirk, in pouring rain on October 24th. No problems with wet rails for this loco. *David Hollowood*



Class 70 807 is seen stabled at Old Oak Common depot on September 20th. *John Sloane*



Class 70 805 passes through Leamington Spa on October 16th with a loaded ballast, heading to Bescot. *Richard Hargreaves*

Colas Rail



Class 60 076 ‘Dunbar’ passes under the A45 at Irchester working 6L44, 22:56 Oxwellmains Lafarge Colas - West Thurrock Sidings cement train on October 5th. *Derek Elston*



Class 70 815 leads the 6L44 22:56 Oxwellmains Lafarge Colas - West Thurrock Sidings cement train at Great Oakley on October 12th. *Derek Elston*



Class 70 803 with the 4V49 Leeds Stourton RMC - Briton Ferry empty sand hoppers, passes Stenson Junction on October 3rd. *Stuart Hillis*

Colas Rail

Class 60 056 heads through West Acton with a Colnbrook - Lindsey tank train on September 20th. *John Sloane*

DB Cargo



Class 66 060 passes through Stratford station on September 19th with an Acton to Dagenham working. *John Sloane*



Class 60 020 working the 6E54 Kingsbury - Humber discharged oil tanks, passes Burton on October 17th. *Stuart Hillis*



On October 11th, Class 66 040 passes through Scunthorpe working the 6D80 Neville Hill - Lindsey discharged fuel tanks. *Steve Thompson*

DB Cargo

Class 66 124 with the 6F85 Arpley - Peak Forest empties, passes Daresbury on October 9th. *Mark Enderby*



Class 66 061 working the 6X44 Bescot - Toton engineers with empty self discharge wagons and point carriers, passes Burton on October 17th. *Stuart Hillis*



Class 66 102 (with 66 014 on the rear) approaches Scunthorpe on October 11th with the 6D54 Killingholme - Kellingley MBAs. *Steve Thompson*

DB Cargo

Class 66 122 runs through Hanwell and Elthorne on September 20th with a Southall to Northolt train. *John Sloane*

DB Cargo



On Friday October 13th, DB liveried Class 66 066 crosses over High Street crossing, Lincoln with the 4E04 coal empties from Ratcliffe to HIT. *Steve Thompson*



Class 66 149 with a new working of 6E02 Bescot Downside - Boston Sleaford Sidings covered steel carriers, passes North Staffs Junction on October 26th. *Stuart Hillis*



On October 25th Class 60 007 descends Appleby Bank on 0D07 Ent C - Immingham. *Steve Thompson*

DB Cargo

On October 5th, Class 90 018 leads 90 040 and 66 133 plus two wagons through Acton Bridge on a move from Warrington Arpley - Crewe. *Michael Lynam*

DB Cargo







On October 11th, taking advantage of the stunning lighting conditions!, 6Z63 Peak Forest - Killingholme was captured passing Frodingham Jct. with Class 66 101 trying it's best to brighten things up with it's matching set of MMAs. *Steve Thompson*

Class 67 010 stands at Doncaster on October 21st, on Thunderbird duty for VT East Coast. *Richard Hargreaves*

Class 66 088 passes through Acton Bridge on October 5th with a Halewood - Southampton car train. *Michael Lynam*

DB Cargo

Class 66 079 approaches Hanwell with a Theale to Acton train on September 20th. *John Sloane*



Class 90 039 and 90 024 pass Bradley with a Mossend - Daventry working on October 18th. *John Sloane*



Class 66 095 approaches Bamber Bridge with the Avonmouth - Clitheroe empty cement working on October 3rd. *John Sloane*

DB Cargo



Class 90 024 and 90 019 pass Euxton on September 29th with the 4N25 Mossend - Daventry. *John Sloane*



Apparently soon to be changing hands, Class 66 250 works 4E26 Dollands Moor - Scunthorpe RS through Althorpe on October 20th with it's string of FIAs. *Steve Thompson*



Class 66 102 (with 66 014 on the rear) approaches Scunthorpe on October 11th with the 6D54 Killingholme - Kellingley MBAs. *Steve Thompson*

DB Cargo



Class 59 101 ‘Village of Whatley’ approaches West Ealing with an Acton - Merehead stone train on September 20th. *John Sloane*



Class 66 003, unusually routed via the Up Goods from Trent Jct. to Frodingham Jct., regains the Down Main and approaches Scunthorpe Station on 6H33 HIT - Drax on October 18th. *Steve Thompson*



On October 17th, Class 66 097 arrives at Burton with the 4M07 Felixtowe - Burton modal. *Stuart Hillis*

DB Cargo



On October 5th, Class 90 024 and 90 019 pass through Acton Bridge with a Mossend - Daventry intermodal. *Michael Lynam*

150th anniversary of Barmouth Bridge celebrated with special train service

Barmouth Bridge has turned 150 on October 10th - an amazing feat when you consider that it has survived two world wars, a live naval mine and an attack of marine wood worm in its lifetime. To celebrate DB Cargo UK arranged for a special rail service to travel over the historic viaduct. Barmouth Bridge runs over the River Mawddach estuary on the coast of Cardigan Bay, Wales and was first opened in 1867. The single track, largely wooden viaduct is a grade two listed structure and one of the longest timber viaducts still in regular use in Britain. It stretches a staggering 800 yards and is supported by 113 wooden trestles.

DB Cargo UK operated Riviera Trains Mark 1 carriages on a return journey from Shrewsbury to Pwllheli, travelling along the whole of the Cambrian Coast Line and over Barmouth Bridge. The service was arranged in collaboration with Arriva Trains Wales, Pathfinder Tours and Network Rail.

Barmouth Bridge was built as part of the then Aberystwyth & Welsh Coast Railway and designed by the Welsh Civil Engineer Benjamin Piercy and English Civil Engineer and architect Henry Conybeare. They chose to build the bridge from timber as this was cheap to import and the material has stood the test of time, despite several close calls. The bridge was nearly destroyed in 1946 when a live naval mine washed ashore. The mine even brushed against one of the bridges wooden pillars, but did not detonate.

In 1980 it was also discovered that a bout of marine woodworm had eaten into 69 of the supporting pillars. This caused locomotive hauled services to be banned and the bridge was later closed for six months for temporary repairs before under-going major repairs between 1980 and 1986, re-opening to locomotive hauled trains once again on 13th April 1986. Barmouth Bridge and the Cambrian Coast Line is a lifeline for those living in various coastal towns as it saves people, including school children, from travelling several hours by road to traverse the numerous river estuaries.

Richard Corser, Account Manager Charters and Resource Hire, said:"This is a truly momentous occasion in the history of Barmouth Bridge and the Cambrian Coast Line and DB Cargo UK is very proud to be operating this special service to mark the 150th birthday of such an important structure. This bridge has faced many adversities and threats of closure; however it still stands and plays a vital role within the local communities as it provides a rail link over the River Mawddach, saving people precious time travelling by road."

Andy Thomas, Route Managing Director for Network Rail in Wales, said: "Barmouth viaduct is one of the most iconic structures in the whole of Wales, connecting people for 150 years and boosting economic growth by bringing tourists to the area. We are working closely with Cadw and Gwynedd Council on our plans to refurbish the viaduct to secure its long-term future, so that it can continue to play a crucial role for the local economy for many years to come."

DB Cargo



On October 20th, Class 66 207 passes Althorpe on 4R13 Milford - HIT coal empties.
Steve Thompson



On October 9th, Class 66 087 passes Daresbury with the 6F91 Ince & Elton - Arpley sand empties.
Mark Enderby

DB Cargo

Following display at the Ferrybridge open day, Class 55 No. 9009, worked a Milford Jct. to Neville Hill rake of empties, seen here at Burton Salmon, in the last rays of sunlight on October 29th. *Andy*

DB Cargo

On October 20th, Class 66 103 was on the rear of 6E63 Kellingley- Killingholme spoil train as it passes through Althorpe, 66 014 was leading. *Steve Thompson*



Class 66 197 passes Althorpe on October 20th on 6X01 Trent Yard - Eastleigh, conveying long-welded rail on IGAs. *Steve Thompson*



Class 66 066 with the 6X01 Doncaster Decoy - Eastleigh rail carriers, passes through Burton on October 17th. *Stuart Hillis*



Class 56 301 and 56 081, both working, rumble through Northampton running 56mins late with the 0Z56 09:50 Wembley Euro Freight Ops Centre to Washwood Heath Met. Cammel on October 4th. *Derek Elston*

Direct Rail Services

On September 20th, Class 57 310 passes through Hanwell and Elthorne on a unit move.
John Sloane





On October 14th, Class 20 301, 20 304, 20 308 and 20 309 are seen Stored at Barrow Hill.
Michael Lynam

Also seen stored at Barrow Hill on October 14th are Class 68 024, 68 025 and 68 023.
Michael Lynam

Direct Rail Services



Class 37 602 and 37 609 top'n'tail the 3S77 Kingmoor - NE - Kingmoor RHTT, seen arriving into Middlesbrough on October 16th. *Michael J Alderdice*



On October 11th, DRS worked a train of point-carriers to the new Vossloh assembly plant at Dragonby on the North Lindsey Light Railway. Here we see Class 66 305 about to cross Dawes Lane Crossing with 6X27 Trent Yard - Dragonby. *Steve Thompson*



Class 66 427 leads the 6C89 Mountsorrel - Carlisle through Daresbury on a murky October 9th. *Mark Enderby*

Direct Rail Services



On October 21st, Class 20 302 and 20 305 top'n'tail a RHTT working from Hull to York, seen here departing Hull. *Class47*



Class 88 002 hauling the 4S43 Daventry - Mossend, passes Daresbury on October 7th. *Mark Enderby*



Direct Rail Services

Class 20 302 and 20 303 working the 14:02 Hull to York Thrall Europa Railhead Treatment Train are seen here passing through Cliffe (Selby) on October 14th. *Andy*

Direct Rail Services



Class 37 218 hauls DBSO No. 9704 round the curve at Peterborough and joins the East Anglian line, working from Crewe to Norwich on October 14th. *Class47*



On October 9th, the first run of the 2017 RHTT season sees Class 20 302 and 20 303 working the 3S13 Wrenthorpe - Grimsby Town heading through Scunthorpe. *Steve Thompson*



Class 37 602 and 37 609 working the 3S77 Kingmoor - NE - Kingmoor RHTT, head north through Morpeth on October 13th.
Michael J Alderdice

Direct Rail Services

The first time a pair of 88s have worked the ‘Tesco Express’ (as far as I know...) as Class 88 010 and 88 009 pass through Winwick Junction on October 18th. Signs of Autumn in the fields and Fiddlers Ferry power station can just be made out steaming in the distance. *Jeff Nicholls*

Direct Rail Services



Class 37 602 and 37 609 top'n'tail the 3S77 Kingmoor - NE - Kingmoor RHTT, arriving at Newcastle on October 13th. *Michael J Alderdice*



Class 88 002 passes Leyland on October 7th with a Daventry - Mossesnd (TESCO) intermodal. *Michael Lynam*



Class 68017 and 68016 head through Warrington Bank Quay on October 28th with a Sellafield - Crewe flask working. *Richard Hargreaves*

Direct Rail Services



Class 88 003 is seen here at Carstairs working the ‘Tesco’ train from Daventry to Mossend on October 16th. *Greig Gibson*





On October 16th, Class 20 303 and 20 302 gather some momentum as they pass through Scunthorpe with the 3S14 Grimsby Town - Bridlington RHTT. *Steve Thompson*

On October 27th, Class 88 003 ‘Genesis’ and 88 007 ‘Electra’ head the 4S43 Daventry - Mossend Intermodal through Red Bank. It would appear since the start of the leaf fall season this working has been covered by a pair of locomotives. *Dave Harris*

Direct Rail Services

On October 9th, Class 20 302 and 20 303 head through Scunthorpe working the 3S14 Grimsby Town to Bridlington RHTT.
Steve Thompson

Direct Rail Services



On October 27th, Class 20 305 and 20 302 cross Keadby canal working 3S14 Grimsby Town - Bridlington RHTT. *Steve Thompson*



Class 88 009 passes Leyland on October 14th with the Daventry - Mossend 'Tesco' train. *John Sloane*



Class 20 302 and 20 305 storm through Althorpe and onto the King George V bridge on October 20th with 3S13 Wrenthorpe - Grimsby Town. *Steve Thompson*

Direct Rail Services



Class 66 427 passes Charnock Richard on October 9th with a Mountsorrel - Carlisle ballast working. *John Sloane*





At Frodingham Jct. on October 25th, Class 20 305 and 20 312 head westwards on 3S14 Grimsby Town - Bridlington RHTT.
Steve Thompson

On October 24th, a rare visit of a Class 68 to the Scunthorpe area as 68 003 works 6Z54 Trent Yard - York Works with an RDT set.
Steve Thompson

Direct Rail Services



A rare working for a Class 68 nowadays, but on October 24th Class 68 017 ‘Hornet’ was employed on the 6U77 Mountsorrel - Crewe loaded ballast, seen passing Willington station. *Stuart Hillis*



Class 68 004 passes Charnock Richard on October 12th with a Carlisle - Crewe engineer’s. *John Sloane*



Class 66 303 passes Bradley on October 10th with a Carlisle - Crewe coach move. *John Sloane*

Direct Rail Services

Class 37 609 and 37 602 working the 3S77 Kingmoor - NE - Kingmoor RHTT arrive into Middlesbrough on October 16th.
Michael J Alderdice

Direct Rail Services

On October 17th, Class 20 312 leads the RHTT service over the swing bridge at Selby. *Andy*

East Midlands Trains



1D17, the 09:15 London St. Pancras International to Nottingham passes Harrowden Junction on October 17th with the traction supplied by power cars Nos. 43050 and 43089.
Derek Elston



Power cars Nos. 43059 leading and 43046 on the rear supply the traction for 1B23, the 06:34 Leeds to London St. Pancras International as it passes Harrowden Junction on October 17th.
Derek Elston

