

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 148 and your monthly roundup from across the UK.

A Happy New Year to all our readers and contributors, I hope that you all had a great Christmas and are looking forward to what the railway has to offer in the year ahead. One thing is for certain, it will be a year of change as many fleets get renewed and the bidding farewell to some popular and some not-so popular trains. All of this is providing that they don't find any major issues with this new kit and certainly for myself at least, that you don't want to see it working on a Saturday! (Northern being on strike every Saturday at the moment)

Some surprise news this month as the Mendip Rail joint venture of aggregate and cement producers Hanson Aggregates and Aggregate Industries awarded Freightliner a long-term contract to haul an expected eight million tonnes of aggregate a year from quarries in Somerset to terminals in London and the southeast of England. The current contract is held by DB Cargo. The contract is scheduled to start in November 2019 and as part of the agreement Freightliner will purchase Mendip Rail's fleet of eight EMD Class 59 locomotives.

'By adding one of the largest bulk haulage contracts in the UK, we are also adding to the foundation of our long-term bulk business as we have successfully replaced traffic losses caused by the collapse of the UK coal industry

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Submissions & Contributions

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

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

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

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover
Class 50 050 leads 56 087 and with 56 094 on the rear, passing Saltney Ferry on December 8th with the final North Wales RHTT run of 2018. *Brian Battersby*

This Page
'British India Line' speeds through Scout Green with the northbound 'Santa Special' on December 9th. *Shep Woolley*

Next Page
Vintage Trains GWR Hall No. 4965 'Rood Ashton Hall' carries the name 'Polar Star' as it arrives at Birmingham Moor St. with the 14:07 empty stock from Tyseley for the days Polar Express Christmas trains. Class 47No. D1755 is on the rear. *Chris Morrison*



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HAD-PRINT
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Vivars Way, Canal Road
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YO8 8BE
info@had-print.co.uk | 01757 600211

Railtalk Magazine

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in 2015', said Freightliner Chief Executive Officer Gary Long. The Mendip Rail business has its origins in the 1980s when Foster Yeoman (now part of AI) bought its own locomotives in an effort to improve the reliability of rail services. The EMD Class 59s entered service in 1986. Hanson adopted a similar model, and the two companies then founded the Mendip Rail joint venture in 1993.

Other news this month is that MTR Corp have announced that Spanish national operator RENFE had joined its bid for the West Coast Partnership franchise. RENFE had reportedly held preliminary discussions about possible co-operation with other bidders for WCP, notably the incumbents Virgin and Stagecoach. Their West Coast Partnership Ltd vehicle is now made up of Stagecoach (50%), 30% Virgin Holdings (30%), and SNCF (20%). The third shortlisted bidder is First Trenitalia West Coast Rail (70% FirstGroup, 30% Trenitalia). Inter-city services to and from London Euston have been operated by Virgin and Stagecoach under the Virgin Trains brand since 1997. The latest franchise was directly awarded by DfT to Virgin and Stagecoach in February; this runs until March 31 2019 with a possible extension of up to a year at DfT's discretion Saturdays out in the Northern operating area.

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 ahead and please do keep sending in those photos.

Andy Patten
Editor

Vintage Trains
The Polar Express



Class 47 773 stands ready to depart Birmingham Moor St. on December 1st with a 'Polar Express' working to Tyseley.
Brian Battersby



Vintage Trains
The Polar Express

GWR Hall Class 4-6-0 No. 4965 ‘Rood Ashton Hall’ stands in Birmingham Moor St. on December 1st, having arrived with a ‘Polar Express’ service from Tyseley. *Richard Hargreaves*

Vintage Trains
The Polar Express

GWR Hall Class 4-6-0 No. 4965 ‘Rood Ashton Hall’ departs Birmingham Moor St. on the rear of a ‘Polar Express’ working on December 1st. *Paul Godding*

Saphos Trains
THE PENNINE MOORS EXPLORER

BR Standard Class 7MT No. 70000 ‘Britannia’ on Saphos Trains’ ‘The Pennine Moors Explorer’ at Standish on it’s way from Crewe to Burnley on December 8th. *John Sloane*

Saphos Trains
THE PENNINE MOORS EXPLORER

BR Standard Class 7MT No. 70000 ‘Britannia’ passes Huncoat on December 8th with the 1Z70 10:07 Crewe - Burnley Manchester Road. *John Balaam*

Saphos Trains
THE PENNINE MOORS EXPLORER

BR Class 7MT No. 70000 ‘Britannia’ works Saphos Trains steam charter, 1M70 Crewe to Burnley Manchester Road through Pleasington on December 8th. *Alan Naylor*

Saphos Trains
THE PENNINE MOORS EXPLORER

BR Standard Pacific No. 70000 ‘Britannia’ penetrates the gloom whilst winding up for the climb of Hoghton Bank with ‘The Pennine Moors Explorer’ on December 8th. *Gerald Nicholl*

Belmond British Pullman
V.S.O.E.

