

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 138 and your monthly roundup from across the UK.

Well that's February done and another month that has flown by, I honestly don't know where it went. Looking at the inbox at the end of the month, it's clear to see that many of you managed to make the most of the shortest month, a fantastic collection of photos with the weather ranging the whole spectrum, we have plenty for you to look at.

Whilst on the subject of the weather in Feburary I have to say I was disappointed with how the UK rail network coped with the "Beast from the East" or whatever other stupid name the "experts" called it. Many TOCs had cancelled services before it had even started snowing and once it did, those services on the mainline seemed to crumble to a halt pretty quickly. Whatever happened to the old days where the trains were kept running whatever the weather.

However some positives from the "interesting" weather are the Keighley and Worth Valley Railway's W&M railbus outperformed many of it's younger mainline counterparts and operated it's usual weekday run unscathed and also a fantastic video has been making the rounds online of the snowplough duties with Class 37s in East Anglia. If you haven't seen it, then it's well worth a watch.

Content

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 40 - Pictures
Pg 120 - News and Features
Pg 125 - Fares Advice
Pg 134 - Did you Know
Pg 135 - Different View
Pg 138 - Preserved/Industrial
Pg 158 - From the Archives

Submissions & Contributions

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

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

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

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Front Cover
On February 3rd, LMS 5XP Class No. 45699 'Galatea' makes a fine sight south of Armathwaite with 'The Winter Cumbrian Mountain Express.' *Shep Woolley*

This Page
The KWVR 'Railcar Wednesday' service, commenced on February 7th, featuring the Waggon und Maschinenbau railbus. Seen here heading towards Damems, with a service to Oxenhope. *Ben Bucki*

Next Page
Great Western HST forming the 08:21 Paddington - Hereford heads away from Worcester Foregate St. with power cars Nos. 43127 leading and 43130 on the rear, February 1st. *Chris Morrison*



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Railtalk Magazine

One operator which has seemed to have some bad publicity in the mainstream media this month is Virgin Trains. Now I'm not here to comment on the what, why and how, however Virgin East Coast response is something I've been asking TOC's to do for a number of years, slash your prices and more people will travel. Having a quick look and with only 4 days in advance I was able to find return York - London tickets for less than £40 return. Impressive and I'd love to see other TOCs follow suit.

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

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

Andy Patten
Editor

Belmond British Pullman
V.S.O.E.

BR(S) Rebuilt Merchant Navy Class 4-6-2 No. 35028 ‘Clan Line’ approaches Wandsworth Town in pouring rain on February 3rd with the Surrey Hills Pullman. *Chris Morrison*



Belmond British Pullman
V.S.O.E.

On February 17th Class 67 013 and 67 024 speed through Reading with 1Z32 London Victoria - Bath Spa. *Richard Hargreaves*

Railway Touring Co.
THE COTSWOLD VENTURER

BR Britannia Class 7MT 4-6-2 No. 70013 ‘Oliver Cromwell’ accelerates through Ascott Undr Wychwood with ‘The Cotswold Venturer’, 1Z50, 08:08 London Paddington to Worcester Shrub Hill on February 10th. *Derek Elston*

Railway Touring Co.
THE COTSWOLD VENTURER

BR Britannia Class 7MT 4-6-2 No. 70013 ‘Oliver Cromwell’ arrives at Worcester Shrub Hill on February 10th with the charter from London Paddington. *Richard Hargreaves*

Charter Scene

Pathfinder Tours

The Blue Boys Ribble Rouser

Class 88 001 worked the tour from Nuneaton to Crewe, seen here having just taken over at Nuneaton on February 10th. *Paul Godding*



Class 57 304 'Pride of Cheshire' crosses Preston Dock swing bridge with the 05:27 from Eastleigh. on February 10th. *John Balaam*



The tour from Eastleigh to Preston Docks was brought into Nuneaton by Class 37 069 and 37 609, seen here after detachment from the tour at Nuneaton on February 10th. *Paul Godding*

Pathfinder Tours
The Blue Boys Ribble Rouser

Class 57 304 passes Charnock Richard with the tour from Eastleigh to Preston Docks on February 10th, with Class 66 428 on the rear.
John Sloane

Pathfinder Tours
The Blue Boys Ribble Rouser

Class 88 001 and 68 004 stand at Crewe on February 10th with the return working to Eastleigh, which this pair will work as far as Nuneaton. *Richard Hargreaves*

Steam Dreams
The Cathedrals Express

BR Britannia Class 7MT 4-6-2 No. 70013 'Oliver Cromwell' speeds through Chelmsford on February 22nd working 1Z70 London Liverpool St. - Norwich. Sadly the loco was failed at Diss with a big end bearing fault. *Ken Livermore*

Pathfinder Tours
The Pennine Pathfinder

Class 37 069 and 37 259 storm out of Bamber Bridge with 'The Pennine Pathfinder' railtour to Carlisle from Gloucester on February 17th. *John Sloane*

Pathfinder Tours
The Pennine Pathfinder

Class 37 069 and 37 259 pass through Waitby on February 17th working the 1Z97 Gloucester - Carlisle. *Carl Grocott*

Pathfinder Tours

The Pennine Pathfinder

Sounding in brilliant form, Class 37 069 and 37 259 storm through Pleasington on February 17th with 1Z97 Gloucester to Carlisle via the S&C. *David Hollowood*

Railway Touring Co.
The Winter Cumbrian Mountain Express

Class 86 259 heads past Bradley on February 17th with 'The Winter Cumbrian Mountain Express' from London Euston to Carnforth, where it would be steam hauled to Carlisle. *John Sloane*

Railway Touring Co.
The Winter Cumbrian Mountain Express

LMS 5XP Class No. 45699 'Galatea' passes Waitby on February 17th with the 1Z87 Carlisle - London Euston return charter. *Carl Grocott*

Railway Touring Co.
The Winter Cumbrian Mountain Express

LMS 5XP Class No. 45699 ‘Galatea’ stands at Carlisle on February 17th with the 1Z87 Carlisle - London Euston return charter.
Michael J Alderdice

Railway Touring Co.
The Winter Cumbrian Mountain Express

The livery divides opinion but LMS Jubilee Class 4-6-0 No. 45699 ‘Galatea’ adds a splash of colour to an otherwise dreary scene getting to grips unassisted with the climb to Grayrigg heading the northbound ‘Winter Cumbrian Mountain Express’ on February 3rd. *Gerald Nicholl*

Railway Touring Co.
The Winter Cumbrian Mountain Express

On February 3rd, LMS 5XP Class No. 45699 ‘Galatea’ working ‘The Winter Cumbrian Mountain Express’ is seen on the climb to Shap summit. *Shep Woolley*

Railway Touring Co.
The Winter Cumbrian Mountain Express

‘Galatea’ going well on the approach to Kirkby Stephen with the return leg of ‘The Winter Cumbrian Mountain Express’ on February 3rd. *Shep Woolley*

Railway Touring Co.
The Winter Cumbrian Mountain Express

Jubilee Class 4-6-0 No. 45699 ‘Galatea’ eases the southbound ‘Winter Cumbrian Mountain Express’ off Ribblehead viaduct on February 24th. *Gerald Nicholl*

Railway Touring Co.
The Winter Cumbrian Mountain Express

In wonderful conditions on February 24th, LMS 5XP Class 4-6-0 No. 45699 'Galatea' works the return leg of 'The Winter Cumbrian Mountain Express' over Denthead Viaduct. *Shep Woolley*



Railway Touring Co.
The Winter Cumbrian Mountain Express

LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ approaches Appleby on the return leg of 1Z87 ‘The Winter Cumbrian Mountain Express’ from Carlisle - London Euston on February 24th. *Michael Lynam*

West Coast Railway Co.
THE SHREWSBURY STEAM SPECIAL

LMS Class 8F 2-8-0 No. 48151 sweeps south through a very cold Winwick with the Farington Junction - Shrewsbury leg of 'The Shrewsbury Steam Special' on February 28th, its little wheels revolving for all they are worth! *Jeff Nicholls*

Charter Scene

West Coast Railway Co.
THE SHREWSBURY STEAM SPECIAL

LMS Class 8F 2-8-0 No. 48151 passes a snowy Hadnall with the 16:05 Shrewsbury - Scarborough steam excursion on February 28th. *Keith Davies*



LMS Class 8F 2-8-0 No. 48151 joins the West Coast main line at Farrington Jct. with the 1Z71 'The Shrewsbury Steam Special' from Scarborough - Shrewsbury. *Michael Lynam*



A snow covered Class 47 746 is seen on the rear of the tour at Farrington Jct. *Michael Lynam*

Northern Belle

Northern Belle

Top and tailed by immaculate Class 57 312 and 57 308, a lunchtime Northern Belle working from Crewe to that well known beauty spot of Rugeley heads slowly north (so as to avoid spilling the soup?) through Winwick on February 16th. *Jeff Nicholls*

Northern Belle
Northern Belle

Class 57 308 ‘Jamie Ferguson’ and 57 312 ‘Solway Princess’ working 1Z40 Derby - Crewe via Birmingham area, head through Burton on February 18th. *Stuart Hillis*

Charter Scene

Railway Touring Co.
The Yorkshireman



On its final outing before overhaul, BR Britannia Class 7MT 4-6-2 No. 70013 ‘Oliver Cromwell’ heads to a snowy York passing Askham Bar with 1Z57, ‘The Yorkshireman’, Ealing Broadway to York with West Coast’s Class 47 804 on the rear on March 3rd. *Dave Mather*



The ‘Yorkshireman’ tour on March 3rd was the last mainline appearance of BR Standard Pacific No. 70013 ‘Oliver Cromwell’ before the expiry of its certification - seen here running early and cruising to a signal check approaching Colton on the way to York. *Gerald Nicholl*

Railway Touring Co.
THE PENNINE LIMITED

LMS 5XP Class No. 45699 ‘Galatea’ storms out of Manchester up Miles Platting bank with ‘The Pennine Limited’ on March 3rd, which ran from Carnforth to Sheffield. *Jeff Nicholls*

Railway Touring Co.
THE PENNINE LIMITED

LMS 5XP Class No. 45699 ‘Galatea’ speeds through Lancaster with ‘The Pennine Limited’ railtour to Sheffield on March 3rd.
Shep Woolley

Railway Touring Co.
THE PENNINE LIMITED

There has been much talk of 'The Beast of the East' recently, well here is the 'Beast from Carnforth' putting on a fine display climbing a bitterly cold Copy Pit with the return leg of 'The Pennine Limited'.
Shep Woolley

UK Railtours
The North Briton

‘The North Briton’ railtour ran from Cambridge to Carlisle along the Settle - Carlisle line (returning via Newcastle and the ECML) on February 24th. Advertised as steam-hauled by A1 Pacific ’Tornado’ from Doncaster, the excursion actually ran with DB Class 66 014 piloting due to a TPWS problem on ‘Tornado’. The train is seen here slowly crossing the Ribblehead Viaduct on the S&C line heading north. *Main: Ben Bucki Inset: Jasmin Ingham*

UK Railtours
The North Briton

Class 66 014 and LNER A1 No. 60163 ‘Tornado’ depart Long Preston with the 1Z90 Cambridge - Carlisle ‘The North Briton’ on February 24th. The class 66 piloting due to a TPWS problem on ‘Tornado’. *Michael Lynam*

West Coast Railtours
The Stratford Express

West Coast's Class 57 316 and 57 313 head through Burton on February 14th working the 1Z97 excursion from Chester Le Street to Stratford on Avon. *Stuart Hillis*

ECS and Light Engine Moves

On February 23rd, SR MN Class 4-6-2 ‘British India Line’ is seen between Bentham and Clapham during today’s loaded test run later to encounter problems at Hellifield, with Mick Rawling driving and Frank Chippendale on the shovel. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves



5Z43, the 10:19 Southall WCR to Rugby eases through Northampton on February 27th formed of Class 33 207 'Jim Martin', 37 706, Mk2 coach No. 3232 and 57 314. *Derek Elston*



On February 27th, West Coast's Class 57 314, Mk2 coach, 37 706, 33 207'Jim Martin' and 86 259'Less Ross' working 5Z86 from Rugby to Nemesis Rail depot, Burton. The convoy worked from Southall to Rugby and then collected the Class 86, which needs some repairs at Nemesis. The Class 33 was also dropped off to take the Class 86 onward to Crewe after the repairs were completed. *Stuart Hillis*

Charter Scene

ECS and Light Engine Moves



On February 22nd, LMS No. 6201 ‘Princess Elizabeth’ moved from Butterley to Carnforth for restoration. Class 37 669 leads the convoy as it passes Winwick, with the van, which presumably contained 6201’s connecting and coupling rods, and 37 668 bringing up the rear *Leuan Wood*



And the convoy is seen passing Charnock Richard. *John Sloane*



Earlier in the day, the ensemble passes Burton on Trent. *Stuart Hillis*

Charter Scene

ECS and Light Engine Moves

Another outing for Class 47 501 (D1944) on February 7th as it works 5Z72 Bescot - Crewe past Admaston. *Carl Grocott*



Class 66 158 pilots LMS Royal Scot Class No. 46100 'Royal Scot' in steam, plus support coach as 5Z48 Southall - Crewe through Tamworth on February 15th. *Stuart Hillis*



Class 47s Nos. D1944 and D1935 pass Preston Boats on February 5th with 5Z69 10:28 Crewe H.S. - Bescot Up and Down Goods. *Keith Davies*

Charter Scene

ECS and Light Engine Moves

On February 9th, West Coast's Class 47 804 hauls a repainted set of West Coast stock as 5V42 from Carnforth to Southall through Red Bank. *Dave Harris*

West Coast's Class 37 669 and 37668 run through Acton Bridge with a Carnforth - Butterley move on February 19th. *John Sloane*



Arriva Trains Wales

Helsby Junction still retains a traditional signal box and an array of semaphores but surely for not much longer. Class 67 015 powers out of the station at the rear of the 13:05 Holyhead - Manchester service on February 7th. *Jeff Nicholls*

Arriva Trains Wales

Good shot!....Framed by a goalpost at Vulcan Recreation Ground, Class 67 015 waits for the signal to clear at Winwick Junction on a snowy February 27th. This DB machine has been a fixture on the Manchester - North Wales services for almost three months.