Freightliner



Class 66538 approaches Stratford on September 19th with a Bristol to Felixtowe working.. *John Sloane*



Class 66 419 working the 4O95 Leeds - Southampton liner, crosses Stenson Junction on October 26th. *Stuart Hillis*



A CrossCountry Class 220 unit passes Class 66 587 working the 6G65 Hope Earls Sidings - Walsall loaded cement tanks at Burton on October 9th. *Stuart Hillis*

Freightliner



Class 66 505 passes Hanwell and Elthorne on a Bristol - Felixtowe intermodal. *John Sloane*



Class 90 044 and 90 046 pass Winwick with a Coatbridge - Daventry liner on October 7th. *John Sloane*



On October 13th, Class 66 951 passes through Lincoln with the 4L87 Leeds - Felixstowe. *Steve Thompson*

Freightliner



Class 70 014 passes through Stafford on October 12th with a Southampton - Garston liner. *Michael Lynam*





On October 24th, Class 66 554 gets ready for it's hour-long rest on E Line at Scunthorpe while working 6E50 Ipswich SS - LOR. *Steve Thompson*

Class 70 004 approaches Hanwell and Elthorne on a Southampton - Garston intermodal on September 20th. *John Sloane*

Freightliner



Class 90 043 and 90 045 head north through Acton Bridge on October 5th. *Michael Lynam*



Class 90 043 and 90 045 pass through Charnock Richard cutting on a Coatbridge - Daventry liner on October 16th. *John Sloane*



Class 66 607 finds a patch of sun on October 25th as it descends Appleby Bank working 4R73 Scunthorpe CHP - Immingham Bulk Terminal HXAs. *Steve Thompson*

Freightliner







Class 66 613 heads through Scunthorpe on October 16th hauling 4C73 coal empties from Hunslet Yard to IBT. *Steve Thompson*

Class 66 523 and 70 019 run light engine from Crewe - Ditton through Acton Bridge on October 5th. *Michael Lynam*

Class 66 537 leads the 09:30 empties from Fiddlers Ferry to East Usk Yard across the River Mersey at Twelve Arches bridge, Warrington on October 27th. *Jeff Nicholls*



Freightliner

Class 70 007 passes through West Ealing on September 20th with a Daventry to Southampton intermodal. *John Sloane*

Freightliner



On a day of fantastic light with scarcely a cloud in the sky, and with the power station in the background, Class 66 537 passes Fiddlers Ferry marina with the 09:30 empties for East Usk Yard on October 27th. *Jeff Nicholls*



The 07:39 Felixstowe South F.L.T. to Lawley Street F.L.T. crawls through Northampton behind Class 66 544 with 66 592 DIT on October 3rd. *Derek Elston*



Class 90 043 and 90 046 are caught near Brock with the 12:13 Daventry - Coatbridge working on September 27th. *John Balaam*

GBRf



Class 66 705 'Golden Jubilee' is seen at Stratford on September 19th with a Felixtowe to Hams Hall working. *John Sloane*



Class 66 748 'West Burton 50' working 6M83 Tinsley - Bardon Hill empty stone hoppers, passes Moira on October 10th. *Stuart Hillis*



On October 12th, Class 66 775 'HMS Argyl' heads through Stafford with a ballast train from Toton North Yard - Crewe Basford Hall. *Michael Lynam*

GBRf



On October 5th, Class 66716 speeds through Acton Bridge with a Drax to Liverpool Biomass working. *Michael Lynam*



Class 66 729 passes through Lincoln on October 13th hauling the 4Z33 Felixstowe - Doncaster Railport. *Steve Thompson*

GB Railfreight wins new contract with J Clubb

GB Railfreight (GBRf), one of the UK's leading rail freight companies, has won a contract with J Clubb Ltd, the British-based aggregates and concrete company. The contract will see GBRf move ash from Cottam Power Stations in Nottinghamshire to the HH Celcon brick works in Borough Green, near Sevenoaks in Kent. The first train ran on 4th July 2017 and the contract will last for 12 months. GBRf will be transporting the ash for GB use in the manufacture of 'aircrete' blocks, which are then used in building and construction.

John Smith, Managing Director at GB Railfreight says: "This contract win is great news not just for GBRf but for both J Clubb and HH Celcon as well. It is a vote of confidence in GBRf and its ability to deliver a quality service for clients, as well as our aim to ensure as much freight in the UK is moved by rail as possible. We are delighted to be working with J Clubb on this, and hope that a long-term partnership develops in the coming months." Ed Surman, Production Director of HH Celcon, says: "I've just reviewed GBRf's performance since it began the rail haulage service. The service has been first class, every train scheduled has run, it has never been short of a single wagon and the quantities/train have been on target. Thanks to all involved at GBRf in making this work, moving this business has been a revelation, wish we had done it sooner!"

GBRf







On October 11th, Class 66 750 heads west through Scunthorpe on 6H73 coal from HIT to Drax power station. *Steve Thompson*

Class 66 704 approaches Hanwell and Elthorne on September 20th with a Tonbridge to Colnebrook working. *John Sloane*

Class 92 032 and 66 717 pass Balshaw Lane Junction with the 6S94 Wembley - Irvine china clay train on October 4th. *John Sloane*

GBRf







On October 3rd, the 6X43 05:40 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf passes through Northampton behind Class 66 720. *Derek Elston*

Class 66 729 passes through Lincoln on October 13th hauling the 4Z33 Felixstowe - Doncaster Railport. *Steve Thompson*

On October 14th, Class 66 758 passes through Wandsworth Town working the 6G10 Eastleigh to Stoats Nest Jct. engineers. *Paul Godding*



Class 66 742 heads through West Ealing on September 20th with a Theale to Immingham tank train. *John Sloane*

GBRf



Class 66 748 ‘West Burton 50’ hauling the 6M83 Tinsley - Bardon Hill empty stone hoppers, heads through Burton on October 17th. *Stuart Hillis*



Class 66 759 ‘Chippy’ hauls 73 965, passing Moira West Junction as 0F73 Wellingborough - Loughborough Brush Works on October 11th. *Stuart Hillis*



On October 25th, Class 66 741 descends Appleby Bank with the 4R79 Down Decoy - HIT coal empties. *Steve Thompson*

GBRf



On October 27th, Class 66702 crosses over the drawbridge at Keadby Canal with 6D61 Roxby - Down Decoy waste empties. *Steve Thompson*



On October 24th, Class 66 719 arrives into Scunthorpe with 4R79 empty coal from Down Decoy to HIT. *Steve Thompson*

New hoppers will allow GB Railfreight to carry one-third more biomass

Following the signing of the rail haulage contract Lynemouth Power Limited, GB Railfreight (GBRf) has announced that it will be leasing 50 newly built, lidded biomass wagons from Nacco. These wagons will provide a more efficient service, with a payload of 70 tonnes instead of the current lidded hopper wagon's capacity of 53 tonnes. The new wagons will run in two sets of 24 wagons, delivering 1,680 tonnes of biomass per train, are auto-loading and discharging, and will be delivered at the end of November 2017 and in January 2018.

GBRf previously demonstrated its reliability along this route whilst running coal services to Lynemouth when it was owned by RWEST. The last coal train into the station was April 2015. John Smith, Managing Director of GBRf, said: "We are delighted to be able to make this investment following the start of our partnership with Lynemouth earlier this year. It demonstrates GBRf's commitment to providing the best levels of customer service and the company's desire to ensure the most efficient fleet of rolling stock is available. This investment will also enable GBRf to carry more biomass to Lynemouth, reducing its carbon footprint and the emissions of the whole of the UK as well. This partnership is just one way in which GBRf, and the whole rail freight sector, is contributing to the UK hitting its climate change commitments."

Greater Anglia

Class 90 010 approaches Stratford with a Norwich - Liverpool St. service on September 19th. *John Sloane*

Greater Anglia

Class 90 009 arrives into Stratford at the rear of a Norwich bound service on September 19th. *John Sloane*



Great Western Railway

Power car No. 43175 ‘GWR 175th Anniversary’ stands under Brunels’ roof at London Paddington on October 21st on the rear of a Plymouth service. *Chris Morrison*

Great Western Railway

Power car No. 43171 waits at London Paddington on October 21st, with the 18:45 departure to Plymouth as 43024 departs with the 18:30 service to Taunton. *Chris Morrison*

Great Western Railway

Power car No. 43070 'The Institute of Royal Mechanical and Electrical Engineers' arrives at Ledbury with the 10:22 London Paddington - Hereford service on October 28th. *Chris Morrison*



Power car No. 43194 leads a westbound express between West Ealing and Hanwell on September 20th. *John Sloane*



On October 18th, power car No. 43042 leads a London Paddington bound service past Greenbridge Retail Park, Swindon. *Ken Mumford*

Network Rail

Class 67 027 ‘Charlotte’ and 67 023 ‘Stella’ with a Derby - Tyseley test train via the East and West Midlands, passes Moira West Junction on October 3rd. *Stuart Hillis*



Class 67 023 ‘Stella’ and 67 027 ‘Charlotte’ working 1Z67 Barry Island - Derby RTC with 2 blue Porterbrook barrier coaches, pass Willington on October 28th. *Stuart Hillis*



The ever-popular Class 950 001 toured various bits of North Lincolnshire on October 9th before passing through Scunthorpe, heading to Doncaster West Yard. *Steve Thompson*

Network Rail

Class 37 421 (with 37 219 at the rear) pass Coppull on a Derby - Cumbrian Coast - Carlisle test train on September 26th.
John Sloane

Network Rail

Class 97 301 propels a Derby - Crewe test train, passing Shirley on October 3rd. *Chris Morrison*

Rail Operations Group

On October 2nd, Class 47 813 and 73 133 working OZ86 10:10 Bournemouth T&R.S.M.D to Eastleigh Arlington works via a run round in Poole sidings. *Julian Churchill*

Class 47 813 and 47 848 are seen stabled at Derby on October 21st. *Richard Hargreaves*

Units: DMUs and EMUs







On October 16th, Northern's Class 142 024 moves cautiously over the pointwork at Scunthorpe and into the bay platform with the stock off 2R65 Sheffield - Scunthorpe service. *Steve Thompson*

Reliveried Northern Class 150 136 approaches Bolton on September 19th. *Paul Godding*

On October 7th, Northern's Class 156 486 calls at Leyland whilst operating a Blackpool North - Huddersfield service. *Michael Lynam*

Units: DMUs and EMUs

South Western Railway's Class 458 510 heads through Wandsworth Town on October 14th working the 2C22 Reading to London Waterloo service. *Paul Godding*

East Midlands Trains' Class 222 101 waits departure time at Lincoln on October 13th working the 2L68 Lincoln - Leicester service. *Steve Thompson*

Northern's Class 158 784 working a service to York and 142 086 heading to Doncaster are seen at Hull on October 21st. *Richard Hargreaves*





Units: DMUs and EMUs

Northern's Class 150 113 calls at Layton with the 14:21 Blackpool North - Huddersfield service on October 14th. *Chris Morrison*



On September 29th, Arriva Trains Wales Class 150 257 is seen working a service to Aberdare. *Ken Mumford*



South Western Railway's Class 159 011 passes Wimbledon with another three units in tow, working the 1L33 London Waterloo to Exeter and Bristol on October 14th. *Paul Godding*

Units: DMUs and EMUs







Chiltern's Class 168 002 departs Leamington Spa on October 16th with a London Marylebone service. *Richard Hargreaves*

Northern's Class 142 001 departs Bolton on September 19th with Class 150 210 in tow working a service to Huddersfield. *Paul Godding*

Heathrow Connect's Class 360 202 approaches Hanwell & Elthorne on a Heathrow bound train on September 20th. *John Sloane*

Units: DMUs and EMUs







Northern's Class 150 134 and 150 114 depart Warrington Bank Quay on October 28th with a service to Liverpool Lime St. *Paul Godding*

Hull Trains' Class 180 111 arrives at Hull on October 21st with a service from London Kings Cross. *Richard Hargreaves*

Some rare sunshine greets South Western Railway's Class 455 708 as it arrives at Wandsworth Town on October 14th working the 2K15 Kingston to London Waterloo service. *Paul Godding*

Units: DMUs and EMUs



Northern's Class 142 041 stands at Manchester Piccadilly on October 28th working a service to Rose Hill Marple. *Richard Hargreaves*



On October 21st, the 2R32 09:53 London Victoria to Epsom approaches Clapham Junction formed of Southern's Class 455 827. *Derek Elston*



Northern's Class 156 489 departs Bolton on September 19th working a service to Manchester. *Paul Godding*

Units: DMUs and EMUs



East Midlands Trains' Class 222 014 hurries the 1B26 09:05 Nottingham to London St. Pancras International through Harrowden Junction on October 17th. *Derek Elston*



East Midlands Trains' Class 153 326 rolls into Mansfield working the 2D10 11:38 Worksop to Nottingham service on October 14th. *Derek Elston*



Arriva Trains Wales Class 175 115 arrives into Crewe on October 28th with a service to Cardiff Central. *Paul Godding*

Units: DMUs and EMUs



A TransPennine Express Class 185 passes Cliffe (Selby) with a Manchester to Hull working on October 14th. *Andy*



Northern's Class 319 380 calls at Huyton on October 28th working a service to Liverpool Lime St. *Richard Hargreaves*



Northern's Class 323 226 stands at Manchester Piccadilly on September 19th, awaiting departure time with a service to Alderley Edge. *Paul Godding*

Units: DMUs and EMUs



Greater Anglia's Class 321 319 departs Stratford with a London Liverpool St. service on September 19th. *John Sloane*



East Midlands Trains' Class 222 019 working 1P24 09:16 Corby to London St. Pancras International service passes Great Oakley on October 12th. *Derek Elston*



London Midland's Class 172 212 crosses Malvern Common on October 14th. *Neil Pugh*

Units: DMUs and EMUs

London Midland's Class 319 429 and 319 441 are almost at journeys end as they pass Northampton station working 5N99 11:16 Bletchley C.S. to Northampton EMD on October 3rd. *Derek Elston*



Northern's Class 319 368 approaches Wavertree Technology Park on October 28th working a service to Liverpool Lime St. *Richard Hargreaves*



Heathrow Express's Class 332 008 flies past Hanwell and Elthorne on a London Paddington bound service on September 20th. *John Sloane*

Units: DMUs and EMUs



Heathrow Express' Class 332 006 races past Hanwell & Elthorne with a Heathrow Express service on September 20th. *John Sloane*



Great Western's Class 180 102 stands at London Paddington with the 15:22 departure to Great Malvern. *John Sloane*

Units: DMUs and EMUs

Hull Trains' Class 180 109 passes Cliffe (Selby) on October 14th working a London Kings Cross service. *Andy*



On October 25th, TransPennine Express' Class 185 136 tries to blend in with the sky as is heads up Appleby Bank working 1B73 Cleethorpes - Manchester Airport. *Steve Thompson*



London Midland's Class 170 631 crosses Malvern Common on October 14th. *Neil Pugh*

Virgin Trains



East Midlands Trains' power car No. 43052 leads a Virgin Trains East Coast service to Leeds into Doncaster on October 21st. *Richard Hargreaves*

Virgin Trains Ticket to Write

Virgin Trains played host to a story telling with a difference in Birmingham over the weekend of October 14th/15th as part of their 20th birthday celebrations. Forty expectant guests, who were told nothing more than to turn up at Birmingham New Street station were whisked down to Birmingham International in First Class, enjoying a selection of Virgin Trains' popular menu in the First Class Lounge, before being entertained by Stuart Maconie. As one of the UK's foremost travel writers – Maconie has published nine books about various aspects of the UK, including frequent travel on trains – Stuart is a regular traveller with Virgin Trains and used his journey down for Scotland this week as inspiration for a 1,000 word short story.

"Finding the time and quiet space to write is so hard when there are constant demands of work, family, not to mention distractions at the end of my fingers on my phone," explained Stuart.

"Spending a few hours on a Virgin Train between Edinburgh and Birmingham New Street allowed me to enjoy the view – tweeting a few photos from the beautiful Lake District and Scottish Borders on the way – whilst also writing about what I was seeing. We've got such a fantastic variety of landscapes in the UK – train travel, at speed, but in comfort and without having to concentrate on anything but yourself, allows you to really appreciate it in all its glory."

Stuart was also joined by the winners of the Flash Fiction competition held in partnership with the Birmingham Mail much to the delight of the eager audience.

"I've got to say it's absolute genius to get a group of people on a Virgin Trains on a Friday evening and treat them to a creative, inspiring and most importantly really fun night," enthused Rabiyah K Latif from Birmingham.

"Birmingham is our home and we wanted to do something different to help celebrate twenty years of serving the city and its people," explained Natasha Grice, General Manager for Virgin Trains in the West Midlands. "People choose to relax in different ways when they're onboard our trains; some like to unwind watching films or reading magazines using our onboard entertainment system Beam; for others it's a great opportunity to read a good book, and for some people it can even provide the inspiration to write one."

Virgin Trains



On October 10th, Class 390 010 ‘The Cumbrian Spirit’ stands in Birmingham New Street with a service to Wolverhampton. *Richard Hargreaves*



Virgin Trains’ Class 390 038 heads a diverted 1A14 Liverpool Lime St - London Euston service through the tightly curved platform three at Earlestown on October 29th. *Dave Harris*





Saturday services transformed on Virgin Trains' east coast route

Biggest increase in Saturday services since electrification of route in 1990

12,574 more seats for customers; with Leeds, York and Newark to benefit from 24 additional services

6,000 more low-cost advance fares available per week

Customers on Virgin Trains' east coast route will see the biggest boost to Saturday services in more than 25 years this December.

A new timetable, part of a £140m investment in the route by Virgin Trains, will change weekend travel for thousands of customers. More frequent services to and from destinations including Leeds, York and Newark Northgate will mean customers will benefit from a similar frequency of services to those enjoyed on weekdays.

In total, 151 services will operate every Saturday, only six fewer than on weekdays, making it easier for leisure passengers to secure bargain fares. Around 6,000 additional tickets will go on sale for under £30 every week to destinations including York, Doncaster, Newark, Peterborough and Grantham. For example, customers travelling between London and Newark will be able to find tickets from as low as £12.50, while fares between York and London start at £16.

From December 17, there will be a further 24 Saturday services, an increase of 45% compared to when Virgin Trains took over the east coast route in March 2015. This will add 12,574 more seats to Virgin Trains' existing capacity. The timetable represents the biggest increase in Saturday services since the introduction of Intercity 225 trains in 1990, following electrification of the East Coast Mainline.

York customers wanting to reach the capital for a 7am start on weekdays will benefit from a 4.40am service, giving them an extra 1hr12m in London than was possible under the previous timetable. This follows calls from the business community for a service that enables them to get to the capital for early-morning meetings.

The new timetable will accelerate journeys from Leeds and Wakefield to London by seven minutes on Saturdays making the trip from Wakefield an average of two hours long. A Sunday evening service from London to Doncaster which leaves at 10.05pm will be extended to York, allowing those wishing to make the most of a weekend in London to catch a later service home.

David Horne, Virgin Trains Managing Director on the east coast route, said he was confident the timetable changes would attract more people to rail: "Our new timetable brings new services that we know our customers want as well as thousands of low cost seats. Six days of the week, customers will be able to enjoy the most frequent service we've ever seen on the east coast mainline and we're not stopping there. Our £140m investment is about reducing journey times, increasing the frequency of services, and giving customers a great experience on-board with refurbished trains and refreshed on-board catering – for less. We're confident that these investments will make it easier, cheaper and quicker than many think to travel by train."

Rob McIntosh, Route Managing Director at Network Rail, said: "I'm delighted that after working closely with Virgin Trains we have, together, produced a new timetable which balances the needs of customers with the need to maintain a safe and reliable network for the benefit of the communities and economies our railway serves."

Virgin Trains introduced 45 additional services per week between Edinburgh and London last year as it completed a programme to overhaul the interiors of its entire train fleet. The investment led to the number of passengers travelling between the UK and Scottish capitals growing by 8% last year and helped Virgin Trains win its highest-ever share of the air/rail market on the route.

Virgin Trains

Pendolino Class 390 104 speeds through Huyton on October 28th with a diverted Liverpool Lime St. to London Euston service. *Paul Godding*

On October 27th, DVT No. 82215 leads a Virgin Trains East Coast from Edinburgh to London Kings Cross south through Prestonpans. *Greig Gibson*





Industry first disruption dodging tool launches

First tool to show alternative routes and multi-modal transport options

Live real-time delay estimates in customers' hands

Travellers to be warned of disruption before getting stuck

Virgin Trains has launched an industry first tool aimed at helping customers avoid rail disruption on their journey and get to their destination. TrainMapper, powered by Google Maps and National Rail Enquiries, will allow passengers to check in real-time travel information, delay predictions and find alternative routes to avoid getting stuck in disruption.

Where previously customers needed to check individual train operator websites, social media or even go to the station to get up to date travel information and alternative routes, TrainMapper is a one-stop-shop available in the palm of their hands. The tool displays disruption on all operators and will not only help customers spot where any problems might delay their journey, but also predict how long the delay might be and show what routes they can take instead. The aim is to put more information in the hands of customers, meaning they can make decisions about alternative routes if their original journey is disrupted.

The tool has been developed by Virgin Trains, Southeastern and the Rail Delivery Group (RDG) and displays disruption information for passengers across the UK's rail network. It will be available exclusively to Virgin Trains customers on its east coast website and app for three months. During this time, users will be invited to submit feedback on the launch version which will be used to inform later updates to the tool. After three months, it will be made available to other train operators, for them to roll out to customers.

Virgin Trains has majority-funded the development of the tool from its £25m Innovation Fund which aims to revolutionise the customer experience on the east coast and pave the way for other train operators to do the same.

Customers will be able to access the TrainMapper via the Virgin Trains East Coast mobile app or website and it can be used from common devices such as tablet, mobile and laptop/desktop.

The tool will display maps and information that will allow customers to see:

•A colour-coded guide to how severe any disruption is and an indication of how it might affect journeys

•Alternative routes they can take around any disruption that is expected to last longer than 30 minutes

•Arrival and departure information for each station

•Views of stations and information about facilities

Warrick Dent, Safety and Operations at Virgin Trains on the east coast said: "Virgin Trains has a strong track record of innovation, and TrainMapper is the latest example of how we're giving our customers more control. We work hard to avoid disruption affecting our customers wherever possible and we want to put more information into the hands of our customers to allow them to make the most informed decision possible, whether that's to delay their journey or take an alternative route. This tool will be fed by real time information so the latest live updates and travel information is all shown in one place. We know how frustrating it can be when services are delayed, which is why we're not only investing in our stations and trains, but also in new technology that we hope will help customers make decisions about how they travel."

Jacqueline Starr, Managing Director of Customer Experience at the Rail Delivery Group – which brings together train operators and Network Rail to enable a better railway - said: "TrainMapper is a great example of how rail companies are working together to help train travellers make even better informed choices about their journeys. And billions of pounds are being invested to deliver a more reliable railway, making journeys better now and for the long-term."

Virgin Trains

'Thunderbird' Class 67 028 stands at Leeds on September 24th, hauling a Class 91 and East Coast set to London Kings Cross. *Andrew Wilson*

An unidentified Class 221, is caught at speed near Brock, working the 9S65 11:43 London Euston - Glasgow on September 27th. *John Balaam*

Virgin Trains



Virgin Trains East Coast buffet car No. 40805 now has 'Its never dull in Hull' branding and can usually be seen working 'The Hull Executive' service. *Richard Hargreaves*



Virgin Trains West Coast Pendolino Class 390 043 waits departure time at London Euston on September 21st with a service to Birmingham New St. *John Sloane*

Scotrail



Class 380 112 and 380 114 are seen here in the early hours of October 14th at Glasgow Central. *Greig Gibson*





Class 380 020 sits under the amazing roof at Glasgow Central waiting to work the 2G01, final train of the day, to Gourock on October 18th. *Greig Gibson*

Class 314 214 is seen here at Patterton station working the 2N14 service from Glasgow Central to Neilston on October 16th. *Greig Gibson*

Going Underground

A pair of Jubilee Line trains await passengers at Stratford on September 19th. *John Sloane*

Midland Metro



Tram No. 14 stands outside New Street station on October 14th. *Richard Hargreaves*

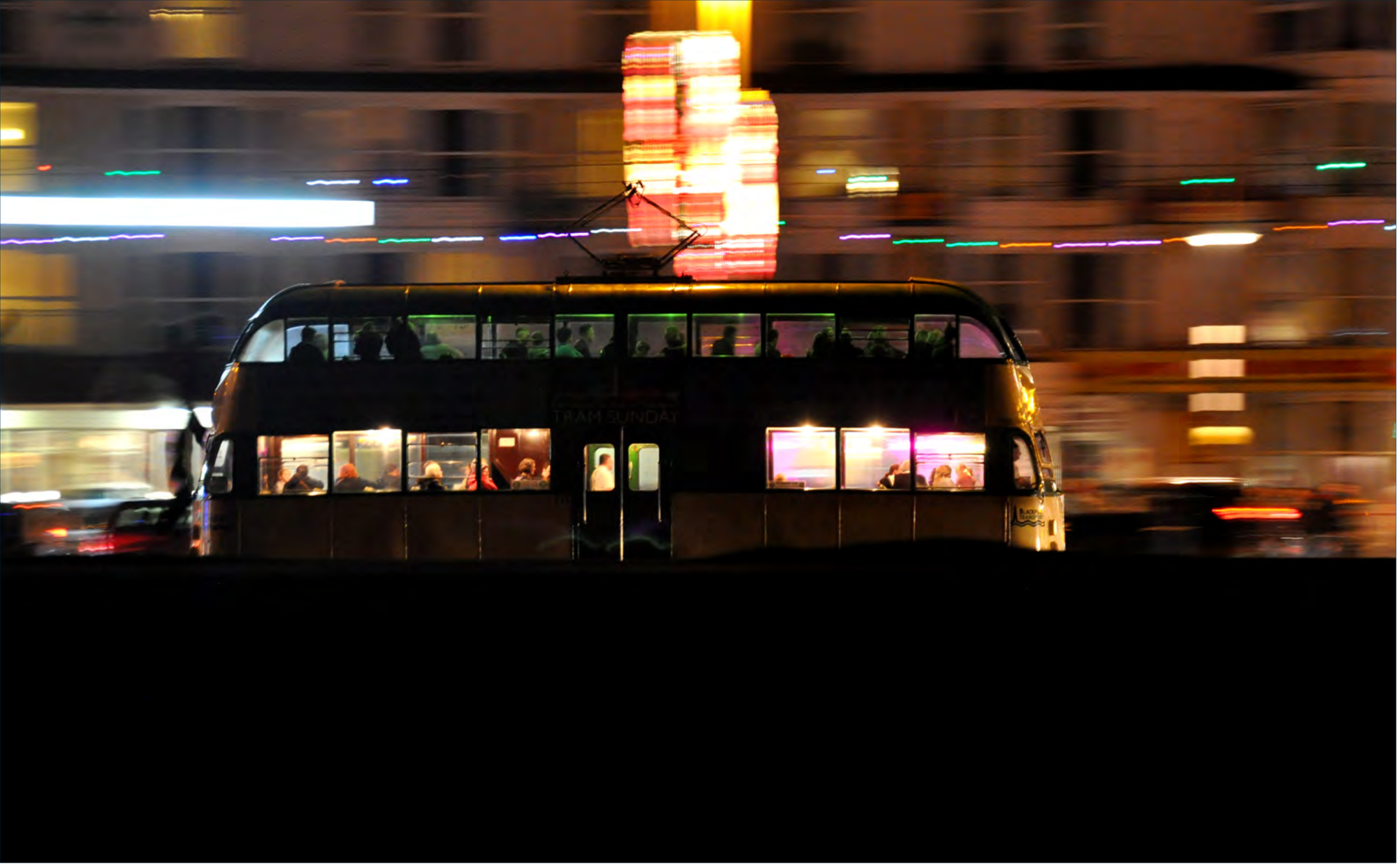


Tram No. 28 stands at Birmingham New Street station terminus on October 12th. *Michael Lynam*



Tram No. 19 departs Birmingham New Street station on October 12th with a service to Priestfield. *Michael Lynam*

Blackpool Trams



On the evening of October 14th, a number of the English Electric 'Balloon' trams were in use, and here an unidentified member of the class heads along the prom near Manchester Square tram stop, heading southbound towards Starr Gate. *Ben Bucki*



On October 14th, the 'Frigate', tram No. 736, is seen near the Central Pier tram stop, heading north. *Ben Bucki*



On a 'Tour of Illuminations', tram No. 723 heads away from Pleasant Street tram stop, north towards Bispham, as a Flexity-2 on a normal service passes by towards the Tower, October 14th. *Ben Bucki*

Blackpool Trams



On October 3rd, Balloon tram No. 701 stands at North Pier whilst working a private charter. *Keith Hookham*



Illuminated tram No. FD241 'Cevic' stands outside Rigby Road depot. *Keith Hookham*



Flexity tram No. 001 passes the Tower tram stop woking a Fleetwood to Starr Gate service. *Keith Hookham*

Nottingham Trams (N.E.T.)