Jeff Nicholls



Caledonian Sleeper

Taking a break from sleeper duties, Class 92 038 heads past Bradley on February 9th with a rake of container flats heading from Carlisle - Crewe. *John Sloane*

Chiltern Railways



Class 68 015 stands at Birmingham Moor St on February 17th, having arrived with a service from London Marylebone. *Richard Hargreaves*

Chiltern Railways takes industry-first step to reduce plastic waste at stations

In a bid to reduce plastic waste, Chiltern Railways has announced that it will be the first train operator to recycle coffee cups at stations. Currently, across the UK, just one in 400 of the 2.5bn disposable cups used each year is recycled. With this in mind, Chiltern, an Arriva UK Trains company, decided to tackle the issue as part of its commitment to addressing environmental challenges and hopes to set the standard for British train operators. The company will work in partnership with Simply Cups – the only dedicated and workable cup recycling scheme currently operating in the UK.

The difficulty up until now is that the cups are fused with polyethylene to make them waterproof, however this material cannot be separated out again at a standard recycling mill. The scheme will see the installation of special bins on stations to encourage customers to segregate their coffee cup waste into three different categories – lids, liquids and cups.

Collecting the cups as soon as the consumer has finished their drink minimises contamination; the waste will be removed by Simply Cups and taken to a specialist recycling centre to be given a second life and turned into functional new products like pens and notepads, which Chiltern plans to incorporate into its branded merchandise.

Alan Riley, Customer Services Director for Chiltern Railways, said: “With the knowledge that over 2.5 billion paper cups are making their way into landfills and incineration each year, we feel it is important to play our part. We are creating a new template for the rail industry and providing our customers with a way to reduce their plastic waste. This scheme is unprecedented at stations and we’re proud to be championing it on behalf of our customers and generations to come”

Peter Goodwin, Cofounder of Simply Cups, said: “For train and station operators, single-use coffee cups have quickly become a major constituent of their overall waste. Recognising this, and a need for a practical recycling solution, we’ve been delighted to work closely with Chiltern Railways to help them implement new processes that will mean their used cups will be segregated, bagged and then collected before being reprocessed at one of our recycling facilities. What was once a problematic waste stream will become a valuable raw material for our range of functional recycled products”.

The scheme is part of Chiltern’s ongoing 2018 Continuous Improvement Plan, which will see a range of customer led investments made at stations and onboard trains. So far, £2 million has been invested to install new ticket vending machines at stations. The plan also includes a £1.5 million investment in on-station and on-train enhancements which will be announced throughout the year.

Chiltern Railways

Class 68015 stands at Banbury on February 17th, on the rear of a service to London Marylebone.
Paul Godding

New ticket machines part of Chiltern's long-term plan for change

Chiltern Railways has invested £2 million in a project to replace the ticket vending technology at all stations on its network, with new machines already in place at London Marylebone, Kings Sutton, Leamington Spa, Gerrards Cross and Princes Risborough stations.

In addition to being faster and easier to use, the new machines will have bigger screens, contactless payment facilities and be wheelchair accessible with a screen that can be lowered to accommodate wheelchair users.

The project marks the launch of Chiltern's 2018 Continuous Improvement Plan, which also includes a £1.5 million investment in on-station improvements like waiting and customer facilities, as well as a range of on-train enhancements.



Alan Riley, Customer Services Direct at Chiltern Railways, said: "We're investing to improve the experience for our customers at every point in their journey. We've listened to the feedback our customers have provided, and this new, easier-to-use ticket vending technology is part of our long-term plan for change as we continue to put the customer at the heart of everything we do."

Colas Rail



On February 9th and for the third time that week, Class 56 094 and 56 105 worked the Preston Tanks. 6E32 is seen approaching Althorpe and the King George V Bridge over the River Trent.
Steve Thompson



On February 14th, Class 60 026 and 56 105 head 0Z60 from Barnetby to Nottingham Eastcroft, no doubt to get their ailments attended to.
Steve Thompson



On February 10th and another saga for the week, 0C55 Barnetby - Up Decoy was supposed to be Class 56 094 and 56 105. However, the latter had obviously had too much excitement during the week and had to be left behind. 60 026 was the substitute and hauled 56 094 through Scunthorpe a couple of hours late.
Steve Thompson

Colas Rail



On February 11th, Class 56087 heads through Red Bank with 6C57 an engineering working from Carnforth UDGL - Crewe Basford Hall. *Dave Harris*





A nocturnal visit to Scunthorpe on February 11th sees Class 70 805 working the 6V70 Lindsey - Colnbrook tanks. *Steve Thompson*

On February 18th, having worn two of them out in the previous week, a fresh Class 56 087 worked the 0C55 Up Decoy - Barnetby, heading here through Scunthorpe. *Steve Thompson*

Colas Rail

On February 1st, Class 70 815 working 4V49 Leeds Stourton RMC - Briton Ferry with empty hopper wagons, passes through Burton.
Stuart Hillis

DB Cargo

Towered over by giant wind turbines and other industry, Class 66 096 crosses Frodsham Viaduct with the 13:54 service from Ince and Elton Encirc Glass plant to Arpley Sidings on February 7th.
Jeff Nicholls

DB Cargo

Class 66 065 passes Orrell on February 7th with the Wilton - Knowsley bin train. *John Sloane*



Class 66 127 working 6E02 Bescot - Boston Sleaford Sidings covered steel carriers, passes through Burton on February 1st. *Stuart Hillis*



Class 60 044 working the 6M37 HOR - Kingsbury pauses at Scunthorpe on February 11th. *Steve Thompson*

DB Cargo



An immaculate Class 67 028 stands at Crewe on February 16th returning barrier wagons to Toton. *John Alsop*



Class 66 092 runs through the cutting at Coppull on February 10th with a Daventry - Mossend intermodal working. *John Sloane*



Class 60 007 grinds it's way along the Outward Line on February 11th, prior to having it's one hour rest on 6M57 from Lindsey. *Steve Thompson*

DB Cargo

The Dollands Moor - Ditton and vice versa aluminium trains have begun to travel via the Low Level line from Ditton, Widnes, to Arpley Yard, Warrington, a welcome change from the very few coal trains which use this freight only line. On February 7th, Class 66 161 emerges from beneath the West Coast main line at Warrington Bank Quay with the 11:04 Ditton - Dollands Moor service which will recess in Arpley Yard for eight hours before continuing its journey to the Channel Tunnel. *Jeff Nicholls*

DB Cargo

Class 66 068 approaches Long Preston working the 4M00 Carlisle - Clitheroe empty cement tanks on February 2nd. *Michael Lynam*



On February 1st, Class 66 001 approaches Acton Bridge working a Halewood (Jaguar Cars) - Southampton Eastern Docks car train. *Michael Lynam*



Class 90 028 and 90 037 sweep past Lancaster on a Mossend - Daventry working on February 14th. *John Sloane*



DB Cargo

Class 66 009 rolls across Barnes Bridge with the 12:39 Woking - Hither Green on February 3rd. *Chris Morrison*

DB Cargo







Class 66 144 departs Bamber Bridge on February 17th with an Avonmouth - Clitheroe working. *John Sloane*

Having worked the Dollands Moor - Ditton aluminium train, Class 66 169 travels light engine to Arpley Sidings, Warrington, and is seen here passing Littons Mill Crossing on February 7th. *Jeff Nicholls*

On January 28th, Class 60 007 heads through Scunthorpe with the 6M57 LOR - Kingsbury tanks. *Steve Thompson*

DB Cargo



Class 60 066 passes Frodingham Jct. on February 11th with the 6E68 tanks to Humber. *Steve Thompson*



Class 66 034 switches from the slow line to the fast at Acton Bridge on February 1st working a car component train from Dollands Moor - Runcorn Folly Lane. *Michael Lynam*

DB Cargo



Class 66 182 passes the signal gantry at Worcester Shrub Hill with the 09:15 Round Oak - Margam on February 1st. *Chris Morrison*

DB Cargo UK rail chief welcomes new training and development opportunities

Doncaster's new National College for High Speed Rail is an "enormous opportunity for the whole rail industry", the Chief Executive of Britain's biggest rail freight company said on February 5th.

Hans-Georg Werner, Chief Executive of Doncaster-based DB Cargo UK, said he was very excited by a recent visit to the new facility to discuss future opportunities for collaboration.

Mr Werner said: "While the college has an important role to play in supporting the development of HS2 the state-of-the-art training and opportunities being offered here in Doncaster will be relevant to drivers, engineers and ground-staff across the entire UK rail network. Here at DB Cargo UK we are leading the next generation of rail freight and we look forward to working closely with the college's Chief Executive Clair Mowbray and her team on shaping the experience and opportunities they offer."

DB Cargo UK is based in Carolina Way, Doncaster, just a stone's throw away from the multimillion pound new college. Employing more than 2200 staff, DB Cargo UK transports everything from cereal to steel, as well as providing essential infrastructure services to Network Rail.

During his visit, Mr Werner presented the college with a pantograph – the apparatus that sits on the top of an electric train – which will be used in the training of students.
In return, the college's Chief Executive Clair Mowbray presented Mr Werner with a certificate and a plaque, acknowledging the company's ongoing support.

Clair Mowbray, Chief Executive of the National College for High Speed Rail, said: "The National College is focused on delivering the skills training that is required to modernise rail. The UK's engineering workforce is currently falling short by around 69,000 engineers every year, with a growing older workforce which currently lacks diversity. It is our challenge to work towards solving the skills gap that Britain faces as it invests billions of pounds into modernising the rail network and wider transport infrastructure. By working with industry partners like DB Cargo we can ensure the range of opportunities reflect the needs of all aspects of the rail industry."

The National College for High Speed Rail is dedicated to supporting the UK's growing rail sector, with everything it does matched to the current and future needs of the industry.

The College's focus is post-18 education and is also accessible for those looking to retrain or develop their expertise in the industry. Learners at the College can choose from higher apprenticeships currently available in High Speed Rail and Infrastructure (Level 4) and Operations and Departmental Management (Level 5). The College also runs an entry level one-year full-time course – the Certificate of Higher Education (Cert HE) in High Speed Rail and Infrastructure, equivalent to Higher National Certificate (HNC) qualification.