Bombardier Incentro tram No. 209 ‘Sidney Standard’ in all over advertising livery for Nottingham Panther Ice Hockey team departs Lace Market with a Hucknall service. *Derek Elston*



Bombardier Incentro tram No. 202 ‘D H Lawrence’ is seen about to exit on Middle Hill with a Toton Lane service. *Derek Elston*



Alstom Citadis tram No. 229 ‘Viv Anderson MBE’ travels along the viaduct approach to Nottingham station. *Derek Elston*



On October 25th, Blackpool Corporation No. 167 pauses at the Victoria Park stop. *Mark Pichowicz*



Railtalk Magazine

Crich Tramway Museum

The depot at the National Tramway Museum, Crich during the Starlight Spectacular week in October. *Mark Pichowicz*

Rock armour protecting the Settle-Carlisle line from Britain's topsy-turvy weather

Huge boulders are being used to protect Britain's best-loved railway from the storm-swollen torrents of the River Eden in Cumbria. Running 70 metres above the river is the iconic Settle-Carlisle line, which was forced to close for more than a year in February 2016 after a 500,000-tonne landslip requiring the most complex and largest railway repair in Network Rail's history. As part of the final phase of its £23m repair, Network Rail's orange army has packed 20,000 tonnes of "rock armour" into the banks of the River Eden to guard against erosion caused by future heavy rainfall.

Such erosion triggered last year's land slip at Eden Brows, just north of Armathwaite, near Carlisle. The line reopened in March this year after more than a year of work to secure a vast concrete track base into the steeply-sloping bedrock of the Eden gorge using 226 20-to-30-metre-long steel piles. Now if the earth gives way at this location in future, the railway will not. With the railway secured, Network Rail have since installed rock armour for added resilience.



Martin Frobisher, managing director of Network Rail's London North Western route, said: "The future of this vital economic artery through Britain's most beautiful landscape is secure, thanks to the work of our brilliant orange army. With the major repair completed earlier this year, the rock armour gives this location a further layer of resilience against the increasingly topsy-turvy British weather."

In addition to the rock armour, silt booms and new drains have been installed into the foot of the embankment. This final phase of the Eden Brows repair is set to be completed in March 2018.



Fares Advice with RailUK

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

Ticket machines directing you to National Rail website

I was surprised to find that on SWR when trying to understand the difference between and Off Peak and a Super Off Peak Travelcard, the ticket machine simply displayed the National Rail URL and a QR code of the link and directed users there to read the restrictions online.

That seems unacceptable to me. Should we really expect people to have a smart phone with them with an internet connection and browse to the National Rail website in order to understand when a ticket is valid? Potentially holding up everyone else waiting behind whilst they do so, too. Surely the machines should display the restrictions of the ticket offered. If they can't do that I don't think it fair to potentially fine people for buying the wrong ticket if the restrictions weren't displayed (bearing in mind many station either have no ticket office or one that isn't open all the time).

I don't understand what the goal is. Surely, we would like for everyone to be buying online where possible, but we should recognise the internet isn't accessible for everyone. Why then, would a TVM refer a user to the internet? The TVM should, if it's selling tickets, be able to explain the restriction there and then, in the same way a clerk would be expected to.

A: Certainly, NRCoT 2.3 states: When purchasing your Ticket, we will make available information on specific restrictions that apply to your Ticket (for instance the train services on which you can use your Ticket or the route(s) you are entitled to use) ...

Once again, the old railway industry standard of "we won't tell you the rules, but we'll come down on you like a ton of bricks if you break them".

Every non-Anytime ticket should be provided with a printed copy of the restrictions that apply to them; no particular reason why this can't be printed on an additional piece of ticket stock (just like the receipt usually is). If the restrictions are too complicated to be printed in such a way, they're too complicated to be fully understood by the average traveller and should therefore fall foul of consumer protection law. There's exactly one reason why the industry makes this information hard to find and understand.

The new SWR and VTEC machines display a journey planner with services at your chosen time and have the tickets valid on those shown next to it. However, if a slower service with cheaper tickets is not shown (or is shown but it is cancelled), then there is no message to tell you that cheaper tickets than those shown on the screen may be available.

And if you were presented with a ticket called "Off Peak Travelcard" and "Super Off Peak Travelcard" and you couldn't access National Rail, which would you think was better? And of course, which one is actually better? Yes the one without the "Super" prefix! I've no idea who thought it was a good idea to put "Super" in front of the ticket that has more restrictions than the one without the "Super" prefix!

Ticket Advice for All

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

On October 10th, LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' passes through Swindon with the 1Z73 Southend to Gloucester charter. *Colin Pidgeon*





Greater Anglia managing director reflects on first year of franchise

It's now one year since Greater Anglia won the franchise to run the train service in East Anglia. Managing Director Jamie Burles talks about the first 12 months of the nine-year franchise.

"We've got off to a flying start, but there's still lots to do." Greater Anglia Managing Director Jamie Burles is reflecting on the first year of the company's franchise to run the railway in East Anglia.

Greater Anglia was awarded a nine-year franchise on the promise of new trains, more seats and faster journey times.

The company is replacing every single train on the network with brand new modern state-of-the-art trains. One year on, after consulting customers, these trains are now in production in factories in Derby and Switzerland and will come into service from 2019.

"We're the first train operating company in the country to replace all of our trains in one go and it's a very exciting proposition," said Jamie.

"We've set up a team whose sole focus is to work on bringing in our new trains. It's a complex job. We want to get the design of the new trains absolutely right for our customers. More than 1,000 customers took the time to take part in our consultation and I want to say a big thank you to them. Also thank you to the stakeholder and user groups including disability groups who have visited our mock-ups and given us direct feedback – which we are acting on.

"But it's not just about the trains, we need to make sure platforms are long enough as our new trains will be longer, we're building a new depot at Brantham and extending depots at Norwich and Ilford to cope with the new trains.

"We'll also need to train our teams of colleagues so that they can drive, maintain, clean and work on our new trains. We're even designing a new uniform for when we get the new trains.

"Just as important as the new trains, our train planners are working on a new timetable which should be as transformational as the trains themselves. The new trains should be faster and bigger, allowing us to put on extra services, which all need to be timetabled."

When Jamie launched the new franchise, he promised that it wasn't just a case of jam tomorrow. Greater Anglia planned to make improvements in the short term, as well as the longer term, from leasing extra trains to provide more seats on commuter trains to making it easier and cheaper to buy tickets.

"We've been very busy this year making the service better for customers now. We've hired 20 extra trains so that we have been able to create an extra 100,000 seats a week on commuter services into London. We've also been busy refurbishing some of our commuter trains – to the extent that sometimes they're confused for our new trains. Our engineers have won awards for their progress in making our old trains more reliable.

"We've opened a brand new station, Cambridge North, as well as upgrading four of our major stations- Cambridge, Chelmsford, Ipswich and Norwich, where we've created ticket halls and waiting rooms of airport-style quality. Cambridge Station has now won several awards including National Transport Awards Station of the Year.

"I was really proud of my colleagues when we got the results of the latest National Rail Passenger Survey which gave us our highest satisfaction rating of 83 per cent. This is a credit to the hard work everyone has put in to make our service to customers better from people fixing toilets quicker to train drivers making clear and informative announcements."

When Jamie meets customers, he is frequently taken to task over the cost of rail travel. Although some prices such as season tickets, are regulated by the Government, Greater Anglia has a range of special offers and great value fares.

"We launched our price promise with the new franchise, where we guarantee the lowest fare if you buy it via our website or we'll refund the difference. We're also about to launch a Club 50 card for discounted travel for those aged 50 or above and look out for other similar initiatives to come."

Of course, the first year has also had some challenges. RMT union industrial action, which has been spreading around the country, has also affected Greater Anglia.

"I can't emphasise enough how much we value our conductors. They do a great job. I spent a day shadowing a conductor at his request on the Norwich to Cambridge train last year. We get a lot of great feedback on Twitter for our conductors.

"We're keeping conductors on our trains. They will be safety trained, but they will be concentrating on customer service rather than opening and closing doors.

"I remain hopeful that we can resolve this dispute so that we can all concentrate on serving our customers."

"It's been a fantastic first year. There's been some high points and there's been some challenges. I remain excited and upbeat about the future as we're working hard to transform the railway in East Anglia."

Class 59 103 'Village of Mels' is seen at Hanwell and Elthorne on a Merehead to Acton 'Jumbo' stone train on September 20th. *John Sloane*

Heading in the opposite direction at Hanwell and Elthorne, Class 59 101 leads a westbound empty stone train. *John Sloane*

National Rail





Class 57 305 arrives at Bamber Bridge on a Carlisle - S&C - Preston light engine working on October 3rd. *John Sloane*



LNER A1 No. 60163 'Tornado' is seen on display in the yard at Barrow Hill on September 24th. *John Sloane*

Railway Touring Co.'s 'The Peak Forester' sees BR Britannia Class 4-6-2 No. 70013 'Oliver Cromwell' departing Nottingham station on October 8th with the Norwich to Rowsley (Peak Rail) charter. *Colin Irwin*



The Society has been having regular working parties to progress the restoration on the unit and have been mainly concentrating on the Driving Trailer Car (DTC) M77172. Work has been carried out on the under frame and bogies cleaning and painting to protect the metal work. Work has also been carried out on the body work to remove rust and rotten metal work and the Society is progressing with preparing the body work for painting into BR Blue.

As always any help will be greatly appreciated. Please contact Paul Lambert if you can help in any way, via social media or on the following email address: projectmanager AT class504preservationsociety.co.uk



Thameslink makes it even easier to reach London Luton Airport

Govia Thameslink Railway is to boost the number of shuttle buses running between Luton Airport Parkway railway station and London Luton Airport by over 200 services a week making it even easier for passengers to travel by train.

The company already runs up to seven of its Thameslink trains an hour from St Pancras International to Luton Airport Parkway.

Now, from Sunday 5 November, the current 6 minute peak-time frequency of the shuttle buses used for onward connections will be extended throughout each day until 9pm, increasing the off-peak timetable by four buses an hour (from 10 minute frequencies to 6 minute frequencies).

The 230 extra services each week will be achieved by increasing the fleet from five to seven, with two additional Mercedes Citaro buses. Govia Thameslink is already recruiting and training the new staff.

Thameslink and Great Northern Passenger Services Director Stuart Cheshire said: “By increasing the number of shuttle buses between the airport and our station, we’re making it easier than ever to reach London Luton Airport, supporting the local economy and providing fast, sustainable connections with population centres as far afield as Brighton, Bedford and, of course, London.

“It’s all part of our plans to modernise the railway, with a new fleet of cutting-edge Thameslink trains that are already in service and, from next year, more frequent services to and from the capital.”

Jonathan Pollard, Chief Commercial Officer at London Luton Airport commented: “Excellent rail links to and from the airport are absolutely essential to the airport’s on-going transformation and future success. The expanded shuttle service with more capacity for passengers is a welcome addition in satisfying the ever-increasing demand for quick and easy connections between the terminal and major towns and cities up and down the rail line.”





DCR’s Class 50 008 working the 4Z03 Carlisle - Chaddesden rail grinder move, passes Daresbury on October 9th, with Class 56 303 on the rear. *Mark Enderby*

Railway upgrade will improve River Artro viaduct

Network Rail is carrying out improvement work to the River Artro viaduct in Gwynedd as part of the Railway Upgrade Plan which will help accommodate growing passenger numbers.



The innovative £1.4m project will jack the tracks, to carry out repairs to the timber viaduct underneath. This method will save time and minimise disruption to passengers. The technique will also be used during the upcoming refurbishment of Barmouth viaduct, the longest viaduct in Wales, which has just celebrated its 150th birthday.

Andrew Sperring, programme manager for Network Rail in Wales and the borders, said: “The railway is vital to economic growth. Our essential renewal work to the River Artro viaduct will ensure it remains safe and reliable long into the future. This project will play a key role in our improvement work to Barmouth viaduct, allowing us to use our new bridge lift techniques on a similar structure. I would like to thank the local community for their patience while we carry out this work as part of our Railway Upgrade Plan and reassure them that we are doing all we can to keep disruption to a minimum. We are working with Arriva Trains Wales to keep passengers moving throughout the work and passengers are advised to check before travelling. ”

The upgrade work started in September and is scheduled to be finished by the end of this year



LNER A4 Pacific No. 60009 ‘Union Of South Africa’ leaves an exhaust trail along the Irwell Valley on the ELR on damp and overcast afternoon on October 26th. *Gerald Nicholl*

Introducing Ken – Greater Anglia's Fare Guru who's helping customers save money



Train travel on the Greater Anglia train network, spanning East Anglia and Essex, is about to get a whole lot cheaper - as long as you listen to Ken.

Who's Ken? He's the Fare Guru and he's brimming with useful hacks to get passengers on the go for less. Don't let the cartoon character (photo) fool you – he is real-life guy, working day in day out to uncover the best deals on the Greater Anglia train network, and his top tips have the potential to help millions to save thousands as they explore up to 170 stations. He said: "I love trains, I'm a train geek, and because of that I am passionate about showing others how they can travel by train for less. By following my top tips, regular passengers and those travelling in groups have the potential to save a lot of money– it really is easy when you know how. By taking advantage of all the different ticket types, railcards, and knowing at what times to travel, there are big savings to be made on journeys across Greater Anglia network, and I'm here to make finding the cheapest fare simple."

Ken the Fare Guru's top 10 train travel hacks:
1. Children under 16 can travel for just £2 when travelling with an adult on Greater Anglia trains – perfect for last minute for half term adventures in London, East Anglia and Essex. This bargain of a ticket is available for purchase at ticket offices only.
2. Evening off-peak travel time restrictions are lifted during half term for journeys returning from London north of Ipswich – take advantage of this more flexible off-peak period.
3. Go out with the family for less with a Family and Friends (F&F) Railcard. Enjoy discounts for up to four adults and four children per card, and save a third on most adult rail fares and 60% on the cost of child fares. The minimum number of travellers needed to use this railcard is one adult and one child so there's a good deal combo to be had here - E.g. Norwich – London with an F&F card = £30 for adult, £6 for child 1, and child 2 & 3 travel for £2 using the bolt on as per hack 1. Kerching!
4 .If travelling from stations north of Ipswich to London with a child under 11-years-old, pay £2 for the child's fare (as per hack 1) to London and then they can travel free on the underground (accompanied by adult). Now that's a really cheap way to travel to and explore London with the kids.
5. Plan ahead to get the cheapest fares – simples. Save a pretty penny when you buy an Advance Ticket, and rest well in the knowledge that it's done and dusted.
6. For romantic day trips, spend less on fares and more on your loved one with a Duo Ticket - buy one ticket and get the second half price. This type of ticket is valid on weekends and is valid for same day returns.
7. When travelling in groups, perhaps hen/stag dos, Christmas parties or even a festive shopping trip, bulk buy the tickets and get a third off the cost with our GroupSave deal. This applies to groups of between three and nine people, so gather your friends and jump aboard.
8. You don't have to be aged 16-25 to qualify for a 16-25 railcard. Shocker! Here's the deal with this one - as long as you're in full time education you can enjoy a third off travel with this railcard, no matter your age.
9. If you're flexible with time, be sure to depart after 12:00 and return after 17:00 if coming back from London – there are some huge savings to be made by travelling outside peak hours. This applies to journeys in London and the south east.
10. The 'best fare finder' on the Greater Anglia website should be your new best friend. Once you've entered your search details, look out for the little red box – it'll highlight the cheapest possible fare for your journey, because we genuinely want to help you get the best fare out there.

To find out more about Greater Anglia trains, as well as discount products and tickets visit www.greateranglia.co.uk





National Rail

Class 50007 and 50049 working the 1Z50 London Euston - Glasgow Central pass Daresbury on October 7th. *Mark Enderby*





Major improvement work affecting Southern, Gatwick Express and Thameslink services over Christmas and New Year

Govia Thameslink Railway has warned its passengers on Southern, Gatwick Express and Thameslink to expect closures and major service changes between 23 December and New Year's Day as Network Rail carries out engineering work to help modernise the network.

Stations in the Redhill area will have no train service between 23 December and 1 January inclusive and on Boxing Day there will be no train service to and from Gatwick Airport but only a very limited bus service. Southern and Thameslink's London Bridge services will also be busier due to major temporary alterations to Southeastern's timetable.

Nick Brown, Chief Operating Officer for Govia Thameslink Railway, said: "There are significant changes to our train services this festive period, particularly at Redhill and Gatwick Airport. This supports our programme to modernise the network with new infrastructure, new trains, new technology and new, faster, seamless journeys. I would urge passengers to check and plan ahead."

John Halsall, Network Rail's South East route managing director, said: "This Christmas and New Year our engineers will be working day and night to improve the railway for passengers across the south east. As part of the Thameslink Programme, we'll be bringing the remainder of the brand new, modern concourse into use at London Bridge and carrying out major resignalling work on the surrounding railway. Elsewhere, we'll be finishing the new platform at Redhill so more trains can run in future.

"This will be the final significant stage of work at London Bridge that will affect train services on working days and I would like to thank passengers for their patience as the final countdown begins to an entirely rebuilt, totally accessible station fit for the 21st century. I strongly advise passengers to plan ahead and to check before they travel as we continue our Railway Upgrade Plan."

The service alterations in more detail:

•No service in the Redhill area: From Saturday 23 December to Monday 1 January inclusive, there will be no train service at Coulsdon South, Merstham, Redhill, Reigate, Earlswood or at stations between Redhill and Tonbridge. Buses will serve these stations. Services between London, Gatwick and the coast will continue to operate, but to a reduced frequency. Great Western Railway services will not operate between Reigate and Gatwick.

•No Thameslink cross-London services: From Saturday 23 December to Monday 1 January inclusive, there will be no Thameslink cross London service. Please use the Tube and London buses to complete your journey. Full details of these alterations are available on the Thameslink website

•London Bridge: From Saturday 23 December to Monday 1 January inclusive, Southern and Thameslink services to and from London Bridge and London Blackfriars will be busier owing to significant alterations to Southeastern services which will not be serving many London stations. There will also be no Southern or Thameslink service to or from London Bridge from start of service until approx. 11:00 on Sunday 23 December.

•Southampton: From Saturday 23 December to Monday 1 January inclusive, Southern services to/from Southampton Central will be diverted to Portsmouth & Southsea. Customers for stations between Cosham and Southampton should change at Fratton and use Great Western Railway and South Western Railway services to complete their journey. Buses will replace all trains between Woolston and Southampton Central, but rail connections will be available via Eastleigh. Between 09:00 and 19:00 on the working days (Wednesday 27 to Friday 29 December) a limited Southern train service will operate to/ from Fareham and Woolston

•Christmas Eve, 24 December: As normal, services will shut down early from approximately 20:00 on Sunday 24 December. Please check your last trains carefully before you travel.

•Christmas Day and Boxing Day, 25 and 26 December: On Thameslink, no service, as normal. On Southern and Gatwick Express, no service, as normal on Christmas Day but this year no train service on Boxing Day either, only a very limited bus service between London Victoria and Gatwick Airport; passengers are advised to allow extra time and seek alternative routes if possible. Queuing systems will be in place at both London Victoria and Gatwick Airport and passengers may not be able to board the first bus.

•New Year's Day, 1 January: Services will operate in the early hours of the morning of Monday 1 January on the following Southern and Thameslink routes:

1.London Bridge and Sutton via Mitcham Junction
2.London St Pancras International and St Albans
3.London Bridge and Three Bridges via Gatwick Airport
4.London Victoria and East Croydon via Selhurst

For the remainder of the day a Sunday service will operate.

Full details of train and rail replacement bus services will be included in online journey planners including www.nationalrail.co.uk from the beginning of October. Also visit www.thameslink.com/christmas, www.southernrailway.com/christmas and www.gatwickexpress.com/christmas for more details.

Former Chiltern Railways Class121s Nos. 55020 and 55034 shunt from the sidings at Birmingham Moor St en-route from Aylesbury to Tyseley and road transport to their new owners on October 13th. *Chris Morrison*

Siemens Eurostar No. 4018 passes Rainham with the 16:04 London St. Pancras International - Bruxelles Midi service on October 21st. *Chris Morrison*

Ulster Transport Museum, Cultra

Belfast County and Donegal Railway No. 30, built in 1901 is seen in the museum on September 27th. *David Lindsell*



GNR 2-4-2T Steam Locomotive No. 93 'Sutton' was built in 1895. The Great Northern Railway (Ireland) (GNR(I) or GNRI) was an Irish gauge (1,600 mm (5 ft 3 in)) railway company
David Lindsell



Cavan and Leitrim Railway's No. 2 'Kathleen' dates from 1887. The Cavan & Leitrim Railway was a 3 ft (914 mm) narrow gauge railway in the counties of Leitrim and Cavan in northwest Ireland, which ran from 1887 until 1959.
David Lindsell



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

Gospel Oak to Barking electrification on track

Network Rail has reached a major milestone in the Gospel Oak to Barking electrification project with over half of the new electrical wire needed on the line now installed. Winter closure dates to upgrade the last diesel operated London Overground route have also been confirmed.

This project is on track for the introduction of new double-length electric trains from spring 2018. The new electric trains will carry twice as many passengers and improve air quality for people living near the railway. By the end of the current closure 90% of the line between Gospel Oak and South Tottenham will be wired. From Saturday 18 November 2017 until Sunday 14 January 2018 Network Rail's orange army will shift focus to largely working between South Tottenham and Barking, installing the remaining structures, wires and testing the new infrastructure. The whole line will need to remain closed as they work to towards connecting the new electrical infrastructure into the wider surrounding rail network and switching on the power.

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "I'd like to thank our railway neighbours and passengers for their continued patience while we work round the clock to electrify this popular route. The Gospel Oak to Barking line is set to benefit from a transformational, once in a generation upgrade with a new fleet of longer, electric trains so that twice as many people can travel comfortably. Our teams are always on hand at station events to explain the work and answer any questions passengers and neighbours may have."

Two-car diesel trains will return on Monday 15 January 2018. Testing of the new electrical infrastructure and new trains will take place in-between passenger services and at night with new trains entering passenger service from spring 2018.

Passengers should check before they travel and plan their journey in advance at tfl.gov.uk



Andrew Barclay No. 1245 stands at Haverthwaite on September 23rd. *John Balaam*



Class 67 006 hauling brand new TFL liveried Class 345 014 and 6 barrier wagons at each end, as 7X31 Old Dalby - Crewe C.S. heads through Burton on October 17th. The working actually terminated at Bescot. *Stuart Hillis*

Liverpool Lime Street fully reopens after successful first phase of major upgrade

Liverpool Lime Street station fully reopened on October 23rd after Network Rail completed a 23-day transformation of Merseyside's main station, a key part of the Great North Rail Project. Engineers replaced almost 2,000m of track, redesigned and lengthened platforms and built two new ones (platforms 7 and 8) all of which will help provide passengers with more seats on more trains in and out of the city.

The work will continue next year and, from 2019, will enable an extra three services per hour in and out of Lime Street station, including new direct services to Scotland. Longer, better managed platforms will accommodate longer trains, helping to provide more space and seats for passengers.

Rail Minister Paul Maynard said: "The Government is committed to improving rail journeys across the north of England and passengers are now a step closer to having a better Liverpool Lime Street station with new platforms and space for longer trains. I would like to thank passengers for their patience during these engineering works, which are part of more than £1 billion of rail infrastructure upgrades across the region."

Martin Frobisher, Network Rail's London North Western route managing director, said: "Millions of pounds are being invested in the railway in the Liverpool City Region which is vital to boost the local economy and transform train travel for passengers. As part of our Great North Rail Project, the Liverpool Lime Street project will enable faster, more frequent and reliable train services to run in and out of the station by 2019. This work brings us one step closer to fulfil our aim of running hundreds more trains each day - more trains with more seats, running more quickly and reliably across the north of England."

Steve Rotheram, Metro Mayor of the Liverpool City Region, said: "I look forward to next year when we will see the completion of this project which is a pivotal part of our ambitious plans to build a better railway for everyone. Alongside this we'll be continuing to make the case for the north to get the infrastructure commitment and funding it deserves, not least full high-speed rail connections west-east, joining up north-south HS2 infrastructure with Northern Powerhouse Rail into Liverpool."

Chris Nutton, major projects director at TransPennine Express, said on behalf of all operators using Liverpool Lime Street station: "The first phase of works are now complete, and I'm delighted that the joint plan that we put in place went well, allowing our customers to keep moving in and out of the city during these crucial works. Everyone is looking forward to seeing the completion of these works next year, which for TransPennine Express will mean that we can run longer trains with more carriages into the station, meaning more seats for customers. It will also enable us to introduce a brand new direct service from Liverpool to Glasgow in December 2018."

Frank Rogers, chief executive at Merseytravel, said: "Months of planning has paid off and the Liverpool City Region remained 'open for business' during this essential upgrade works. I want to thank customers, both local and from further afield, for their patience and for playing their part by planning ahead and taking on board all the travel information provided. We will continue to work with Network Rail and partners and focus on the next phase of this transformational project and will continue to keep passengers up to date with relevant information at key times."

Andy Heath, Merseyrail's deputy managing director, said: "Over the last three weeks, Merseyrail has played a vital supporting role in this project, transporting thousands of passengers, many of whom are not regular users of our network, between Liverpool South Parkway and the centre of town. We are delighted to contribute to this essential programme of work, which will help ensure the continued success of the regional economy."
Further work is planned over Christmas 2017 and summer 2018 which will include further signalling upgrades, including transferring the operation of the railway to a purpose-built, modern signalling centre in Manchester.





Multi-billion pound Great North Rail Project transforming travel

Over 2,000 more services a week to carry 40,000 more customers by 2020.

Rail is forecasted to support 27,000 more jobs in Leeds, Liverpool and Manchester by 2022.

Better rail connections bringing northern cities closer together right now.