The National College for High Speed Rail has a second campus based in Birmingham. There will be open days for prospective learners taking place at each campus in March. For those interested in attending and for businesses interested in exhibiting, please register at: www.nchsr.ac.uk

DB Cargo



A bit of brightness on January 28th as Class 60 059 approaches journey's end with 6Z68 Tees Dock - Ent C empty slab carriers. *Steve Thompson*



Class 66 183 working 6M82 Washwood Heath - Dowlow empty red boxes, heads through Burton on February 12th. *Stuart Hillis*



Class 66 034 approaches Acton Bridge on February 1st with a single car transporter set from Warrington Arpley - Crewe TMD. *Michael Lynam*

DB Cargo



Class 66 142 approaches Settle on February 16th with a New Biggin (British Gypsum) - Milford West Sidings empty box wagons working. *Michael Lynam*





On February 20th, Class 90 028 and 90 037 pass through Stafford with a Mossend - Daventry intermodal. *Michael Lynam*

Another load of rubbish! as Class 66 065 climbs out of Warrington Bank Quay with the 10:50 from Knowsley Freight Terminal to Wilton EFW Terminal on February 21st *Jeff Nicholls*

DB Cargo



Class 90 028 and 90 037 approach Acton Bridge with a Mossend - Daventry working on February 19th. *John Sloane*



On February 19th, Class 66 065 heads through Acton Bridge working the Knowsley Freight Terminal - Wilton EFW empty bins. *Alan Rigby*



Class 66 096 works the 6Z68 Ent C - Tees Dock slabs through Scunthorpe on January 28th. *Steve Thompson*

DB Cargo

A dazzling combination of clean Class 90s with 90 024 in 'Scenic' livery double heading with a positively gleaming 90 036, complete with white wheels, on 4M25, photographed on a very bright February 27th as they slowed for a signal check near Red Bank.
Jeff Nicholls

DB Cargo

Class 66 198 approaches Long Preston with the 4M00 Carlisle - Clitheroe empty cement tanks on a glorious February 16th. *Michael Lynam*



On a wet February 10th, Class 66 041 passes Coppull with the Avonmouth - Clitheroe cement tanks. *John Sloane*



On a dull February 11th, Class 66 175 sets forth with 6N11 empty MBA/SSAs from Ent C to Tees Yard. *Steve Thompson*

Direct Rail Services



On February 10th, Class 88 007 stands at Stafford working the Daventry - Mossend 'Tesco' train. *Richard Hargreaves*



Class 68 019 is seen out with a Crewe - Preston - Crewe test run on February 6th. *David Wood*



Class 68 004, 68 005 and 66 433 head past Bradley on a Carlisle - Crewe move on February 9th. *John Sloane*

Direct Rail Services

Class 37 401 ‘Mary Queen of Scots’ arrives at Grange over Sands with the 17:32 Lancaster - Barrow-in-Furness on February 17th. *Chris Morrison*



Looking slightly less than pristine, Class 66 421 heads through Scunthorpe Station on January 30th with 6X51 York Works - Ent C, comprising empty point carriers. *Steve Thompson*



February 7th was a bad day for the Tesco Express! Class 66 301 powers south through Winwick almost eleven hours late with the previous night’s Mossend - Daventry service with the culprit, 88 006 hanging on the back. Meanwhile, in the Lancaster area, the Class 88 on the northbound service was also in difficulties and had to be rescued by a pair of DRS 66s scrambled from Carlisle.. *Jeff Nicholls*

Direct Rail Services



Class 37 424, carrying the number 37 558 ‘Avro Vulcan XH558’ departs Kirkby in Furness with the 14:37 Barrow - Carlisle on February 21st. *Chris Morrison*





We believe that this was the first run of a TPE liveried Class 68 as 68 019 ‘Brutus’ is seen near Balshaw Lane Junction on a test run returning from Preston to Crewe on February 6th. *John Sloane*

Class 57 312 ‘Solway Princess’ stands in the light snow at Crewe Gresty Bridge on February 6th. *Derek Elston*

Direct Rail Services

On January 25th, Class 68 029 passes Grange over Sands (with 68 003 on the rear) on driver training duties from Carlisle - Carnforth via Barrow and return. *Michael Lynam*



Class 88 005 passes through Acton Bridge on February 1st on driver training duties from Carlisle - Crewe and back. *Michael Lynam*



On February 5th, Class 66 434 passes through Scunthorpe with the 6Z52 York Works - Ent C, conveying 5 empty YEAs. *Steve Thompson*

Direct Rail Services



On February 16th, Class 66 425 heads north through Settle on route learning duties. *Michael Lynam*



Class 66 305 eases it way through Acton Bridge with a Mountsorrel - Carlisle ballast on February 19th. *Alan Rigby*



On February 20th, Class 66 433 passes through Stafford with empty ballast wagons from Crewe - Bescot. *Michael Lynam*

Direct Rail Services

Class 37 424 'Avro Vulcan XH558' approaches Cart Lane Crossing near Kents Bank with the 10:04 Preston-Barrow on February 21st.
Chris Morrison

Direct Rail Services

Class 37 401 working the 2C31 Lancaster - Barrow calls at Cark on February 17th. *Carl Grocott*

Direct Rail Services

Quadruple power on February 14th as Class 68 016, leads 68 034, 68 033 and 68 022 as they pass Oubeck loop with the Crewe - Sellafield flask . *John Sloane*



Class 66 428 working 6U77 Mountsorrel - Crewe loaded ballast is seen at Burton on February 14th. *Stuart Hillis*



Class 68 017 and 68 018 pass Coppull on February 10th with a Sellafield - Crewe flask working. *John Sloane*

Direct Rail Services



Class 37 424 departs Lancaster on February 14th on the rear of a Carlisle to Preston 'Northern' service. *John Sloane*



On February 20th Class 37 402 departs platform 8 at Crewe having arrived from Gresty Bridge depot en route to the LNWR depot. *Michael Lynam*



Class 88 007 'Electra' speeds through Lancaster with the Daventry - Mossend 'Tesco Express' on February 14th. *John Sloane*

Direct Rail Services

Class 57 303 and 57 309 stand in the south bays at Crewe on February 20th, both waiting for paths to DRS Gresty Bridge having arrived from Leicester and Rugby respectively.
Michael Lynam

DRS braves the 'Beast from the East'

As the UK rail network fought against the extreme weather conditions, DRS helped Network Rail keep the UK moving by clearing snow from train lines across the country. DRS' dedicated team were hard at work keeping DRS locomotives running in the atrocious weather conditions that swept the nation.

Commercial Director, Beverley Stothart, said: "Providing support to Network Rail in keeping the UK's train services running is already an important part of our work – but when we face such a severe spell of weather, that threatens to disrupt the UK's infrastructure, it's even more important that we get DRS services out to help keep get the lines open so the train services that we rely on can get back to normal."



The DRS loco's supported Network Rail with their effort to return the rail network to normal -patrolling important routes to keep them open and driving snow ploughs to battle through the many drifts' that 'The Beast from the East' has brought with it.

The severe snow and record-breaking low temperatures resulted in massive disruption to the rail network and train services all over the UK, in particular across Scotland.

Large parts of the busy rail network were unavailable for train services and, without clearing snow from the network, it would be impossible for normal rail services to restart on these key routes.

DRS, Network Rail and other rail freight operators were keen to win this battle with the 'Beast' so normal services could resume for both freight and passengers.



Freightliner



Class 66 524 is seen at Woolascott on February 20th with the 6M86 10:29 Margam - Dee Marsh Reception Sidings. *Keith Davies*



Class 66 603 with the 6Y77 Wellingborough - Toton spoil train (the 2nd of 4 engineers trains on this day) passes Moira on February 4th. *Stuart Hillis*



Class 47 830 'Beechings Legacy' passes through a snowy Bradley on February 6th with a Preston - Crewe route learner. *John Sloane*

Freightliner

Class 90 047 and 90 046 pass through Lancaster with the Coatbridge - Daventry on February 14th. *John Sloane*



Class 66 538 with one hopper wagon, working Mantle Lane, Coalville to Chaddesden sidings, Derby, is seen at Moira West signalbox on February 19th. The driver had stopped for a brew up, and the wagon is thought to have been stood on the long closed Mantle Lane Depot for quite a while. *Stuart Hillis*



On February 6th, Class 66 503 arrives on the Up Goods at Frodingham Jct. prior to running round 6C75 IBT - CHP coal. *Steve Thompson*

Freightliner



Class 66 524 passes through Newcastle station with a special working of empty coal hoppers from York Yard South to North Blyth on February 16th. The panel on the side of the loco is advertising for staff for Freightliner. *Jeff Nicholls*



On February 11th, Class 66 572 top and tails 66 522 on 6Y30 autoballasters from Wrawby Jct, heading to Up Decoy. *Steve Thompson*



Class 90 041 and 90 045 pass Bradley with the 4N27 Coatbridge - Daventry on February 17th. *John Sloane*

Freightliner



On February 15th, Class 66 546 heads past Hardwicke with 4V22 09:30 Fiddlers Ferry power station - East Usk Junction New Yard.
Keith Davies



Class 66 610 working 6Y75 Sharnbrook Jct. - Toton North Yard conveying spoil, passes Moira West Jct. signalbox on February 11th.
Stuart Hillis



Class 66 588 storms through Acton Bridge with a Garston - Crewe liner on February 19th.
John Sloane

Freightliner

Class 86 638 and 86 609 pass Balshaw Lane Junction on February 17th with a Coatbridge - Crewe liner. *John Sloane*

Freightliner







Class 90 042 and 90 047 working a Daventry - Coatbridge liner, head through Acton Bridge on February 19th. *Alan Rigby*

Class 66 615 heads through Acton Bridge in charge of a Tunstead - Garston working on February 17th. *John Sloane*

On February 17th, Class 86 639 and 86 608, working the Saturdays only 4M83 Coatbridge – Crewe, run through Carlisle. *Michael J Alderdice*

Freightliner







On February 22nd, Class 66 598 passes Burgs Lane hauling the 6V75 09:30 Dee Marsh Recp Sidings - Margam TC. *Keith Davies*

Class 90 042, 90 046 and GBRf's Class 66 719 'Metro Land' ease through Northampton running as 0Z92 10:05 Crewe Basford Hall S.S.M. to Willesden T.M.D. on February 27th.
Derek Elston

Class 66 546 passes Stapleton with the 4V22 09:30 Fiddlers Ferry power station - East Usk Junction New Yard on February 16th.
Keith Davies

Freightliner



Class 66 502 approaches Acton Bridge on February 20th with a bin train from Runcorn Folly Lane - Northenden RTS. *Michael Lynam*



On a wet February 19th, Class 90 041 and 90 045 speed through Acton Bridge with a Coatbridge - Daventry liner. *Alan Rigby*



On February 6th, Class 47 830 heads through a snowy Winwick with a Crewe - Crewe outing. *David Wood*

Freightliner







Class 86 639 and 86 608 pass through Stafford on February 20th with a Crewe - Felixstowe liner. *Michael Lynam*

On February 27th, Class 66 603 passes Leyland with a rake of empty box wagons from Hardendale Quarry - Tunstead Sidings.
Michael Lynam

On January 31st, Class 66 513 leads a very late running 6X37 05:10 Stenton G.S.P. to Tyne S.S. which had broken down near Stenton and was over 6 hours late. (66 571 was on the rear.) This caused massive delays and cancellations to passenger services, with some 2 to 3 hours late. The location is Ulgham Lane Crossing, near Longhirst north of Morpeth in Northumberland.
Alan Sinclair

Freightliner

Class 66 597 working a Llanwern - Dee Marsh steel train heads up Hencote Bank, Shrewsbury on February 25th. *Phil Martin*

GBRf



Class 66 743 hauling the 6Z84 Bicester - Donnington Rft passes through Wellington on February 7th. *Carl Grocott*





Class 66 779 ‘Evening Star’ working the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf passes Church Brampton during a snow flurry on February 27th. *Derek Elston*

On February 6th, Class 66 702 passes Frodingham Jct. working the 4R70 Cottam - HIT coal empties. *Steve Thompson*

GBRf







Class 66 706 passes through Scunthorpe station on January 30th working the 6H09 HIT - Drax coal. *Steve Thompson*

On February 6th, seen coming off Trent Reception, and wending it's way onto the Outward Line, is Class 66 768 with the 6D61 Roxby - Down Decoy waste empties. *Steve Thompson*

Class 66 757 passes Preston Boats, Shrewsbury, on February 20th with the loaded Coton Hill - Wellingborough. *Phil Martin*

GBRf



Class 66 738 basks in the winter sunshine at Bradley with a Longtown - Bescot working on February 2nd. *John Sloane*





Class 66 735 passes through Doncaster on February 22nd with empty coal hoppers from Doncaster - Hatfield. *Michael Lynam*

On February 7th, Class 92 028 and 66 722 pass Boars Head with the Wembley - Irvine china clay tanks. *John Sloane*

GBRf



On a sunny February 17th, Class 66 704 hauls the 4Y19 Mountfield Sidings (GBRf) to Southampton W Docks (GBRf) through Clapham Junction. *Richard Hargreaves*



White tube map liveried Class 66 721 hauls Caledonian Sleeper liveried Class 92 014 working Crewe HS - Loughborough Brush works, through Burton on February 18th. *Stuart Hillis*



On February 16th, Class 66 709 'Sorrento' crosses George Stephenson's world-famous Sankey Viaduct with a late running service from Liverpool to Drax, a photo which involved some steep climbing up an embankment! Whilst the loco is very clean, the viaduct itself is in need of a good clean up! *Jeff Nicholls*

GBRf



On February 1st, Class 66 714 passes through Acton Bridge with a Biomass working from Liverpool Bulk Terminal - Drax Aes. *Michael Lynam*





Class 66 755 with a Dagenham - Garston loaded car train is seen at Acton Bridge on February 19th. *Alan Rigby*

Class 66 708 ‘Jayne’ (sporting some graffiti on the side) works 6M83 Tinsley - Bardon Hill Quarry empty hopper wagons past Moira on February 6th. *Stuart Hillis*



Greater Anglia

With the latest grip that winter has on our railways, Class 90 009 powers through Shenfield with a service from Norwich to London Liverpool St. on a day of chaos which saw Greater Anglia blaming the met office for their woes, February 28th. *Charlie Robbins*

Great Western Railway



On February 17th, power car No. 43002 leads a London Paddington bound service out of Reading. *Richard Hargreaves*