Train customers and taxpayers are benefiting from the Great North Rail Project (GNRP), the largest upgrade since Victorian times - and there's more to come between now and 2020. Working together, Northern, TransPennine Express, Network Rail, Rail North, Rail Delivery Group and the Department for Transport are investing billions of pounds of improvements as part of Britain's Railway Upgrade Plan to transform train travel across the north of England.

Paul Plummer, chief executive of the Rail Delivery Group, which brings together train companies and Network Rail to improve the railway, said: "Working together, Britain's rail companies are delivering the investment and improvement that passengers want and which drives economic growth across towns and communities across the North. More trains on the key routes serving our biggest cities will provide benefits for generations to come."

David Hoggarth, director of Rail North, speaking on behalf of all GNRP members, said: "GNRP is creating opportunities for people across the north by bringing its towns and cities closer together with faster, more reliable train services. Businesses now have larger talent pools to choose from. New jobs are being created. New possibilities are emerging."

By 2020, there will be over 2,000 extra services a week, 500 new carriages with space for 40,000 more passengers a day. Brand-new or completely refurbished trains will have better on-board entertainment and catering facilities, and all of the outdated Pacer trains will be gone. And by 2022, almost 27,000 new jobs are forecasted to have been created in Leeds, Liverpool and Manchester, connecting people in the communities on the rail routes that serve them with new opportunities, according to the latest analysis by the Rail Delivery Group (RDG).
From December 2017, there will be extra services between Blackburn and Manchester, and between Bishop Auckland and Darlington, as well as improved Sunday services across the region. There will be more services from Cleethorpes to Manchester Airport, too. Next year, customers can look forward to improved journeys as upgrades between Manchester and Blackpool, via Bolton and Preston are completed. More improvements will follow in 2019 and 2020. Other major GNRP schemes include the new Ordsall Chord which, from December 2017, will link Manchester's main stations enabling new journeys across the north. Customers as far afield as Newcastle, Bradford and Rochdale, will benefit from faster, more frequent journeys to Manchester Airport. Network Rail, Rail North and the Department for Transport are also developing options for significant upgrades to the Transpennine route between Manchester and York/Selby, to deliver better services for passengers. Options will be submitted to the Department for Transport in December this year. The Transpennine Route Upgrade aims to deliver faster, longer, more frequent and more reliable services across the north of England, from Newcastle, Hull and York towards Manchester and Liverpool via Leeds.



On October 7th, Class 50 007 and 50 049 pass through Leyland with the 1Z50 railtour from London Euston - Glasgow. *Michael Lynam*

DCR's Class 31 452 along with 31 466 and 31 285 are seen at Nemesis Rail on October 5th, prior to heading out as 0Z32 to Derby to collect two more Class 31s before heading off to the Nene Valley Railway for their Class 31 event. *Stuart Hillis*



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:

Pigtail Driver

One winter's day a well-known East Coast A4 driver was driving 60033 'Seagull' on the 10.40 Kings Cross to Grantham express. At Hitchin his fireman was talking with two soaking wet young girl passengers - wet due to having been caught in a snowstorm. The driver offered to let them come up on the A4 to dry off in front of the fire. One will never know whether it was by accident or design - but beyond St. Neots this express usually overtook a down freight train headed by a 'WD' 2-8-0 locomotive. The driver of the 'WD' was a friend of this well known ;A4' driver, and normally as they passed each other waved greetings were exchanged. As the freight appeared ahead, the 'A4' driver and fireman stood back on the tender (out of sight BUT able to sight signals, and sat one of these young girls in each seat.

Can you imagine the shock of the 'WD' driver when he (and his fireman?) when on seeing 60033 'Seagull' overtaking the 'WD' at speed with a girl in pigtails at the 'A4's regulator!!

CHEEKY FRY-UP

An opportunistic and extremely drunk, homeless man took advantage of finding an unlocked train at Preston station waiting for its first journey of the day and cooked himself a breakfast of sausages and bacon in the buffet car. Staff found him at 5 a.m. tucking into the bacon but before he had time to start on the sausages. However, he was washing down the bacon with miniatures of spirits taken from the bar and had another 8 bottles in his pockets! He claimed that he had not boarded the train with intent to steal until he saw the food and booze. He was fined £30 and ordered to pay Virgin Train £18.64 compensation.

The Last Jubilee's

REMEMBERING THE LAST JUBILEE 4-6-0s

NUMBER	NAME	WITHDRAWN
45697	Achilles	5th September 1967
45593	Kolhapur	5th October 1967
45562	Alberta	4th November 1967

NOT FORGETTING IN PRESERVATION -
45593 Kolhapur, 45596 Bahamas,
45690 Leander, 45699 Galatea

National Rail

Making their final run on Network Rail, former Chiltern Railway's Class 121 020 and 121 034 run as 5T01 Aylesbury to Tyseley, seen here passing Hatton on October 13th. *John Alsop*

A Different View

A misty start to the day as Class 66 564 powers north through Winwick Junction with 4S53, a short term flow from Daventry to Mossend PD Stirling Fhh on October 18th. *Jeff Nicholls*

A Different View

Sunset At Shrewsbury on October 28th. *Richard Hargreaves*

LMS Royal Scot Class 7P 4-6-0 No. 46100 ‘Royal Scot’ accelerating past South Marston, east of Swindon, with the return working of ‘The Cotswold Venturer’ heading to London Paddington. *Ken Mumford*

Preserved Railways

Llangollen Railway



BR Class 4MT No. 80072 departs Carrog bunker first with the 12:55 service from Corwen to Llangollen on October 14th. *Jeff Nicholls*



GWR 2800 Class No. 2807 sits in Carrog station on October 14th having tailed the 14:45 from Corwen. It will then take its place at the head of the 16:05 service to Llangollen. *Jeff Nicholls*



GWR 5101 Class ‘Large Prairie’ No. 5199 travels light engine into Carrog to assist No. 2807 on its return from Corwen. *Jeff Nicholls*

GWR 2800 Class No. 2807 prepares to depart Carrog station on October 14th with a service to Llangollen. *Phil Martin*

Llangollen Railway

Southern Railway Battle Of Britain Class No. 34053 ‘Sir Keith Park’ was a very popular visitor to the Llangollen Railway’s ‘Along South Western Lines’ gala, seen here arriving at Carrog on October 14th with the 15:15 from Llangollen. *Jeff Nicholls*

LINKS FORGED BETWEEN BRITAIN'S LARGEST WARSHIP AND MOST POWERFUL STEAM LOCOMOTIVE

'Bond of Friendship' announced between new Royal Navy aircraft carrier HMS Prince of Wales and new Gresley class P2 steam locomotive No. 2007 Prince of Wales

The Royal Navy and The A1 Steam Locomotive Trust are delighted to announce a 'Bond of Friendship' between new aircraft carrier HMS Prince of Wales and new Gresley class P2 steam locomotive No. 2007 Prince of Wales.

HMS Prince of Wales (R09) is the second Queen Elizabeth-class aircraft carrier under construction for the Royal Navy. She is the seventh Royal Navy ship to have the name HMS Prince of Wales. Construction of the ship began in 2011 and she was formally named on 8th September 2017 at Rosyth Dockyard by The Duchess of Rothesay (The Duchess of Cornwall). HMS Prince of Wales will be handed over to the Royal Navy in 2019 and will be fully ready for frontline duties from 2023. Along with sister-ship HMS Queen Elizabeth, HMS Prince of Wales is the largest ship ever to be built for the Royal Navy, with a displacement of around 65, 000 tonnes and length of 920 feet. The ship will carry a crew of up to 1,600 men and women and up to 40 aircraft, including the F-35B Lightning II stealth fighter.

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

At The A1 Steam Locomotive Trust's 25th Annual Convention in Darlington, the 'Bond of Friendship' was cemented by the exchange of gifts - from the Royal Navy to the Trust the crest of HMS Prince of Wales and from the Trust to the Royal Navy the painting 'Dream Team' by renowned railway artist Chris Ludlow featuring both No. 2007 Prince of Wales with No. 60163 Tornado.

Upon receiving the painting, Lt Cdr David Wright, commented:"It gives me great pleasure to introduce myself and the Ship's Company at the beginning of what we trust will be an exciting and beneficial Bond of Friendship between both No. 2007 Prince of Wales and HMS Prince of Wales. We have just officially been named by the Duchess of Rothesay, our Lady Sponsor, and I understand that you have just passed a significant milestone with the completion of the first wheelset which must be a very proud moment for all of those involved. As we take our first tentative steps in the life of a brand new Ship's Company, we are extremely keen to foster a strong connection with No. 2007 Prince of Wales locomotive and ensure that the relationship between HMS Prince of Wales and The A1 Steam Locomotive Trust flourishes. Bonds of Friendship are extremely important to the Royal Navy and we are eager to explore ways in which we can develop our links over the coming years.

Construction continues apace at Rosyth and we are pleased to say that many of the lessons identified in the construction of HMS Queen Elizabeth have helped to accelerate HMS Prince of Wales' build schedule. With the hull nearing completion, we are now looking towards a launch early in the New Year. We look forward to hearing how you have found building your second locomotive and implemented the lessons learned from No. 60163 Tornado."

Receiving the crest, David Champion, President, The A1 Steam Locomotive Trust, added: "The Bond of Friendship with HMS Prince of Wales, the largest and most powerful ship ever built for the Royal Navy, is a momentous occasion, and as we shadow each other's build over the next few years, there are a number of parallels between the Royal Navy and The A1 Steam Locomotive Trust.

First, we both have a 'can do' attitude, delighting in tackling the seemingly impossible with a well thought out strategy and courage. Second, while we cannot match the dedication of the RN who, in the worst case will give their lives in the defence of the country, there are a number of us in the Trust who have given large parts of our lives in the pursuit of the Trust's goals. Third, HMS Prince of Wales is being built in the historical stamping ground of the original Gresley class P2s. Fourth, after your experience of the building Lot 1 (the magnificent and identical HMS Queen Elizabeth), you have found that building Lot 2 is going quite a bit faster, we have found that with our Lot 2 also! Fifth, and lastly, the Trust was set up in 1990 to achieve its goals by the pursuit of best professional practice and excellence, a sentiment that equally applies to the Royal Navy.
Both HMS Prince of Wales and No. 2007 Prince of Wales truly represent the best of British engineering, albeit they are designs from very different eras. The A1 Steam Locomotive Trust is delighted to be building a relationship with the Senior Service and the Ship's Company of HMS Prince of Wales. Just as we have with our first new steam locomotive, No. 60163 Tornado and the Tornado Force at RAF Marham, we look forward to many joint activities over the coming years. And with No. 2007 Prince of Wales due for completion in 2021 and HMS Prince of Wales expected to be commissioned in 2020, one day soon we will hopefully see our No. 2007 Prince of Wales standing on the Forth Railway Bridge, its chime whistle saluting HMS Prince of Wales as she glides gracefully under."



Photo: Mercure Hotel, Darlington © A1SLT/Mandy Grant-min

Preserved Railways

West Lancashire Light Railway



Kerr Stuart pair of 'Joffre' Class 0-4-0T+WT works No. 2405 of 1915 and 0-4-2ST 'Stanhope' works No. 2395 of 1917 pass Quarry Hunslet 0-4-0ST 'Alice' works No. 780 of 1902 as they approach Becconsall. *Ken Abram*



Quarry Hunslet pairing of 0-4-0STs 'Irish Mail' works No. 823 of 1903, and 'Alice' works No. 780 of 1902 passing the sidings at Willow Tree Halt with the bobbin slate wagons. *Ken Abram*



A triple header involving Quarry Hunslet 0-4-0ST 'Cloister' and the Kerr Stuart pair of 0-4-2ST 'Stanhope' and 0-4-0T+WT 'Joffre' pass Quarry Hunslet 0-4-0ST 'Alice' and Orenstein & Koppel, 0-4-0T+WT 'Utrillas' as they depart from Becconsall. *Ken Abram*

West Lancashire Light Railway

WLLR resident loco Kerr Stuart ‘Joffre’ Class 0-4-0T+WT works No. 2405 of 1915 and former resident 0-4-2ST ‘Stanhope’ works No. 2395 of 1917 (now based at Apedale Railway at Stoke on Trent) pass the sidings at Willow Tree Halt. *Ken Abram*

Preserved Railways

West Lancashire Light Railway

Kerr Stuart ‘Joffre’ Class 0-4-0T+WT works No. 2405 of 1915 is seen running light engine at Hesketh Bank on September 23rd. *John Sloane*



Quarry Hunslet 0-4-0ST ‘Cloister’ hauls some bobbin slate wagons. *John Sloane*



Hunslet 0-4-0ST ‘Alice’ Class ‘Irish Mail’ and Orenstein and Koppel 0-4-0T+WT ‘Utrillas’ pass ‘Joffre’. *John Sloane*

Preserved Railways

Barrow Hill



A mixture of locos at HNRL consisting of Class 08 428, 20 121, 08 428, 08 877 at the back, 20 118 in the middle and Class 31 No. 5814 nearest. *Michael Lynam*



Class 82 008, 27 066, 45 105, 40 012 and 37 612 are seen in the yard on October 14th. *Michael Lynam*



Class 08 782 awaits attention and possible hire at HNRL. *Michael Lynam*

Barrow Hill

Arriving back at Barrow Hill after a run up the branch, LMS Class 3F No. 47406 is surrounded by Autumnal colours. *John Sloane*

Preserved Railways

Barrow Hill

Class 40 012 ‘Aureol’ gleams in BR Blue livery at Barrow Hill on September 24th. *John Sloane*

And not to be outdone by her sister, Class 40 No. D213 (40 013) in BR Green livery is also seen sparkling outside at Barrow Hill on September 23rd. *John Sloane*

Preserved Railways

Didcot Railway Centre



Class 08 604 'Phantom' stands outside the shed at Didcot on September 23rd. *Andrew Wilson*