Power car No. 43155 leads a London Paddington - Hereford service into Worcester Shrub Hill on February 10th. *Paul Godding*



Power car No. 43141 approaches Reading on February 17th with a service from London Paddington. *Paul Godding*



Great Western Railway

InterCity liveried power car No. 43185 departs Reading on February 17th on the rear of a Bristol bound service. *Richard Hargreaves*

Great Western Railway

Great Western HST headed by power car No. 43130 departs Ledbury with the 12:09 Hereford - London Paddington service on February 1st. *Chris Morrison*

Great Western Railway





1P40, the 09:45 Great Malvern to London Paddington service hurries through a cold and damp Ascott Under Wychwood on February 10th. *Derek Elston*

Hitachi Class 802 101 working Stoke Gifford to Penzance is seen departing Plymouth on February 28th. *Steve Andrews*

Power car No. 43187 leads the 1W21 09:22 London Paddington to Worcester Foregate Street through Ascott Under Wychwood on February 10th. *Derek Elston*

Network Rail

On February 27th, Class 67 027 and 67 023 working the 1Q90 test train from Derby RTC - Preston via Stockport and Manchester and back, head through Leyland. *Michael Lynam*



With the Driving Trailer leading, Class 37 025 propels 3Q55 Doncaster West Yard - Barton on Humber away from Gainsborough Trent Jct. on February 16th. *Steve Thompson*



Class 97 302 is seen stabled at Crewe on February 16th. *John Alsop*

Network Rail

Class 97 304 and 97 302 haul the 6C70 Talerddig - Crewe past Battlefield on February 23rd. *Carl Grocott*

Network Rail

NMT power cars Nos. 43014 and 43062 head along Battlefield Bank with 1Q20 07:50 Crewe C.S. - Derby RTC (Network Rail) on February 23rd. *Keith Davies*



Network Rail

On February 20th, Europhoenix's Class 37 611 (with DBSO No. 9703) departs Crewe with a test Train from Derby to Crewe C.S LNWR. *Michael Lynam*

Network Rail

On February 12th, Class 73 962 ‘Dick Mabbutt’ and 73 965 with a test train working from Derby RTC - Crewe, pass Burton on Trent.
Stuart Hillis

Rail Operations Group

Class 37 601 hauls West Midlands Railway's Class 350 241 through Droitwich Spa on February 10th. *Paul Godding*

Rail Operations Group



Class 37 601 hauling Class 345 002 from Old Dalby to Crewe LNWR passes Rugeley Trent Valley on February 2nd. *Stuart Hillis*

Class 37 800 ‘Cassiopeia’ leads 375 925 on it’s homeward journey after refurbishment at Derby Litchurch Lane as 5Q58 the 09:45 Chaddesden Curve to Ramsgate EMU depot, passing Wilsons Crossing on February 18th. *Derek Elston*

Units: DMUs and EMUs







Northern's Class 158 872 calls at Settle working a Leeds - Carlisle service on February 2nd. *Michael Lynam*

Northern's Class 150 276 nears Orrell with a service from Kirkby on February 7th. *John Sloane*

London NorthWestern's Class 319 013 and 319 433 ease into platform 2 at Northampton working as 5B02 12:50 Northampton EMD to Bletchley C.S. empty stock working on February 27th. *Derek Elston*

Units: DMUs and EMUs







London Northwestern's Class 350 101 takes to the up slow at Acton Bridge working a Liverpool Lime Street - Birmingham service on February 1st. *Michael Lynam*

A pair of Northern Class 156s with 156 466 leading pass Coppull on February 10th, heading to Preston. *John Sloane*

On January 25th, Northern's Class 156 443 calls at Grange over Sands whilst working a Barrow - Lancaster service. *Michael Lynam*

Units: DMUs and EMUs



Northerns' recently transferred and refurbished former Great Western Class 150 124 stands at Preston with the 20:07 to Blackpool South on February 21st. *Chris Morrison*



London Northwestern Railway's Class 350 123 working the 1U35 London Euston - Crewe service, calls at Tamworth on February 15th. *Stuart Hillis*



On February 14th, Northern's Class 156 464 calls at Lancaster with a Preston - Barrow service. *John Sloane*

Units: DMUs and EMUs





Northern's Class 144 004 reverses at Lancaster with a Leeds - Morecambe service on February 14th. *John Sloane*



An unidentified Northern Class 158 races north along the Settle - Carlisle line near Helwith Bridge with service 2H88, the 12:49 Leeds - Carlisle on February 24th. *Ben Bucki*

A snow covered TPE Class 350 401 stands at Preston forming the 1S40 09:59 Preston to Glasgow Central on February 28th which was terminated at Carlisle due to inclement weather. *Derek Elston*

Units: DMUs and EMUs

TransPennine's Class 350 402 arrives at Lancaster on February 14th with a Manchester Airport - Edinburgh service. *John Sloane*



On February 20th, Northern's Class 319 380 is seen terminating at Crewe with a direct service from Manchester Piccadilly. *Michael Lynam*



Northern's Class 142 036 is seen approaching Cherry Tree on a Blackpool South - Colne service, February 16th. *Michael Lynam*

Units: DMUs and EMUs





On February 27th, running as 5B00, the 10:57 Birmingham New Street to Bletchley C.S., Class 150 109 passes through Northampton ready to commence work on the Marston Vale line. *Derek Elston*



Northern's Class 142 031 nears Bamber Bridge with a Colne - Preston service on February 17th. *John Sloane*

TransPennine Express' Class 185 111 stands at Preston on February 24th working a service to Glasgow Central. *Richard Hargreaves*

Units: DMUs and EMUs







On February 9th, Northern's Class 150 122 departs Manchester Oxford Road with a service to Hazel Grove. *John Sloane*

A Graffiti covered Class 350 116 waits for the right away at Acton Bridge with a Birmingham bound service on February 19th. *John Sloane*

Northern's Class 142 061 and 142 057 are seen at Blackpool Pleasure Beach on February 17th working the 11:48 Blackpool South - Preston service. *John Balaam*

Units: DMUs and EMUs

In some welcome evening sunshine, Arriva Trains Wales Class 158 839 passes Leaton with the 15:07 Birmingham International - Holyhead service on February 20th. *Phil Martin*

Units: DMUs and EMUs

South Western Railway's Class 455 735 departs Clapham Junction on February 17th heading to London Waterloo. *Richard Hargreaves*



Northern's Class 319 369 arrives into Manchester Oxford Road on February 9th. *John Sloane*



London Overground's Class 378 143 departs Clapham Junction on February 17th with a service to Stratford. *Richard Hargreaves*

Units: DMUs and EMUs

An Arriva Trains Wales Class 175 unit passes Frodsham Junction signal box with the 12:53 from Llandudno Junction to Manchester Airport on February 7th. The semaphore signals to the rear of the train were due to be replaced by colour lights during the following weekend. *Jeff Nicholls*

Units: DMUs and EMUs

TransPennine Express' Class 350 408 arrives at Manchester Oxford Road on February 9th with a service to Edinburgh. *John Sloane*



South Western Railway's Class 707 009 departs a sunny Clapham Jct. on February 17th, heading to London Waterloo. *Richard Hargreaves*



With 'Gilberdyke' bizarrely showing on the destination panel, Northern's Class 142 053 restarts after waiting for the signal outside Helsby station with an ECS working from Liverpool Lime St. The unit will form the 15:.17 from Helsby to Ellesmere Port. The Home signal to the left has not yet cleared following the departure of an ATW service to Manchester Airport. *Jeff Nicholls*

Units: DMUs and EMUs



South Western Railway's Class 444 041 arrives at Basingstoke on February 17th working a service to London Waterloo. *Richard Hargreaves*



SouthEastern Hi-Speed 'Javelin' Class 395 007 stands at London St. Pancras International on February 16th. *John Alsop*



Photographed from the castle, Northern's Class 142 089 crosses the High Level Bridge over the Tyne at Newcastle with the 10:33 service from Middlesbrough to Hexham on February 15th. *Jeff Nicholls*

Units: DMUs and EMUs



Great Western's Class 387 160 arrives into Reading on February 17th with a service from London Paddington. *Paul Godding*



Chiltern Railway's Class 168 322 calls at Banbury on February 17th whilst working a service to London Marylebone. *Paul Godding*



Arriva Trains Wales' Class 158 824 heads an Aberystwyth - Shrewsbury - Birmingham International service past Preston Boats on February 20th. *Phil Martin*

Units: DMUs and EMUs

An unidentified Northern Class 153/158 combination slowly heads south over the viaduct at Ribblehead on the Settle - Carlisle line, with the 2H89 service from Carlisle to Leeds on February 24th.
Ben Bucki

Units: DMUs and EMUs



Great Western's Class 158 952 calls at Worcester Shrub Hill on February 10th working a service to Great Malvern. *Richard Hargreaves*



South Western Railway's Class 450 024 departs Clapham Jct. on February 17th with a service to London Waterloo. *Richard Hargreaves*



On February 19th, London Northwestern's Class 350 120 approaches Acton Bridge working a Liverpool Lime Street - Birmingham New Street service. *Alan Rigby*

Virgin Trains



A Virgin Pendolino catches the last of the sun at Balshaw Lane Junction with a Glasgow bound service on February 17th. *John Sloane*

Ditch the car thanks to Virgin Trains' new 'Mighty Fine 29' capped fares between Leeds and London

Customers will never pay more than £29* each way between Leeds and London for a Standard Advance ticket purchased one week before travel
Available on ALL direct trains between 10am to 3pm, Monday to Saturday
Forget the car to travel in style and comfort for less

Virgin Trains has launched its first ever capped fares of £29* between Leeds and London, meaning customers can bag a bargain when buying up to a week in advance. With immediate effect, Virgin Trains on the east coast will launch the first scheme of its kind to its customers travelling direct between Leeds and the capital. With the new capped fare, Leeds and London customers will never pay more than £29* each way up to one week before travel for a Standard Advance journey between Leeds and London when travelling Monday to Saturday, during 10am to 3pm. The capped fare can be used on direct services from London or Leeds, and is also available to customers travelling to and from Wakefield. This means travelling in style and comfort with Virgin Trains for romantic getaways, shopping treats and theatre visits have never been easier or more affordable. So you can start planning your trips now. No matter what occasion you're getting away for, Virgin Trains has made it cheaper to ditch the car for customers travelling direct between Leeds and London.

The capped fare can also be used in conjunction with Railcard discounts, allowing the already price savvy travellers even bigger savings. All tickets must be bought one week before travelling and are subject to availability.

Suzanne Donnelly, Commercial Director for Virgin Trains' east coast services, said: "We've launched this fantastic capped ticket deal to make sure our customers know exactly what they're paying and can save money. With our new offer, customers will never pay more than the capped rate for a Standard Advance ticket when purchased a week before giving them an even better reason to get those well-earned getaways in the diary.

"On top of the saving, customers can also enjoy all the comforts of travelling with Virgin Trains, such as great food, free Wi-Fi, power sockets, and our onboard entertainment service, Beam, where you can catch up on your favourite movies and box sets."

*Leeds/Wakefield to London, £29 each way on all direct Virgin Trains Standard Advance tickets purchased up to one week before travel. Travelling Monday to Saturday, between 10am and 3pm.Subject to availability.

Virgin Trains

On February 16th power cars Nos. 43300 and on hire 43061 stand at London Kings Cross. *John Alsop*



Class 90 039, on hire to Virgin Trains East Coast, powers through Harringay with a Leeds bound service resplendent in DB livery on February 16th. *Charlie Robbins*

Virgin Trains seeks out future train drivers in the UK's first train driver apprenticeship scheme

Virgin Trains has opened applications for the UK's first and only train driver apprenticeship scheme. Working with train drivers' union Aslef, the London to Glasgow operator is advertising for three people to join the year-long training course offering the unique opportunity to experience what it is like to be a train driver.

With many of their train drivers nearing retirement eligibility age, Virgin Trains on the lookout for fresh talent. The company is hoping that the scheme will attract a diverse group of people including those who had previously not considered a career in rail.

During the programme, apprentices receive training in all aspects of the train driver role as well as additional learningbased on functional skills and English, Maths and ICT. They shadow drivers, train managers and station staff so they can gain a full appreciation of how the driver's role fits within wider operations. Apprentices also benefit from experiencing other areas ofthe company including control and command, safety and fleet management andeven spend time with other Virgin companies, including Virgin Atlantic.

Head of drivers for Virgin Trains, Nick Chadwick,said: "As someone who joined the rail industry to become a driver as an ambitious 19-year-old, I am keen to give the next generation the same opportunity. We're delighted that all three of the apprentices from the pilot have gone on to join our driver trainee scheme. We're looking forward to seeing the next three fortunate candidates come through the doors.'

Samantha Jones, 24, train driver apprentice graduate said of the scheme: "This apprenticeship has given me a chance to see what it's like to be a driver. I can't wait to start my official traineeship and eventually be responsible for getting thousands of customers to their destination every day. I hope the scheme will encourage more women to consider a career as a train driver – it's been such a rewarding experience for me."

Kevin Lindsay, District Organiser for Aslef said: "We welcome this joint initiative and look forward to continuing to develop the driver apprenticeship scheme with Virgin Trains as this is a great opportunity to bring young people into the rail industry and particularly the driving grade."

The scheme follows last year's successful pilot which received over 1,200 applications for three places on the scheme. The three places currently on offer will be based at Glasgow, Wolverhampton and London.

Virgin Trains



Class 91 111 rests in Newcastle station after arrival with the 08:30 from London Kings Cross on February 15th. *Jeff Nicholls*



Class 390 013, in the new Virgin livery, heads through Nuneaton on February 10th with a London Euston service. *Paul Godding*



A Virgin Pendolino speeds through Charnock Richard cutting with a London Euston bound service on February 10th. *John Sloane*

Soaring Chester visitor numbers help set a new record for Virgin Trains

Journeys on the Chester to London route top 522,000, up 5.7% year on year

New figures from Virgin Trains show journeys between Chester and London have broken through the half a million mark, setting a record for the number of journeys taken by train.

For the first time since Virgin Trains took over the West Coast Main Line in 1997, journeys between London and Chester have surpassed half a million. In the months between January and December 2017, 522,000 journeys were made between the two cities - an increase of nearly 6% (5.7%) on the previous year and nearly a quarter (23%) compared to five years ago.

The figures, released by Virgin Trains mirror those from Marketing Cheshire, which confirmed swelling numbers of visitors to the city of 62m, an increase of 7.7% on the previous year. Many in the region are excited by the prospect of a new Northern Forest, which some are predicting will significantly boost visitor numbers and create £2bn for the surrounding economy.

Since taking over the West Coast Main Line 20 years ago, Virgin Trains has transformed journeys between London and Chester – increasing the number of direct services from three a day to 14 a day in 2017 and reducing the journey time by 20 minutes to two hours. The company is celebrating its 20th anniversary of running services on the west coast mainline.

This record growth follows investment by Virgin Trains designed to improve the experience for customers, including the introduction of m-tickets, and the extension of the booking horizon to six months – meaning customers can now take advantage of fares from as little as £17 one way between London and Chester – and the launch of its onboard entertainment portal Beam. The hourly service takes two hours to reach the Roman city, during which passengers can sit back and relax.

Amanda Hines, General Manager at Virgin Trains on the west coast, said: “We’re proud to be welcoming a record number of journeys to and from the Chester, as we celebrate over 20 years on the track. At Virgin Trains we’ve strengthened the rail link between Chester and the capital, helping to support the local economy and play our part in bringing visitors to the city. We hope to continue to bring more people to this beautiful city and its many attractions for years to come.”



On February 22nd, Class 91 126 ‘Darlington Hippodrome’ waits to depart Leeds with a service to London Kings Cross. *Michael Lynam*



Virgin Trains announces free WiFi for millions of passengers on its West Coast route

Investment comes as part of new franchise deal with Government
Customers will also benefit from a range of additional improvements

Virgin Trains customers on the West Coast will see a significant improvement in on-board WiFi later this year. All 56 Pendolino trains will undergo a refit which will vastly improve the on-board equipment, and allow free WiFi to be extended to all Pendolino customers.

The £7.5m investment is part of a new deal agreed with the Government, which will see Virgin Trains continue to run the West Coast franchise through to at least 31st March 2019, with the option for up to a further one-year extension at the Department for Transport's discretion. The existing franchise expires on 31st March 2018, and the new contract will bridge the gap between the existing franchise and the new West Coast Partnership, due to start on 1st April 2019.

Installation of the WiFi upgrade is planned to begin on the Pendolino fleet from May 2018, with the work expected to be completed by January 2019, when free WiFi will be extended to all Pendolino customers. More than 85% of our customers travel on Pendolinos. In addition, the new technology is 'future-proofed' so it will work with 5G mobile phone networks as they come on stream and offer further speed improvements. The upgrade will also unlock the ability to offer more technology-led improvements in the future, all of which will increase customer satisfaction.

Welcoming the new deal, Phil Whittingham, Managing Director of Virgin Trains on the West Coast commented: "Virgin Trains has led the industry for more than two decades, and I'm delighted that we have secured a new contract to continue operating on the West Coast. The investment will see a big improvement in our on-board WiFi, and follows our industry-leading innovations such as automatic delay-repay and free films and TV on board via our Beam app.

"I'm pleased that we'll be able to offer almost all of our customers access to the improved WiFi for free. We know WiFi is a top priority for our customers and I'm sure they'll welcome the upgrades to both speed and availability."

In addition to the WiFi improvements on board, Virgin Trains will also investigate eliminating 'not-spots', or places without mobile phone coverage, on parts of its network. The route taken by the west coast mainline sees a large number of these 'not-spots' as trains pass through cuttings and tunnels, and where there is no mobile phone coverage there is also no WiFi available. This work, together with the WiFi improvements, will allow customers to work more effectively on our trains, securing increased economic benefits for the UK.

Other initiatives included in the new contract are:
•All station ticket machines upgraded to accept contactless payment.
•More than £3m to improve station and on-board environments, including additional seating at stations and improved toilets, lighting and carpets on board.
•Additional staff at stations during busy times to improve accessibility.
•Better customer information during disruption through improved customer contact system.
•New apprenticeship opportunities, including for train driver roles.

The new contract will allow Virgin Trains to build on twenty years of success on the West Coast. Highlights include:
•Almost tripling journey numbers from 14m a year to more than 37m.
•Consistently topping the long distance franchised sector for passenger satisfaction
•Hitting record punctuality levels.
•Leading the industry with technology – automatic compensation for delays, free on board films and television programmes, and mticketing.
•Introducing services every twenty minutes between London and Birmingham / Manchester, and in the process virtually eliminating flights between Manchester and the capital.
•Paying nearly half a billion pounds (£476m) to taxpayers for the last three complete financial years.

The invitation to tender for the new West Coast Partnership is expected to be issued shortly. Virgin Trains is short-listed to bid for this franchise, with the bidding partnership consisting of Stagecoach (50%), SNCF (30%) and Virgin (20%).

Class 90 039 arrives at Doncaster on February 22nd working a London Kings Cross - Leeds service. *Michael Lynam*



Brush Railcoach No. 623 stands at Pleasure Beach on February 17th. *John Balaam*



Railtalk Magazine

Blackpool Trams

Brush Railcoaches Nos. 621 and 623 pass at North Pier on February 24th, one of the Heritage running weekends. *Richard Hargreaves*

Blackpool Trams

On February 15th, Brush Railcoach No. 621 and Balloon No. 717 are seen at the Pleasure Beach terminus. *Michael Lynam*

Blackpool Trams



Balloon tram No. 717 departs Fleetwood with a service to Starr Gate. *Richard Hargreaves*



In lovely winter sunshine, Balloon tram No. 701 heads along the prom, near South Pier. *Richard Hargreaves*



Another Brush Railcoach, No. 631, nears the end of its journey at Starr Gate. *Richard Hargreaves*

Sheffield Supertram

Sheffield Supertram No. 111, in Ikea advertising wrap, departs Fitzalan Square bound for Malin Bridge on February 24th. *Derek Elston*



Stagecoach Supertram No. 119 passes the tramsheds at Nunnery Square on February 24th. *Derek Elston*



Stagecoach Supertram No. 118 approaches the stop at Fitzalan Square with a service to Halfway. *Derek Elston*

First brand new Greater Anglia commuter trains about to be assembled

Work is just about to start on full assembly of Greater Anglia's brand new commuter trains. The team at the Bombardier train factory in Derby, is getting everything ready on the production line which will soon start assembling 111 brand new Greater Anglia trains. Bombardier is building 665 new carriages which will form 22 ten-carriage trains and 89 five-carriage trains, which will start to come into service in 2019. Every single train will have air conditioning, plug and USB points and fast free wifi, as well as accessible toilets, seat back tables and underfloor heating. The Bombardier trains will run on commuter routes into London Liverpool Street from Essex, Suffolk, Norfolk, Cambridgeshire and Hertfordshire.

Greater Anglia Managing Director Jamie Burles said: "It's so exciting to see the new trains beginning to take shape. These are a vital part of the transformation of the railway in East Anglia. It's really possible now to imagine the huge difference these trains will make to our customers , making their journeys much more comfortable."

Alan Fravolini, Bombardier's Greater Anglia Project Director, said "It's great to be starting full production of our new Aventra trains that will help transform journeys for Greater Anglia passengers; and all designed and built in Britain."

The trains will have a mixture of three by two seating, and pairs of seats, which will all include lumbar support. The carriages will be light and airy with no doors between carriages, so that passengers can easily walk from one carriage to another, as on modern Underground trains, which are also made by Bombardier. They will also have information screens which will indicate where there are empty seats. The exact specification of the interior has not yet been signed off, following a public consultation which saw over 1,000 people take part.

Greater Anglia has also ordered 58 new trains from Stadler in Switzerland to replace the existing intercity and rural line trains. Greater Anglia is spending £1.4 billion on new trains – of which £900 million is for the Bombardier trains.



Fares Advice with RailUK

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

CIV disruption arrangements

I understand that CIV tickets allow one to take the next available service and to be put up in a hotel at the companies' expense if things go belly up. I have a sailrail ticket via Holyhead Stena to Dublin Port for the 3rd of March. It said when booking that CIV rules apply. Given that disruption is likely if the current weather continues, what does CIV entail for compensation purposes? Also who would be responsible for laying on the accommodation/next service? East Midlands Trains (from whom I booked my ticket?) TPE/VTWC/ Stena (with whom I will be travelling) depending on source of delay?

A: From what I know of it-from the continent-IF, due to extreme weather, an accident with impact for long time etc. is by that company noted beforehand, there are no real compensations, other as anyone just turning up can expect as ''the best we can manage". Even the delay compensation (50% from 2 hrs) need not be paid out, again IF advance notice has been given. Just a note to that effect on the station is enough-it does not imply that any known customer needs to be actively informed. (the old system worked not with known passengers anyway). If there is a very long delay to be expected, YOU can forfeit the journey and get all money back. Even when this only becomes clear en-route, you can return at no extra cost to starting point and still get full amount back. (how twiddly British TOCs will be about that or even if they would know about it-no idea).

I do not know about this route, but say: IF 1 out of 2 sailings are cancelled due to the weather conditions, and you were booked for the cancelled one, you can only expect to be transported on the next available one.

ANY refund-or indeed any claim to, MUST be lodged with the company who issued the original ticket and they are responsible for handling it. There is a -quite long- ultimate period in which they should have handled it.

Off Peak Day Return - starting en-route

An OP Day Return A to C via B is cheaper than B to C. Can I start from B on the A to C ticket? eg. Kidsgrove - Chester is cheaper than Crewe - Chester.

A: It's not uncommon, if there's a pricing 'cliff edge' between the fares set by one TOC and another or between various definitions of "off-peak". Whether it's allowed or not will depend on the specific ticket - for an Off-Peak Day Return ticket, on the outbound leg you are permitted to start your journey 'late' unless the validity code of the ticket disallows this, whilst on the return leg you are always allowed (as long as it's an Off-Peak Day Return or Anytime etc.). You can find out the validity code of your particular ticket by looking for a two-letter alphanumeric code (like 2C, 2V...) either on the ticket (if you've already bought it), or on www.brfares.com by entering the ticket details and selecting the appropriate fare. You can find the full meaning of the validity code at www.nationalrail.co.uk/[two letter code], e.g. www.nationalrail.co.uk/2V. If this says "break of journey is not permitted" (and if any conditions relating to the break of journey apply) then you can't start 'late' on the outward journey. It can still be cheaper in some cases, if you have to get a walk-up ticket for a "peak time" train, to get an anytime single outwards and an off-peak single or return to or from somewhere beyond your real destination.

Ticket Advice for All

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

On February 5th Network Rail's stone blower, No. DR80214, working 6U34 Barnetby - Bedford heads through Scunthorpe. *Steve Thompson*





Siemens plans new rail factory in Goole, UK

East Yorkshire to benefit from major investment in British manufacturing

Siemens has signed a long term agreement for lease of land in Goole, East Riding of Yorkshire, with plans to establish a new state-of-the-art factory to manufacture and commission trains. This development, which could mean an investment of up to £200m, is a major step forward for Siemens' journey in the UK. Siemens aims to start phased development of the 67 acre site later this year, if investment conditions are met, and subject to the company's success in major future orders.

The new factory could employ up to 700 people in skilled engineering and manufacturing roles, plus an additional 250 people during the construction phase. Around 1,700 indirect jobs are expected to be created throughout the UK supply chain.

Juergen Maier, Chief Executive at Siemens UK, said: "We've said for some time that future success for Siemens in the rail industry would see us opening a rail manufacturing plant here and this announcement provides additional substance to those words. Having considered multiple locations in the UK, I'm delighted to confirm that we've identified a site in Goole for our new UK rail factory which not only has the potential scale we need for a facility of this size but also ready access to the skilled people we'd need to build and operate the factory.