Broad gauge replica loco 'FireFly' was completed at Didcot by The Fire Fly Trust in 2005. The original was one of the first batch of a class of 61 locomotives designed by Daniel Gooch for passenger services on the Great Western Railway. It was built by Jones, Turner and Evans of Newton-le-Willows; introduced into service in 1840 and withdrawn in 1870. *Andrew Wilson*



A rather scruffy Res/Parcels liveried Class 08 742, along with 08 604 gives rides along the branch line at Didcot on September 23rd. *Andrew Wilson*

Preserved Railways

Ribble Steam Railway

Class 14 No. D9535 and Class 05 No. D2595 are seen awaiting their run along the line at Preston Riverside on September 30th. *Andrew Wilson*



Former Netherlands resident, and built at the nearby Vulcan Foundry Works, Newton-le-Willows in 1956, No. NS663 is a resident at Ribble, and being air braked is able to carry out shunting duties with the Lanfina tanks if required. *Andrew Wilson*



Visiting the line on September 30th, Class 37 424 (37 558) is seen upon arrival at Preston Riverside. *Andrew Wilson*

Class 14 No. D9539 and Class 03 No. D2148 are seen near Maritime Way on September 30th. *John Balaam*

Preserved Railways

Ffestiniog Railway



During the lines Victorian weekend, October 7th, England tank loco ‘Palmerston’ pulls into Porthmadog Harbour station with a short demonstration goods train. *Ben Bucki*



Double Fairlie ‘Merddin Emrys’ runs-round at Blaenau Ffestiniog, having arrived with a train from Porthmadog Harbour station. *Ben Bucki*



Beyer-Peacock Garratt locomotive No. 138, shunts empty coaching stock at Porthmadog Harbour station as it prepares the morning Welsh Highland service train on October 7th. *Ben Bucki*

Preserved Railways





Ffestiniog Railway

During the lines Victorian weekend, on October 8th, England tank loco 'Prince' pulls away from Boston Lodge Halt with a short demonstration goods train from Porthmadog Harbour station.
Ben Bucki

On October 8th, a mixed train departs from Harbour station, with riders in the empty slate wagons, getting a nod from the volunteers awaiting the arrival of the next service.
Ben Bucki

Swanage Railway

On October 31st, British Railways Ivatt Class 2MT Tank Engine No. 41312 arrives at Corfe Castle with a Swanage bound service.
Ken Livermore

Preserved Railways

Electric Railway Museum, Coventry



AM8 BDTCOL No. 75881 from set Class 308 136 is seen at the final opening day at the Electric Railway Museum on October 8th. *Derek Elston*



Southern 2-EPB No. 6307 built in 1959 on the underframes of a unit originally built in the 1920s. *Derek Elston*



Former Great Eastern (GE) Main Line unit Class 307 123 DTBSO No. 75023 is seen partially repainted. *Derek Elston*

Preserved Railways

Electric Railway Museum, Coventry





Southern Region 2-HAP EMU No. 4311 stands outside the former Welford & Kilworth station buildings. *Derek Elston*



Southern 4-SUB No. 4732, this four car unit is the largest unit on site and is a unique item. *Derek Elston*

Jaffa cake liveried Clacton set Class 309 616. *Derek Elston*

Lakeside and Haverthwaite Railway

Hunslet 0-6-0ST 'Repulse' calls at Newby Bridge with the 14:05 Haverthwaite - Lakeside service on September 23rd. *John Balaam*

Preserved Railways

Mid Hants Railway

On October 22nd, Class 33 202 works the 09:45 from Alresford to Alton, seen climbing at North Street, Ropley. *David Lindsell*

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The NRM's Class 37 No. D6700 heads the 13:30 from Alton, seen west of Ropley with Deltic No. D9002 'KOYLI' on the rear. *David Lindsell*

Class 50 027 'Lion' drifts down the bank with the 10:10 service from Alton to Alresford. *David Lindsell*





Preserved Railways

Mid Hants Railway



Southern Railway Schools Class 4-4-0 No. 925 ‘Cheltenham’ is seen arriving at Ropley on October 27th. *Ken Livermore*



BR Standard Class 4MT No. 76017 undergoes cylinder repairs at Ropley, seen dismantled on October 27th. *Ken Livermore*



LMS ‘Black Five’ No. 45379 arrives at Ropley with a service to Alton on October 27th. *Ken Livermore*

North Yorkshire Moors Railway

LMS Class 5MT No. 44806 uncouples from it's train at Grosmont and draws forward on October 22nd. *John Sloane*

North Yorkshire Moors Railway

LNER Thompson B1 No. 61264 backs over Grosmont crossing on October 22nd and onto a Pickering service. *John Sloane*

Nene Valley Railway

On October 14th, Class 31 271 runs light engine through Wansford station during the Class 31 60th anniversary gala. *Mark Pichowicz*

Preserved Railways

Gloucestershire Warwickshire Railway

Class 37 215 passes Southam on October 7th working the 11:10 from Cheltenham Racecourse during the lines Autumn diesel gala.
Derek Elston

English Electric type 3 (Class 37) No. D6948 passes under Southam Lane with the 11:45 Toddington to Cheltenham Racecourse during the GWR Diesel Gala on October 7th.
Derek Elston

Peak Class 45 149 approaches Southam Lane as it heads to Cheltenham Racecourse.
Derek Elston





Gloucestershire Warwickshire Railway

GWR Modified Hall No. 7903 ‘Foremarke Hall’ passes the new halt at Hayles Abbey on September 19th. *Ken Livermore*

DREAM COMES TRUE FOR FOUNDER SWANAGE RAILWAY VOLUNTEER ON HIS FAVOURITE MAIN LINE STEAM LOCOMOTIVE

A founder Swanage Railway volunteer, who helped to rebuild the heritage line from its first day in 1976, has achieved a long-held dream – running into Swanage on the footplate of his favourite main line steam locomotive that he has supported for 27 years.

You could not wipe the smile off Julian Hathaway's face when he stepped off the simmering No. 60009 'Union of South Africa' and into the arms of his father and sister on the crowded platform at Swanage station; a station he helped to restore from a derelict state as a 13-year old in February, 1976.

Dating from 1937, the London and North Eastern Railway (LNER) Sir Nigel Gresley-designed A4 class locomotive had hauled a Railway Touring Company 'Swanage Belle' excursion train from London to Corfe Castle and Swanage on Thursday, 21 September, 2017.

On the platform at Swanage to greet Julian was his 88-year old father Doug from Wareham and sister Joanne from Weymouth.



Sadly, Julian's mother Madge did not live to see her son achieve his long-held dream as she died in 2015.

A delighted and clearly moved Julian said: "It was a real lump in the throat moment – very emotional. The reality was even better than the expectation – the experience has affected me even more than I thought it would. Absolutely brilliant!

"I had been wanting to do this for almost 30 years and it was very special indeed to have my father and my sister waiting to greet me on the platform as I steamed into Swanage station on the footplate of 'Union of South Africa' – an amazing moment," added who was the locomotive owner's representative.

Julian explained: "It was a cracking run going down the main line from London and steaming through Corfe Castle on 'Union of South Africa' was wonderful. The Swanage Railway has always been my first, and favourite, railway and 'Union of South Africa' is my first, and favourite, steam locomotive.

"I've been supporting No. 60009 for 27 years and am lucky enough to enjoy the privilege of being a member of the locomotive's support crew," added 55-year old Julian after giving his father and sister a big hug on the platform at Swanage. Also with Julian on 'Union of South Africa' was his son Ross who is also a member of the support crew.

Julian's father Doug described the moment as "absolutely marvellous" while his sister Joanne said the meeting in front of 'Union of South Africa' was "lovely".

Julian rode on the footplate of 'Union of South Africa' as the representative of the locomotive's owner. At Wareham, Julian's older brother Danny – who is a clerk in the station's booking office – was on the platform to watch his bother run into the station on the stallion of speed.

Growing up in Wareham, Julian was a keen young member of the Swanage Railway Society after it was formed in the summer of 1972 just weeks before six and a half miles of track, between Swanage and Motala, was ripped up in only seven weeks.

A few years later, Julian – and fellow Wareham resident Pete Duncalfe who also became a Swanage Railway volunteer as a teenager in 1976 – attended Swanage Grammar School and took a bus from Wareham.

The pair would often return home on a later bus so they could look around the disused Swanage station site which had been sold to Swanage Town Council by British Rail in the summer of 1973.



It was the town council that demolished the platform and stripped its canopy of lead and glass amid plans to replace the Victorian and 1930s station building with a car park, pub and shopping centre.

Julian explained: "Never for one second did we think that events would turn out the way that they have done. When Pete and I used to wonder around the disused and overgrown station, we thought that the railway was gone forever and that the bulldozers would soon be moving in.

"After a majority of residents in Swanage voted 'yes' in a town council referendum in the summer of 1975, the Swanage Railway Society was given a one-year lease of the disused Swanage station and we started restoration work. The rest is history and amazing history at that," added Julian who now lives in Scotland.

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

Photos: © Andrew PM Wright



Preserved Railways

East Lancashire Railway



LNER A4 No. 60009 ‘Union of South Africa’ crosses the River Irwell close to Irwell Vale station with the eight coach standing room only 10:50 service from Heywood to Rawtenstall on October 15th during the East Lancs Gala Weekend. *Jeff Nicholls*



Lancashire & Yorkshire Railway ‘Aspinall’ Class 27 0-6-0 No. 52322 passes non stop through Burrs Country Park Halt with 1G53 the 09:30 Bury to Rawtenstall service. *Ken Abram*



Hunslet 0-6-0 No. 2890 formerly an “Austerity” 0-6-0ST, fresh out of the workshops at Ribble Steam Railway, departs from Burrs Country Park Halt with 2E31 Bury to Ramsbottom train comprising GUVs and passenger stock.
Ken Abram

LNER A4 Pacific No. 60009 'Union Of South Africa' crosses the River Irwell with the first train of the day on the ELR over Brooksbottom Viaduct on October 27th. *Gerald Nicholl*

Preserved Railways

East Lancashire Railway

Visiting locomotive, LNER A4 No. 60009 ‘Union of South Africa’ courtesy of John Cameron, is seen at Irwell Vale on October 15th. *Michael Lynam*

Hunslet No. 2890 ‘Douglas’, visiting courtesy of the Ribble Steam Railway, passes Summerseat on a shuttle service to Ramsbottom. *Michael Lynam*

Lancashire and Yorkshire ‘A’ Class No. 52322 passes Summerseat on a service to Rawtenstall on October 15th. *Michael Lynam*

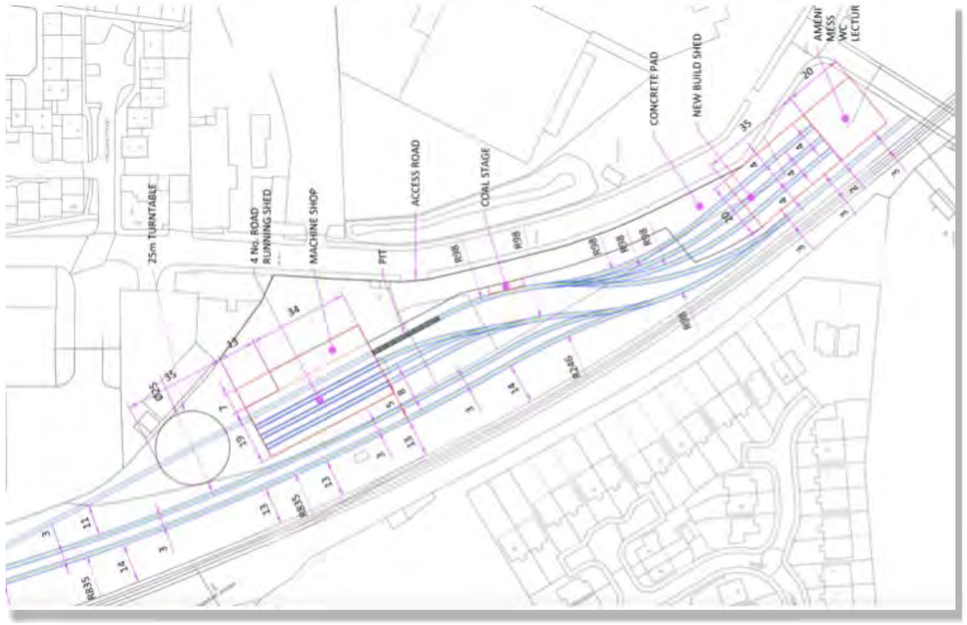
East Lancashire Railway

Lancashire and Yorkshire ‘A’ Class No. 52322 storms volcanically out of Ramsbottom on October 15th. *Jeff Nicholls*



The A1 Steam Locomotive Trust
New Steam for the Main Line

FORMER STOCKTON & DARLINGTON RAILWAY SHED TO PROVIDE NEW BASE FOR TORNADO AND PRINCE OF WALES



The A1 Steam Locomotive Trust, the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, is delighted to announce plans for a new multi-million-pound main line connected base in Darlington. If its fundraising attempts are successful, the new site will be operational in time to play a central role in the celebrations marking the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025.

At the heart of the new base will be the four-track Whessoe Road engine shed which was built by the Stockton & Darlington Railway in 1861. Designed by William Peachey, it was one of the S&DR's last developments before the company was absorbed by the North Eastern Railway in 1863. The shed went on to serve as a wagon repair and paint shop, before falling into disuse in the late 20th Century. Thought to be one of the oldest surviving engine sheds in the world, it will require major roof repairs and other remedial works before it can again house live steam locomotives.

The Trust also plans to build a purpose built, three-road workshop, complete with overhead cranes and educational facilities, where it can maintain and overhaul its locomotive and carriage fleet, as well as build additional locomotives, such as its planned third new steam locomotive, Gresley class V4 No. 3403. Other planned features of the new 'Darlington Locomotive Works' include a 70-foot diameter turntable and a carriage shed to house the Trust's proposed BR mark 3 carriage-based charter train.

The site can be easily and relatively cheaply reconnected to the national network as there is already a fully signalled connection into a rarely used siding in the former yard at Whessoe Road, sited west of Network Rail's North Road station on the line from Darlington to Bishop Auckland.