"This investment has the potential to have a tremendous impact on the Yorkshire economy and the North of England as a whole, ensuring that the benefits of infrastructure spending are spread widely and helping to ensure the ongoing development of the UK rail industry."

Chris Grayling, Transport Secretary, said: "This exciting proposal by Siemens underlines the benefits of this government's £13bn investment into improving and modernising Northern transport, providing major firms with the fast, reliable connections required to recruit a skilled workforce and deliver cutting-edge innovation. From delivering brand new and refurbished trains through the Great North Rail Project, our plans to upgrade the Transpennine Route to our investment in Yorkshire's roads, we are driving forward job creation, economic growth and unlocking the potential of the Northern Powerhouse."

Gordon Wakeford, Managing Director of the Mobility Division for Siemens in the UK, said: "We have been a major part of the UK rail industry for over 20 years and have already invested hundreds of millions in our facilities, our people and technology over the past five years alone. This proposed major new investment cements our company's desire to further its presence in the UK's rail market and underpins the ongoing importance of the market here to our rail business globally. We are looking forward to working with our UK industry partners and supply chain to bring this vision for the future to reality."

The detailed plans for the factory, which is located at the Goole 36 development adjacent to junction 36 of the M62 motorway, highlights an extensive footprint including manufacturing and commissioning buildings, warehouses, offices, and stabling sidings with potential for the development of a test track.

Andrew Percy, MP for Goole & Brigg, said: "This fantastic commitment from Siemens chimes perfectly with the vision we have for Goole 36 as a new centre for skilled engineering jobs locally. I am delighted that Siemens have chosen the Goole site and I will be continuing to work with Siemens and the Government to bring this investment to fruition. This has the potential to be transformative for our area and for local young people. It also builds on Siemens' other recent investment in East Yorkshire with their wind turbine facility in Hull."

Stephen Kinsella, Director of Land at Homes England, said: "The announcement by Siemens is great news for Goole and it is fantastic that we have been able to create an enterprise zone on our land which will now help create hundreds of sustainable jobs.

"By building the new road, we have opened the site up to not only Siemens but other companies whose investment is likely to create and support 1,000 new jobs"

Councillor Stephen Parnaby OBE, leader of East Riding of Yorkshire Council, said: "We're delighted Siemens has secured this key strategic site and has such exciting plans for its development.

"We're committed to supporting Siemens' ambitions to establish a major manufacturing facility for the UK rail industry in Goole, which would deliver significant economic benefits to the East Riding of Yorkshire, the wider region and the country as a whole."

Siemens is already one of the biggest employers in the UK rail sector, with 4,400 employees working in rail and wider transport-related roles. The new facility will complement Siemens' existing operations, comprising some 450 trains in service and eight purpose-built maintenance facilities, plus wider activities in electrification, signalling and train control technologies.

With the thawing winter weather providing a very misty day, BR Class 4MT No. 75078 climbs away from Ingrow West beside the River Worth, with a train to Oxenhope, on the Keighley and Worth Valley Railway, March 4th. *Ben Bucki*

Class 57 312 hauling the 11:07 Crewe - Rugeley Trent Valley 'Northern Belle' excursion train heads through Reddish South station on February 16th. *Keith Chapman*

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Class 66 428 exits Fishergate Tunnel with the return Pathfinders tour 16:30 Preston Docks - Eastleigh on February 10th. *John Balaam*



LMS Jubilee Class No. 45699 'Leander' charges through Coppull on a damp January 27th with 'The Winter Cumbrian Mountain Express' from Manchester Victoria to Carlisle. *John Sloane*

Brighton Main Line upgrade moves a step closer as Croydon railway redevelopment gets funding boost

A major redevelopment of the railway through central Croydon to transform railway performance and potentially allow more trains to run on the Brighton Main Line – including a new, expanded East Croydon station, extra tracks and flyover junctions – has moved a step closer with confirmation of government funding for Network Rail to deliver the design stages of the project. Known as the Croydon Area Remodelling Scheme, the project is the central element of Network Rail's Brighton Main Line upgrade programme to deliver major improvements in punctuality between London, Gatwick Airport and the Sussex coast with the potential for more frequent services in the longer term. It would see construction of a series of new grade-separated junctions north of East Croydon station to remove the 'Croydon bottleneck' where several routes to and from central London converge. These new junctions are like motorway flyovers and will replace the existing flat junctions, where trains have to wait at red signals to allow others to pass in front, causing congestion and delays to 300,000 passengers travelling between the south coast and the capital each day.

Major improvements at East Croydon station would also be delivered as part of the proposed scheme, expanding the number of platforms from six to eight and providing new concourse areas with better access to the platforms and surrounding areas. This would improve the train service along the entire Brighton Main Line, transform the station itself and contribute to the ongoing redevelopment of Croydon town centre and the growing local economy.

Funding from the Department for Transport means Network Rail can now:
•work up detailed designs for the track and station work in the Croydon area;
•produce an outline business case so informed decisions can be made about funding the scheme to delivery in future; and
•carry out a full public consultation so that the local community, travelling public and anyone directly affected by the work can have their say on the designs.

John Halsall, Network Rail's South East route managing director, said: "Redeveloping the railway through Croydon is the only practical way to further improve the reliability of services on the Brighton Main Line and transform journeys between London, Gatwick Airport and the south coast. The Croydon bottleneck is now the single biggest cause of congestion and delays to passengers on this vital rail artery and means that the railway is now effectively full at the busiest times of day. That's not surprising when you consider that 50% more passengers pass through East Croydon each day than on the busiest parts of the East Coast or West Coast main lines. The funding committed by the Department for Transport means we can now draw up detailed designs for the work at East Croydon station and the surrounding railway and get valuable input from the local community to inform our final proposals."

Councillor Tony Newman, leader of Croydon Council, said: "As one of London's growth boroughs and a major transport hub in the south east, I am delighted funding has been allocated to progress this important scheme to the next stage. These enhancements are desperately needed and, if approved, will significantly improve travel for Croydon residents whilst attracting more people and businesses into our town centre."

Jonathan Sharrock, Chief Executive at Coast to Capital which is leading the Brighton Mainline Alliance, said: "Our region's economy desperately needs better, more reliable rail links to London. This scheme will allow more trains to run into London from Gatwick Airport and Brighton and across the rest of the South Coast. Our Brighton Mainline Alliance strongly supports this scheme and the next step is for Government to agree the detailed design of the project and commit to funding."

Angie Doll, Passenger Services Director for Southern who manage East Croydon station, said: "There are almost as many passengers passing through East Croydon as all the inter-city journeys to the north of London put together. This section of railway also has more train movements over it than anywhere else in Britain, making it a major factor in delays and disruption to our services. Our wholesale recast of the timetable this May will help us run a more reliable railway but the work announced here will also be warmly welcomed by Southern and Thameslink passengers alike."

Ongoing investment

This announcement marks another significant investment in improving the Brighton Main Line, following the announcement in 2017 of a £300m government-funded programme to boost the resilience and reliability of infrastructure on key routes in the south east. This includes recruitment of 300 additional maintenance and operations staff, deployment of Digital Railway technology to help reduce delays as well as major work to renew and upgrade the railway itself.

As part of that programme, a series of improvements are taking place on the Brighton Main Line between now and March 2019, including:
•the replacement of a key junction at Earlswood near Redhill
•a track upgrade in the Gatwick area over the May bank holiday weekend; and
•two major planned closures to upgrade the track and signalling and repair historic tunnels between Three Bridges and Brighton/Lewes during the October 2018 and February 2019 half-terms.





Eurostar e300 power cars Nos. 3213 and 3214 are seen at London St. Pancras International on February 16th departing with a service to Brussels Midi. *John Alsop*

Network Rail makes a splash with free drinking water at stations

Network Rail to trial drinking water facilities at London Charing Cross

Users of some of the country's largest railway stations will soon be able to benefit from the introduction of free drinking water facilities, Network Rail has announced.

The free drinking water initiative, which seeks to encourage station users to refill their own multiple use water bottles, forms part of Network Rail's wider ambitions to reduce the impact of plastic waste at its stations. The scheme will begin with the trial installation of a new water fountain at London Charing Cross by the end of March. Learnings from the trial will inform a full rollout of free drinking water facilities across all Network Rail's managed stations later in the year with fountains installed where it is practical and feasible to do so. The new facilities will provide free drinking water on the go for the millions of people who use Network Rail managed stations annually, improving station user experience.



As one of the country's largest retail landlords, Network Rail understands the impact of single-use plastics on the environment and is also looking at ways it can work together with its station food and beverage retail tenants to reduce plastic waste.

Network Rail has been encouraged by the action of some of its retailers who have already taken steps to reduce their use of plastics, and wants to work with them to have even more impact. This could include providing free drinking water instore to complement facilities on the station concourse, or encouraging them to make simple changes to the materials used in their cutlery or packaging.

David Biggs, Network Rail's managing director of property said: "At Network Rail we put station users at the heart of everything we do and our managed stations are carefully designed to ensure that people can enjoy a great experience - whether they're travelling, shopping, dining or socialising.

"By introducing free water fountains at our managed stations we can make a simple change that not only helps quench the thirst of station users, but also has a positive impact on our sustainability ambitions by reducing single-use plastics.

"We're looking forward to the introduction of these water fountains and the benefits they will bring the public and the environment."

Sale secures Carillion rail contracts

A significant number of Carillion's Network Rail contracts have been acquired by Amey Rail Limited, after the company went into liquidation last month. The successful sale provides reassurance to many in the rail industry and continuity for projects around the country.

The transfer of Network Rail contracts operated by Carillion Construction Limited to Amey Rail Limited includes projects in the East Midlands, London and North West England.

For many of the Carillion employees working on and supporting Network Rail projects, this is good news as the sale is likely to safeguard over 700 jobs and provide security for many other companies within the rail industry supply chain.

Matthew Steele, commercial director Network Rail said "This is a positive step for the industry, ensuring the delivery of a number of major rail projects across the country whilst safeguarding an expected 700 jobs and the wider supply chain. We look forward to working with Amey to enable a smooth transition and ensure the ongoing safe working on our sites."

"We do recognise that this has been a very unsettling period for the employees of Carillion and would like to thank them for the continued commitment to the delivery of these projects. We remain focused on the transfer of remaining projects and employees to new arrangements over the coming weeks and months."

Network Rail continues to work closely with the Official Receiver's special manager - PwC - to seek long term transition arrangements for the remaining contracts and staff. Whilst this process is ongoing, the remaining contracts continue to be delivered under our arrangement with PwC to enable an orderly transition.

Last month, it was agreed that PwC will pay Carillion employees' wages for work done on and supporting Network Rail's contracts until after Easter and many of the construction companies smaller rail suppliers were paid the arrears they were owed to ensure the continued delivery of important projects.

Passengers reminded to plan ahead this Easter as Network Rail undertakes £118m upgrade to Britain's rail network

Railway open for 'business as usual' as majority of the network is unaffected by upgrade work
In Bristol, Network Rail is undertaking the biggest ever re-signalling project
This work will provide faster and more frequent services to help relieve over-crowding on Britain's railways

With the Easter holidays fast-approaching, Network Rail is reminding passengers to plan their journeys in advance of another busy bank holiday weekend. Network Rail will be delivering more than 400 projects over Easter as part of a £118m investment across Britain. A 15,000 strong workforce will work around the clock this Easter bank holiday weekend to deliver more reliable infrastructure, improved facilities and better services for passengers.
The programme of work this Easter is just part of Network Rail's five-year Railway Upgrade Plan – a multi-billion pound investment in the rail network which will improve passenger journeys in the months and years ahead.

The major investment projects this Easter include:
•Crossrail East: Significant work on the Great Eastern main line out of London Liverpool Street in preparation for the start of Elizabeth line services in 2018, which will increase London's rail transport capacity by 10 percent and cut journey times
•West of England: Passengers will benefit from almost twice as many trains between Bristol and London Paddington from 2019 as Network Rail delivers the biggest ever signalling upgrade in and around Temple Meads

Some routes will see significant changes to normal services and so passengers need to plan ahead this Easter.

Mark Carne, chief executive at Network Rail, said: "This Easter, thousands of rail workers will be working round the clock to deliver crucial upgrades to the rail network as part of the £50bn Railway Upgrade Plan. This huge investment programme will provide faster, better services and help relieve over-crowding to respond to the huge growth on Britain's railways.

"While most of the network is open for business as usual, some routes are heavily affected and so we strongly advise passengers to plan ahead this Easter."

A breakdown of how some journeys will be affected can be found by visiting nationalrail.co.uk/Easter and following #EasterBHWorks on Twitter.

Impacts on services as a result of the Easter Bank Holiday work:

In and around London:
•Euston station will be closed on Sunday 1 April. On Saturday 31 March and Monday 2 April a reduced service will be in place for London Northwestern Railway passengers. On Sunday 1 April passengers are advised to use the Jubilee line between London and Stanmore
•Work continues in the Shenfield area disrupting travel in and out of Liverpool Street on the Great Eastern main line to Norwich
•Services in and out of London Bridge between 31 March – 1 April will see buses between London Bridge and West Croydon with some services being diverted into London Victoria
•In the Sutton area between 31 March – 2 April Southern trains will be replaced by buses between Streatham and Epsom and also between West Croydon and Sutton/Epsom Downs
•Services to London Waterloo and Windsor/Reading will be diverted between 30 March – 2 April
•Crossrail West works continue with some changes to services in and out of London Paddington from 30 March – 2 April

Elsewhere:
•Significant work in the south of Scotland between Glasgow and Edinburgh will see bus services in place between Carlisle and Glasgow from 31 March – 2 April and Virgin Trains East Coast and CrossCountry services will terminate/start at Edinburgh
•Significant work in the Bristol area will see no trains running between Bristol Parkway, Bristol Temple Meads and Yatton/Bath Spa from Friday 30 March – Tuesday 3 April





In Doncaster West Yard on February 12th,East Coast Thunderbird, Class 67 003, has rare company in the form of 50 008, which had arrived on 6X50 from Long Marston with Railvac No. 3. *Steve Thompson*



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

Ticket dodgers out of pocket by £87k after riding Greater Anglia trains without paying

Ticket dodgers ended up over £87,000 out of pocket after they were caught by Greater Anglia ticket inspectors on the railway in Essex and Suffolk. A total of 284 fare evaders were taken to court between Monday 22 January and Monday 5 February after they were caught taking the train with no money or cards on them to pay for tickets.

On Monday 22 January, Basildon Magistrates' Court heard 144 cases and imposed fines of £22,715 and costs of £21,600.
The next day, Tuesday 23 January, 36 cases were taken to Ipswich Magistrates' Court, where magistrates imposed fines of £6,995 and costs of £3,600.

On Monday 5 February, a further 92 cases were heard by Basildon Magistrates' Court, resulting in fines of £15,920 and costs of £11,770. Meanwhile, Ipswich Magistrates' Court dealt with 12 cases and imposed fines of £3,640 and £1,200 costs.

Offenders appearing before Basildon Magistrates, had been caught without a ticket or the means to pay for it on Greater Anglia trains on the Southend Victoria to London Liverpool Street line.

Ipswich magistrates dealt with fare dodgers who had tried to make journeys on Greater Anglia trains between Ipswich, Manningtree, Harwich, Colchester, Clacton and London Liverpool Street without tickets.

Revenue Protection Inspectors can choose either to issue penalty fares - if people are travelling with a wrong ticket such as an Oyster card beyond Shenfield, or in first class with a standard ticket - or start prosecution proceedings if the passenger had boarded the train with no intention of paying.

The company issues between 4,000 to 6,000 penalty fares a month and prosecutes between 500 to 700 people a month.

Andrew Goodrum, Greater Anglia Customer Service Director, said: "Money from tickets is invested in the railway. People refusing to pay for tickets could result in ticket prices going up for everyone.

"Our ticket inspectors regularly patrol our trains, some in uniform and some in plain clothes. At the end of the day, it's much cheaper to buy a ticket than to end up in court with a fine and order to pay costs."

Matisa track tamper No. DR75401 working Trent Sidings - Trent Sidings passing Burton 3 times and Water Orton twice, is seen on one of the runs through Burton on February 12th.
Stuart Hillis

National Rail

Blackpool - Preston Engineering Work February 2018



Construction work in progress at Poulton. *John Balaam*



Engineering equipment passing over Carleton Crossing. *John Balaam*



New construction in progress at Kirkham. *John Balaam*



Layton station and new footbridge. *John Balaam*





Network Rail reveals significant investment, more services and fewer delays in its five-year plan

Network Rail has published its ambitious five-year plan to improve Britain's railway over the five years to 2024 (Control Period 6, CP6). The plan will drive economic growth, jobs and housing by delivering a better railway for the millions of people who rely on it. The railway will be more reliable, more cost efficient, it will have more capacity, will build on its reputation as the safest railway in Europe and usher in the railway's digital age. The publication of the Strategic Business Plan (SBP) is a major milestone in the ongoing process to determine Network Rail's funding requirements for the five years to 2024 (Control Period 6, CP6). The plan represents Network Rail's initial, but detailed view, following the publication of Governments' (England & Wales and Scotland) high level output specifications (HLOS) and statements of funds available (SoFA). The Office of Rail and Road (ORR) will now review the plan and make a draft determination of Network Rail's funding needs in June, and a final determination in the autumn.

Mark Carne, chief executive, Network Rail, said: "Passengers journeys will be transformed in the next few years as thousands of new trains enter service. By 2021 there will be almost 350,000 more services per year than today – an average of an extra 1,000 services a day, better connecting communities and driving economic growth across the country.

"This plan builds on these improvements and sets out how we will make the railway more reliable and cost efficient and how we accelerate the technological transformation of our railway into the digital age. We will continue our strategy to work more closely with train and freight operators, working together in partnership to continue to expand the network for the millions more who will want and need it in the years ahead. It is an ambitious, but realistic plan that is not without challenge, but with great people working together in great teams, it can deliver the better railway that a better Britain needs."

It includes detailed route by route plans covering Network Rail's planned expenditure on operations, maintenance and renewals, which represents a 25% increase on CP5 (the current five year funding period, 2014-2019). There is a further £10bn railway enhancement fund that the Government has made available for railway projects that maybe delivered by Network Rail or others.

The SBP outlines: A more reliable railway: Improved reliability is a priority for passengers and for Network Rail. Working in partnership with train operating companies, the plan will deliver a 15% reduction in the number of delayed trains.

An efficient railway: Planned expenditure of up to £47 billion over the five year period, with a significant uplift (25%) earmarked for day-to-day improvements recognising the huge increase in the numbers of services and the extra wear and tear expected on the railway's infrastructure as a result. The era of major 'conventional' resignalling – the basis of controlling train movements for the past 175 years – will begin to be phased out as this plan ushers in the start of the railway's digital age with digital train control that will enable even more services to run, more safely and at lower cost.

An expanding railway: Passenger numbers doubled in the last twenty years and are set to rise by around 40% by 2040. The investment in major projects in CP5 (2014-19) will see 6,400 more train services per week by 2021. Today's plan contains investment in further projects to increase much needed capacity on our rail network, but many more will be developed on a case-by-case basis and once they are mature enough, be put before funders for a go/no-go decision. Other projects may require additional funding and plans are being developed to identify new sources of funding that do not rely on the taxpayer.

A safer railway: Network Rail's hard won passenger safety record means it already runs the safest major railway in Europe. Today's plan shows how the company will reduce the risk of a train accident by a further 10% through better inspection techniques and better asset management, as well as making further significant strides in workforce safety.

The plan also contains some ambitious targets for the environment, for a better gender balance, and for the health and wellbeing of our workforce including: Reducing energy consumption by 18%; Reducing carbon emissions by 25%; Reduce mental health absence by 30%; Increase the number of women employed by 50%

Mr Carne concluded: "Britain's railways have seen a revival over the past decade or so and we have been working flat-out over the last five years to build new stations and new infrastructure to enable thousands of more services to come on stream to soak up that demand. For the next five years we need to relentlessly focus on making our railway more reliable while also ushering in new digital technology that with help to transform our railway in the years ahead."

On February 16th, Class 60 056 approaches Cherry Tree working the 6E32 Colas Ribble Rail - Lindsey Oil Refinery discharged tanks. *Michael Lynam*

In the naughty siding! When Class 86 605 failed on a Freightliner service, it was parked in the Down Goods loop next to the Unilever factory at Warrington Bank Quay to await retrieval, February 7th. *Jeff Nicholls*

Food and drink service on Far North line restored

Following a recruitment drive, the ScotRail Alliance will now offer food and drink to customers travelling on the main Inverness-Wick/Thurso service. This is a major boost for customers on that route.

Alex Hynes, ScotRail Alliance managing director, will address the Highlands and Islands Transport Partnership (HITRANS) conference in Inverness.

He will reveal that the number of trains running on time in the north of Scotland has improved significantly in recent years. Almost 86 per cent of trains between Inverness and Thurso/Wick arrived within the target time over the past twelve months – up from 69 per cent just after Abellio took over the ScotRail franchise.

The number of customer journeys between Inverness and Wick/Thurso also increased by 7 per cent between 2016 and 2017.

ScotRail Alliance managing director Alex Hynes said: "It's great news that we have fully restored our food and drink service for customers travelling from Inverness to Wick and Thurso. This will make what is already a great journey in a beautiful part of the world even better.

"We have made a significant investment in our Inverness to Wick and Thurso service, which has resulted in more trains running on time, refurbished trains, and now a fully restored food and drink offer for customers.

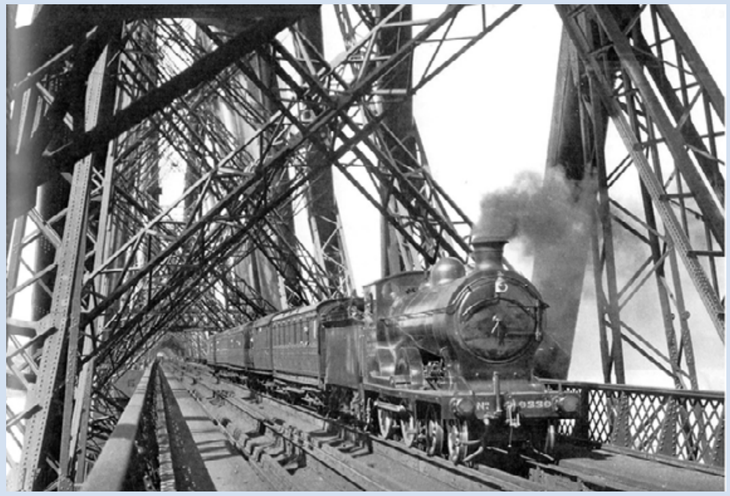
"It's all part of our plan to build the best railway Scotland has ever had."



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Forth Bridge beer money



A regular habit of passengers crossing this bridge by train was to throw pennies (pre-decimalisation) out in an attempt to get them into the water below; most failed in this endeavour with the coins landing on the adjacent walkways thus providing the patrolling gangers with their weekly beer money.

A table of information regarding the NCB systems where GWR loco No. 7754 worked after being withdrawn by British Railways and up to the time when it went to the Llangollen Railway.



No. 7754 at Mountain Ash

July '59	Became an NCB asset, first working at Windsor Colliery, Abertridwr, near Caerphilly
1959/60	Llanbradach Colliery, Rhymney Valley
Sept '62	Ogilvie Colliery, Deri (*just north of Bargoed*)
July '63	Tredegar Central Workshops, Sirhowy Valley
By June '65	Elliot Colliery, New Tredegar, Rhymney Valley
14/01/'69	Talywain (*Eastern Valley*), near Pontypool
May '70	Mountain Ash, near Aberdare
?/'74	Overhaul completed in Central Workshops, Abergorki, near Aberdare.
By '76	Out of use completely
By 79	Stored in the open in a siding adjacent to the North Pit along with *Sir John*.
August '80	Saved for use on the formative Llangollen Railway.