A key priority for the Trust is that the site is made publicly accessible on regular advertised open days. It has also identified a quarter to one-third of a mile long running line which could be used for limited steam-hauled passenger rides, running parallel to the Bishop Auckland branch, as well as its more important role as a basic test-bed for the Trusts new and overhauled locomotives. The site also has potential as an operational base should an idea from Darlington Borough Council to run steam hauled shuttle services between Darlington and Bishop Auckland come to fruition.

The land adjacent to the engine shed is currently used by a vehicle component recovery business and all the relevant land is owned by Network Rail. Encouraging discussions have been held with the tenant and Darlington Borough Council has already identified an alternative site for the operation to relocate to. The Trust has appointed Darlington-based lifelong railwayman Paul Bruce as its Whessoe Road project director.

Graeme Bunker-James, Trustee and Operations Director, The A1 Steam Locomotive Trust, commented:"Our long-awaited new base will be somewhere that both Tornado and Prince of Wales can truly call 'home'. We hope that we will be able to operate the world's newest steam locomotives from the world's oldest active main line engine shed – a true 'Top Shed' of the north!

The intention is to open the Whessoe Road site as an operational base for the Trust soon after we complete the construction of Gresley class P2 No. 2007 Prince of Wales, which is scheduled for 2021/22 - and in good time to play a central role in the celebrations marking the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025."



The Trust has already held positive talks with Network Rail about the site and been visited by both its Chairman Sir Peter Hendy and Chief Engineer Jon Shaw. The Trust is also working with local stakeholders, including Darlington Borough Council, Ben Houchen (Mayor of the Tees Valley Combined Authority) and Jenny Chapman MP (Darlington) to explore funding options.

A consequence of the proposal is that the Trust will vacate the former S&DR carriage works on Hopetown Lane - just 100 yards south of Whessoe Road – that it has occupied for the past 20 years.

Photos: © A1SLT

South Devon Railway

Class 17 'Clayton' No. 8568 is seen working services on the South Devon Railway on October 15th. *Steve Andrews*



BR Class 9F No. 92214 deputising for BR Standard Class 5 4-6-0 No. 73156 on first train of the day, passes Woodthorpe on October 6th.
Ken Livermore

Preserved Railways

Great Central Railway



On October 7th, in the brief bit of sunshine of the day, Bulleid Light Pacific No. 34053 'Sir Keith Park' departs Loughborough with the 09:45 to Leicester North. *Mark Pichowicz*



On October 7th, former Bescot shunter Class 08 907, now a resident at the Great Central, stands at Loughborough. *Richard Hargreaves*



Bulleid Pacific No. 34081 '92 Squadron' passes Swithland sidings on October 8th with the 09:45 Loughborough - Leicester North during the Autumn steam gala. *Mark Pichowicz*

GREAT CENTRAL RAILWAY TO CLOSE GREENACRES CAFE

The Great Central Railway is closing the Greenacres cafe which is close to its southern terminus at Leicester North station. The decision has been taken after a review of its sustainability following a number of years of trading. Despite the determined efforts of staff, while the business units have been filled, the cafe has struggled to turn a profit. This is of course a concern for any business and for the Railway particularly, which is sustained substantially by charitable donations and the efforts of unpaid volunteers.

Director and General Manager of the Great Central Railway Michael Gough said, “This is a difficult decision and not one we have taken lightly. While the Greenacres cafe has proved to be popular with some visitors it has not attracted anywhere near enough custom to prove commercially viable. Following consultation with staff and Leicester City Council it will close “from the 1st of November.”

The Greenacres site is adjacent to the Leicester North terminus of the Great Central Railway. This is where Leicester City Council, the Great Central Railway and the National Railway Museum are collaborating to build a new railway museum. The project has been earmarked for £10m of National Lottery funding.

Michael continued, “The exciting museum project continues apace and we are currently planning for the doors to open in 2021. In the long term, as befits a major new visitor attraction for Leicester, we expect to be able to provide a new catering facility at the museum. Subject to further planning that may well include reopening Greenacres cafe.”

Visitors to the Great Central will still be able to purchase tickets and light refreshments at Leicester North station itself. The other units on the Greenacres site are not affected by the closure of the cafe and will continue to be home to local traders and businesses.



On a clear autumn morning, September 24th, BR Standard Class 9F No. 92214 passes Swithland sidings with the 09:30 Loughborough - Leicester North. *Mark Pichowicz*

Preserved Railways

Great Central Railway



BR Standard Class 5 4-6-0 No. 73084 (aka 73156) double heading with 9F No. 92214 nears Woodthorpe on October 6th. (This was the 5MT's first run back in service after brake problems) *Ken Livermore*



Class 37 714 'Cardiff Canton' stabled at Loughborough on October 7th.
Richard Hargreaves

Preserved Railways

Great Central Railway



Southern Railway ‘Battle of Britain’ Class No. 34081 ‘92 Squadron’ hurries towards Rothley with a Leicester North service on October 7th.
Richard Hargreaves



BR Standard Class 2MT 2-6-0 locomotive No. 78018 and SR ‘Battle of Britain’ Class No. 34053 ‘Sir Keith Park’ are photographed upon arrival at Leicester North, where the pair will run round their train and work back to Loughborough.
Richard Hargreaves

UNIQUE VICTORIAN STEAM LOCOMOTIVE TAKES A STEP FORWARD TOWARDS POSSIBLE RESTORATION – THANKS TO GENEROUS DONOR

A unique Victorian steam locomotive that escaped the scrapman's torch, thanks to the centenary of London's Waterloo station almost 50 years ago, is to take an important step forward towards possible restoration to full working order – thanks to a generous donor.

Built in February, 1893, London and South Western Railway, T3 class 4-4-0 wheel arrangement locomotive No. 563 is on display at the Swanage Railway's Corfe Castle station after being donated to the Swanage Railway Trust, a registered charity, by the National Railway Museum in May, 2017.

No. 563 will be taken to the Flour Mill locomotive workshops – at Bream, near Lydney in Gloucestershire – during November, 2017, to be stripped down and fully examined to establish if restoring the T3 to full working order is possible mechanically and financially.

The Swanage Railway Trust has started to raise funds from the public to raise the money required should a restoration to full working order be possible for No. 563.

Responsible for the T3 locomotive, Swanage Railway Trust trustee Matt McManus said: "I would like to say thank the very kind and generous benefactor who is funding the stripping down and examination of the T3 by a prestigious engineering workshop that has a proven track record in overhauling Victorian steam locomotives.

No.563 was last steamed more than 70 years ago and the extensive engineering assessment at the Flour Mill workshops will show us just how much has changed on the T3 over the years, exactly what condition it is in and how much it is likely to cost to overhaul and return to full working order.

The Swanage Railway Trust feels that No. 563 can tell its story most effectively by actually hauling trains on a branch line railway that it was built to run on more than 120 years ago.

It's our aim for the LSWR T3-class locomotive to steam again but that will only be possible with some serious finance and hard work from the staff at the Flour Mill as well as Swanage Railway engineering staff and volunteers.

No. 563 is one of our most prized assets – we are committed to its on-going care and conservation with the hope that the T3 can be returned to steam. On initial inspection, No. 563 looks eminently restorable to full working order and that is our aim.

Should the results of the detailed mechanical examination of the locomotive rule out its return to steam, the T3 would be reassembled and returned to an showroom exhibition condition with appeal money being used to fund its ongoing conservation," added Mr McManus, a volunteer Swanage Railway driver who lives in Wareham and has been involved in the heritage line since he was a teenager.

T3 class No. 563 was withdrawn by the Southern Railway at the end of the Second World War in August, 1945, by which time it had run a total of 1.5 million miles.

During its long working life, the T3 class locomotives hauled trains from London on the west of England main line, across Dorset and down to Corfe Castle and Swanage.

Designed in 1890 by William Adams – one of the greatest locomotive designers of the 19th century – for smooth running at up to 80mph, and built at Nine Elms in London, the 81-tonne No. 563 was not scrapped in 1948.



Instead, the unique locomotive – that carried three tonnes of coal and 3,300 gallons of water – was selected for restoration and display at London's Waterloo station centenary celebrations during 1948 in a move that guaranteed the preservation of No. 563.

To make a donation to the T3 fund, send a cheque – made payable to the Swanage Railway Trust – to the T3 Fund, Swanage Railway Trust, Station House Swanage Dorset BH19 1HB.

Gift Aid forms for donations are available on the Swanage Railway Trust appeals website – at www.swanagerailwaytrust.org/giving – with the form being available in a link marked Single Donation Forms under the Appeals banner.

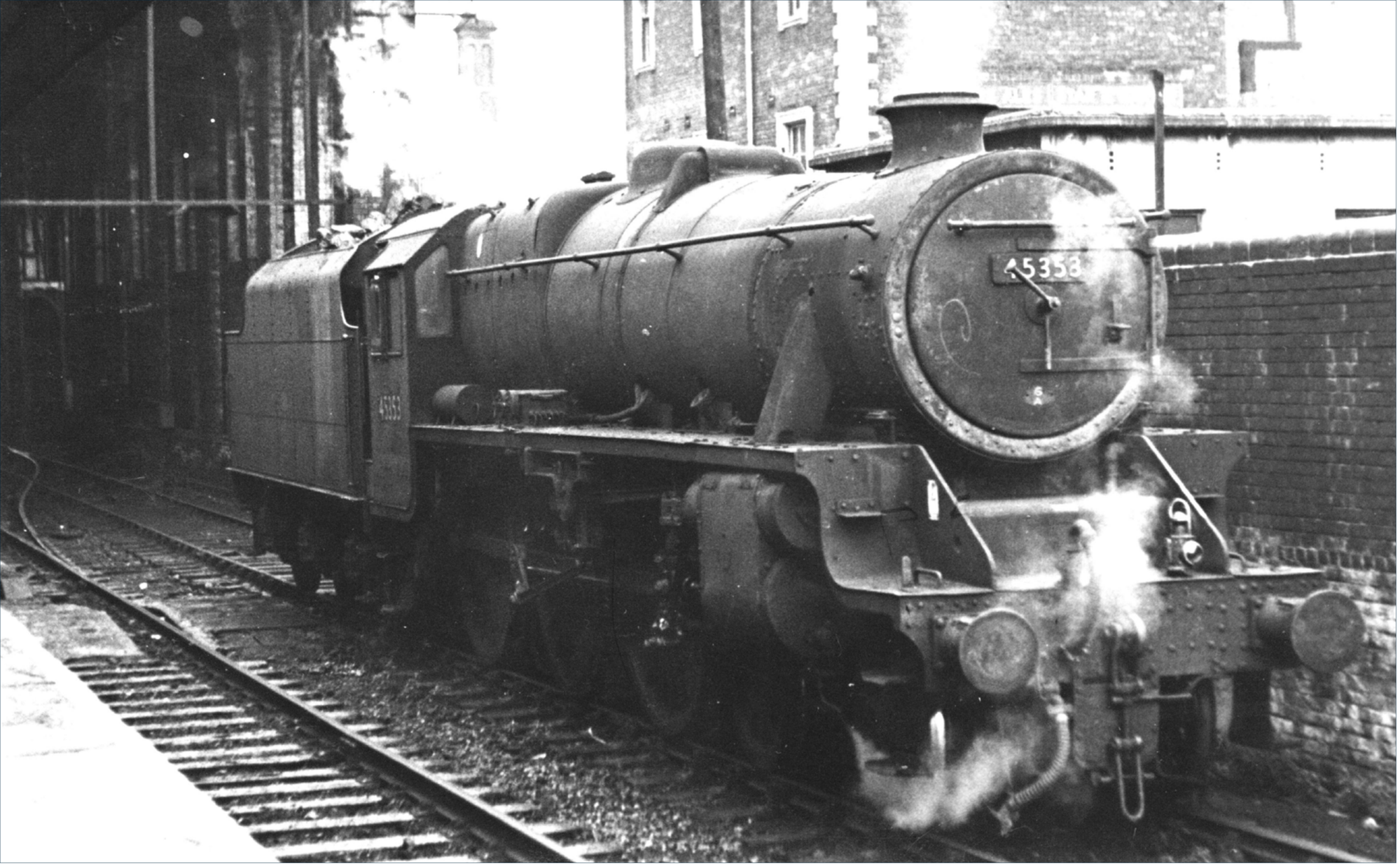
To discuss a potential donation towards the T3 locomotive, contact Swanage Railway Trust trustee Matt McManus at matt.mcmanus@swanagerailway.co.uk.

Photos: LSWR T3 563 at Corfe Castle station © Andrew P. M. Wright



LMS Class 5MT No. 48470 photographed at Standish on a southbound oil train on June 30th 1967. *John Sloane*

From the Archives



LMS Stanier Black 5 Class No. 45353 passes through Blackburn station with a light engine movement on August 5th 1967. *Dave Felton*





In May 1985 Class 118 DMU No. P460, in British Telecom, advertising livery, makes a smokey departure from Dawlish Warren.
Brian Hewertson

Trainload Coal liveried Class 37 899 is caught stabled at Newport on March 15th 1997.
Paul Godding

From the Archives



Class 56 107, 56 031, 56 078, 56 135, 56 011, 09 005 and 58 025 were just some of the locos seen here at Knottingley on February 13th 1994. *Brian Hewertson*



A rather faded Class 47 280 in Railfreight Distribution livery, stands at Didcot on June 20th 1998. *Paul Godding*



Class 86 638 waits to depart Trafford Park Freightliner Terminal, running light engine back to Crewe on October 17th 1991. *Michael Lynam*



BR Class 502 No. M29895M after arriving at Ormskirk station with a service from Liverpool on September 22nd 1978. *Dave Felton*



Gresley A4 Class No. 60025 ‘Falcon’ carry’s out shunting duties at London Kings Cross station on Saturday May 6th 1961. *Dave Felton*