Railtalk Magazine

National Rail

A Different View

A superb restoration job has been done on the waiting room at Worcester Shrub Hill. *Richard Hargreaves*



A Different View

Northern's Class 150 135 waits in vain for customers at Helsby Junction with the 15:17 to Ellesmere Port on February 7th.
Jeff Nicholls

A Different View





A rather impressive array of icicles on the end of the Learning Coach at Ingrow West Station. *Ben Bucki*



Steam-heat provides a good deal of atmosphere for this shot of the couplings between two of the Mk.1's at the Keighley and Worth Valley Railway. *Ben Bucki*

The first Oxenhope train of the day is seen in Keighley station nearing departure time with the steam-heat providing a good deal of atmosphere for the shot. *Ben Bucki*

Preserved Railways

Churnet Valley Railway



Class 20 No. D8057 is currently undergoing repairs. The English Electric Type 1 was moved to its new home from Butterley in early December. *Richard Hargreaves*





Former DB/EWS Class 08 633 is seen in the yard at Cheddleton. *Richard Hargreaves*

USATC ‘S160’ 2-8-0 No. 6046 awaits departure time from Kingsley and Froghall station on February 3rd. *Richard Hargreaves*

Churnet Valley Railway

Great Western 42xx Class No. 4277 departs Cheddleton with a service to Leekbrook Junction on February 3rd. *Richard Hargreaves*

Preserved Railways

Churnet Valley Railway

On February 4th, USATC ‘S160’ 2-8-0 No. 6046 departs Cheddleton with a service for Leekbrook. *Michael Lynam*



USATC ‘S160’ 2-8-0 No. 6046 is caught between turns, being serviced at Cheddleton.
Michael Lynam



Great Western 42xx Class No. 4277 approaches Cheddleton from Leekbrook Junction.
Michael Lynam

East Lancashire Railway

Chasing a patch of weak sunshine, Hughes/Fowler 'Crab' 2-6-0 No. 13065 climbs the 1 in 150 to Townsend Fold with the first half-term train of the day to Rawtenstall on February 21st. *Gerald Nicholl*

Preserved Railways

East Lancashire Railway



SR ‘West Country’ 4-6-2 No. 34092 ‘City of Wells’ lives up to its long-standing ‘Volcano’ nickname as it leaves a snowy Ramsbottom with the 09:30 from Bury to Rawtenstall during the Spring Steam Gala on March 3rd. *Jeff Nicholls*



Under snow-laden skies and with evidence of recent trackwork and trackside clearance, ‘West Country’ Class Pacific No. 34092 ‘City of Wells’ heads its last train of the day to Rawtenstall away from Ramsbottom on February 11th. *Gerald Nicholl*



Jubilee Class 4-6-0 No. 45690 ‘Leander’ departs Rawtenstall on March 4th during the Spring Steam Gala. Damage to a crossing gate on the first day resulted in manual signalling, hence the train passing the ‘on’ home signal. *Gerald Nicholl*

LNER A4 Pacific No. 60009 ‘Union Of South Africa’ was in action during the ELR Spring Steam Gala, seen in extremely cold and windy conditions on March 2nd at Townsend Fold crossing.
Gerald Nicholl

Preserved Railways

East Lancashire Railway



LMS Jubilee Class No. 45690 ‘Leander’ has just left Summerseat with the late-running 11:30 Rawtenstall - Heywood service, with ‘Spamcan’ ‘City of Wells’ on the rear. *Jeff Nicholls*



Class 45 108 opens up approaching Summerseat running non-stop to Ramsbottom on February 17th. *Michael Lynam*



LMS Class 5MT (‘Black 5’) 4-6-0 No. 45212 leaves the snow-clad sidings at Ramsbottom with the 10:30 demonstration freight to Bury on March 3rd. *Jeff Nicholls*

Preserved Railways

East Lancashire Railway



On February 17th, Class 40 106 is seen about to depart Bury with a service to Heywood.
Steve Stepney



At Bury on February 17th, Class 50 015 is seen on the rear of service to Rawtenstall, whilst Class 33 109 leads a service to Heywood.
Steve Stepney



Class 14s Nos. D9537 and D9531 depart Bury Bolton St. on the rear of service to Heywood.
Steve Stepney

Preserved Railways

East Lancashire Railway

On February 17th, having arrived with the local service, Class 104 DMU Nos. 50455 and 50517 runs into the sidings at Ramsbottom.
Michael Lynam

Class 37 109 drags the Class 104 DMU through Summerseat on a Bury - Ramsbottom Shuttle.
Michael Lynam

Class 40 106 arrives at Ramsbottom on February 18th with a service from Rawtenstall.
Michael Lynam





Mid Hants Railway

On February 15th, LMS Ivatt Class 2 2-6-2T No. 41312 departs Ropley.
Ken Livermore

Mid Hants Railway

British Railways Standard Class 4MT No. 76017 speeds towards Alresford on February 15th. *Ken Livermore*

Keighley and Worth Valley Railway

The Keighley and Worth Valley Railway started weekday running for 2018 with their 'Railcar Wednesday' service, commencing on February 7th. This popular midweek timetable features the use of the line's operational Waggon und Maschinenbau railbus (there is another example under restoration on the railway), and the veteran unit is seen running alongside the River Worth near Damems, with a service to Keighley. *Ben Bucki*

Keighley and Worth Valley Railway

With the cold weather from the week before still affecting transport in the local area, the line put on a sterling effort to have trains running on the March 3rd. The first train of the day was worked in top-and-tail formation, with BR Standard 4MT No. 75078 ably assisted in the morning by Class 20 031. The English Electric type 1 is seen slowing for the platform at Ingrow West, with the first train from Oxenhope to Keighley. *Ben Bucki*

Keighley and Worth Valley Railway

With West Yorkshire experiencing snow, and local roads consequently suffering, the Railbus Wednesday service was proving useful to the locals on February 28th. The W&M railbus is seen alongside the River Worth at Ingrow, heading towards Oxenhope. *Ben Bucki*

Preserved Railways

The Leek & Rudyard Railway

On February 4th, whilst the railway is currently closed for the winter, track maintenance is taking place with diesel locos 'Glen Auldyn' and 'Frances' in charge.

'Glen Auldyn' is a 4W+4W diesel hydraulic built in 1986 and formerly at the Isle of Mull Railway.
Michael Lynam

CROSSING THE CANAL APPEAL REACHES £40k

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

Money Match March promotion launched

The Great Central Railway's appeal for funds to repair a Victorian bridge in Loughborough has passed the forty thousand pound mark. The 'Crossing the Canal' appeal is the latest fundraising for an exciting railway reunification project which will one day create an eighteen mile heritage line across the East Midlands.

The elegant bridge, which once carried trains across the Grand Union Canal on the north east side of Loughborough is set to be repaired when funds are available. The appeal has a target of four hundred and seventy five thousand pounds.

"To have reached just shy of ten percent of our target in under three months is truly humbling," said GCR Managing Director Michael Gough. "We'd like to thank everyone who has supported the appeal so far. We have had so much interest in the reunification project."

Already enthusiasts and the local community helped to raise money towards the construction of a new railway bridge over the Midland Main Line at Loughborough. This will one day carry Great Central heritage trains between the two existing halves of the GCR. Several other pieces of infrastructure need to be repaired or replaced. Once the project is completed, trains will run between the outskirts of Leicester and Nottingham.
To take the total raised even higher, during March 2018, a 'money match' campaign is running. Donations to the appeal during March will be matched pound for pound up to twenty five thousand pounds. "When we last held a Money Match March, for the new Main Line bridge," continued Michael, "the response was incredible. People loved the idea of making their contribution go further. If the new fund is fully subscribed, we'll be able to move the total up by another fifty thousand pounds and be even closer to crossing the canal."

To find out more about the canal bridge appeal, the reunification project AND to make a donation online, head towww.gcrailway.co.uk/unify Donations received online, or through the post in March 2018 will be matched pound for pound up to twenty five thousand pounds.
Donations to the appeal through the post can be made with a cheque (payable to 'DAVID CLARKE RAILWAY TRUST' with Crossing the Canal written on the rear) sent to, DCRT, Lovatt House, 3 Wharncliffe Road, Loughborough, Leicestershire, LE11 1SL.



The Leek & Rudyard Railway

On February 4th, whilst the railway is currently closed for the winter, track maintenance is taking place with diesel locos 'Glen Auldyn' and 'Frances' in charge.

'Frances' is a 4W+4W diesel hydraulic built in 1999 ex Isle of Mull Railway. *Michael Lynam*

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

PRE CHRISTMAS BREAK IN PROMPTS EXTRAORDINARY GENEROSITY - GREAT CENTRAL RAILWAY DOUBLES DONATIONS OF GIFTS TO LOCAL GOOD CAUSES.

Christmas was saved for hundreds of Leicestershire children by generous well wishers following a callous break in.

Thieves stole hundreds of gifts from the Great Central Railway in early November last year. They were destined for children in Leicester Royal Infirmary and Rainbows Hospice. When news of the theft made headlines, the railway began to receive replacement presents from all over the country.

Michael Stokes, marketing manager for the Great Central Railway said, "This year as we prepared for our Santa Special trains, we put presents aside for local charities. The theft was devastating but what happened next was extraordinary. Generous well wishers from Leicestershire and across the country sent us replacement gifts. In the end we received more than seven hundred, twice the number stolen."

Gifts came from companies, clubs and private individuals including one fourteen year old girl. More than one thousand pounds was also received.

"People's generosity has meant our donation has now gone further than we had ever hoped," continued Michael. "Toys and games were sent to The Leicester Royal Infirmary and Rainbows Hospice as planned but also to Glenfield Hospital, Steps (a mobility charity in Leicestershire), Cash 4 Kids, Homestart and Charnwood Toy Appeal. While clearly no one would want to experience a break in, what happened afterwards really restores your faith in humanity. We'd like to thank everyone for helping us spread Christmas joy."

Preserved Railways

Severn Valley Railway

A pair of Class 108 DMUs are seen crossing Victoria Bridge heading for Kidderminster on February 24th. *Phil Martin*



LMS Ivatt Class 4 No. 43106 departs Hayebridge heading for Bridgnorth on February 24th. *Phil Martin*



GWR 1500 Class 0-6-0PT No. 1501 crosses Victoria Bridge on February 24th with a driver training run. *Phil Martin*

Severn Valley Railway

GWR 7800 ‘Manor’ Class No. 7802 ‘Bradley Manor’ departs Bridgnorth with a Sunday afternoon service to Kidderminster on February 25th. *Richard Hargreaves*

LNER B12 No. 8572 stands at Bridgnorth on February 18th.
Richard Hargreaves

GIRL POWER BUILDING GIANT NEW STEAM LOCOMOTIVE

The project to build Britain's most powerful steam locomotive has appointed Daniela Filová as its Assistant Mechanical Engineer. This coincides with the money spent to-date on the new Gresley class P2 No. 2007 Prince of Wales passing the £1.5m mark – 30% of the estimated £5m total. Daniela's appointment will help to ensure that the project remains on schedule for completion in 2021 and enable the Darlington-based team to complete the wheelsets, continue the boiler procurement, order the cylinder block, design & order the first motion parts, continue to progress work on the tender and commence the electrical design during 2018. Daniela joins the young female team working for The A1 Steam Locomotive Trust with Gemma Braithwaite as Office Manager and Sophie Bunker-James as Railtours Marketing Manager, proof that building and operating new steam locomotives is no longer just jobs for the boys!

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 100mph new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Daniela, who is from the Czech Republic, has relocated to Darlington to be part of the team building Britain's most powerful steam locomotive. She has a background in intellectual property and has also run her own live steam model engineering and manufacturing business, Daniela also has considerable experience in the use of the Solid Works 3D Computer Aided Design software used by on the project and has already put this to good use, producing the manufacturing drawing for the cylinder covers. It was anticipated at the outset of the project that extra resources would be required as the build developed and the decision was taken by the Trust in September 2017 to recruit an Assistant Mechanical Engineer to expedite production of manufacturing drawings. Daniela Filová was appointed following a recruitment process carried out in collaboration with Teesside University.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 840 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (almost 140 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 180 people have pledged £1,000 each – extended target of 200 people), The Cylinder Club (almost 90 people have pledged £1,000 each – target 100 people), Dedicated Donations (over £220,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already raised – including Gift Aid – £1.8m and received pledges of £2.8m of the required £5m.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves, steam stand and superheater header
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings delivered
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets procured, rolled and being fitting to the jig
- Tender frame construction under way, axlebox and other tender castings delivered from William Cook Cast Products
- Nameplates and chime whistle delivered

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted to welcome Daniela Filová to the team building new Gresley class P2 No. 2007 Prince of Wales at Darlington Locomotive Works. Daniela joins the young female team working for The A1 Steam Locomotive Trust, proof that building and operating new steam locomotives is no longer just jobs for the boys or even old men! Now is the time to get on board this ground-breaking project and help the Trust to raise the £5m needed to ensure its completion in 2021."



Photo Caption: Girl Power in front of No. 2007 Prince of Wales. From right to left, Daniela Filová, Gemma Braithwaite and Sophie Bunker-James. ©A1SLT.



‘Royal Scot’ Class 4-6-0 No. 46128 ‘The Lovat Scouts’ (without nameplates) heads north on the mainline at Horton-in-Ribblesdale with an express mixed freight as the crew of Stanier 8F 2-8-0 No. 48311 wait their turn with a train probably leaving the quarry on a summer afternoon in 1963. 46128 was a Carlisle Kingmoor engine and no stranger to the Settle - Carlisle route and this type of menial task and condition of the loco was common at the time, it was one of the last of its class to be withdrawn. There was a complex track arrangement at the south end of the station in those days, now long-since gone.

Gerald Nicholl

From the Archives



With Ferrybridge power station in the background, Class 56 126 and 58 005 pass at Knottingley on October 14th 1993, both employed on MGRs to and from the power station. *Michael Lynam*



Class 47 331 heads north light engine through Doncaster on April 30th 1993 whilst a loaded Merry-Go-Round Class 58 hauled working heads south. *Michael Lynam*



Class 89 001 ‘Avocet’ is seen at Doncaster on September 10th 1989. *Brian Hewertson*

From the Archives



Virgin liveried power car No. 43084 stands at Stafford on April 13th 1998 with a CrossCountry working. *Paul Godding*



Withdrawn Class 47 328 stands at Wigan Springs Branch on January 14th 2001. *Paul Godding*



Class 37 145 is seen at Motherwell on August 2nd 1980. *Brian Hewertson*

From the Archives

Class 40 129 hauling a freight train, passes Class 25 diesel locomotives Nos. 25 043 and 25 172 running as light engines at Euxton Junction on October 26th 1977. *Dave Felton*

From the Archives

BR Class 9F No. 92234 simmers at Edgeley on January 3rd 1967.
Jeff Nicholls