Class 67 004 waits in pouring rain at London Victoria on December 15th to take the Belmond Pullmans to Stewarts Lane having been hauled by sister loco 67 021 in place of steam loco Clan Line on the Surrey Hills luncheon circular. *Chris Morrison*

West Coast Railway Co.
Santa Special

LMS Class 8F No. 48151 ‘Gauge 0 Guild’ works the 1Z48 Santa Special, Carnforth to Carnforth through Pleasington on December 16th. *Alan Naylor*

West Coast Railway Co.

Santa Special

Between heavy showers on a dull and dreary day at Scout Green, sanders are blowing as SR 'Merchant Navy' Class Pacific No. 35018 'British India Line' thunders up towards Shap with the WCRC 'Santa Special' to Carlisle on December 2nd. *Gerald Nicholl*

West Coast Railway Co.
Santa Special

Lovely winter sunshine sees ‘British India Line’ approaching Shap with the return leg of the ‘Santa Special’ on December 9th.
Shep Woolley

West Coast Railway Co.
Santa Special

With Ingleborough fell brooding in the background, LMS 8F No. 48151 approaches Clapham station with the final 'Santa Special' for 2018 on December 16th. *Shep Woolley*

Charter Scene

West Coast Railway Co.

Santa Special



LMS 8F Class 2-8-0 No. 48151 powers across Clapham Viaduct towards Hellifield and beyond with the final 'Santa Special', 1Z48 Blackburn - Carnforth on December 16th. *Shep Woolley*



On December 2nd, speeding passed the site of the old Shap station, 'British India Line' with the return leg of the 'Santa Special', 1Z38 Carlisle - Lancaster. *Shep Woolley*



'British India Line' heads the second 'Santa Special' over Shap summit on December 2nd. *Shep Woolley*

Railway Touring Co.
THE LINDUM FAYRE

LMS Coronation Class 8P 4-6-2 No. 46233 ‘Duchess of Sutherland’ approaches Lincoln with the annual trip from London Kings Cross to Lincoln for the Christmas market. *Steve Thompson*

Ian Riley and Son
THE FLYING SCOTSMAN CHRISTMAS DALESMAN

LNER Class A3 No. 60103 'Flying Scotsman' works 1Z47 Manchester Victoria to Carlisle through Pleasington station on December 22nd. *Alan Naylor*



Ian Riley and Son

THE FLYING SCOTSMAN CHRISTMAS DALESMAN

LNER Class A3 No. 60103 'Flying Scotsman' departs Bamber Bridge with the 1Z47 Manchester Victoria to Carlisle on December 22nd, Clas 47 826 was providing heat on the rear. *John Sloane*

Ian Riley and Son
THE FLYING SCOTSMAN CHRISTMAS DALESMAN

LNER Class A3 No. 60103 'Flying Scotsman' races through Horton in Ribblesdale while attacking the 'Long Drag' with 1Z47, the Manchester to Carlisle 'Flying Scotsman Christmas Dalesman' on December 22nd. *davempics*

Ian Riley and Son

THE FLYING SCOTSMAN CHRISTMAS DALESMAN

Damp conditions yes, but 'Flying Scotsman' still makes a wonderful sight as it works the 'Christmas Dalesman' to Carlisle through Selside. *Shep Woolley*

Spirit of the Lakes

Skegness to Chester Excursion

On December 1st, West Coast's Class 57 314 departs Crewe hauling the 1Z30 Skegness to Chester charter. *Paul Godding*

Northern Belle

Northern Belle

On December 11th, the 1Z56 Cleethorpes - Newark is seen departing Scunthorpe behind Class 57 313, with 57 314 on the rear. *Steve Thompson*

Steam Dreams
The Cathedrals Express

LMS Black 5 No. 44871 with Class 47 746 behind, works the 08:47 special from London Victoria to Bath Spa crossing Hurstbourne Viaduct some 3 minutes late on December 4th. *David Lindsell*



Railway Touring Co.
THE SHERBORNE CHRISTMAS CAROL

Fortunately the weather forecast was totally wrong on December 11th and LMS Class 5MT No. 44871 passes Worting Junction in perfect sunshine working the RYTC 'Sherborne Christmas Carol' heading from London Victoria to Yeovil Junction.*Ken Livermore*

UK Railtours
SHERBORNE CHRISTMAS CAROLS

SR Rebuilt Merchant Navy Class 4-6-2 No. 35028 ‘Clan Line’ working the ‘The Sherborne Christmas Carols’ on December 20th, from London Victoria heads down through Overton at 11:16, 36 minutes late. *David Lindsell*

Saphos Trains
THE WELSH BORDERS EXPLORER

BR Britannia Class 7MT 4-6-2 No. 70000 'Britannia' departs Wellington on December 2nd with the 1Z70 Crewe to Telford steam charter. *Richard Hargreaves*

UK Railtours
The Festive Oozlum Bird

Class 67 018 ‘Keith Heller’ and 67 002 working 1Z82 ‘The Festive Oozlum Bird’ railtour from London Victoria to Stafford, passes Moira on the Burton - Leicester branch, December 8th. *Stuart Hillis*



ECS and Light Engine Moves

On December 6th, LNER B1 Class 4-6-0 No. 61306 ‘Mayflower’ approaches Wennington during its loaded test run around the Carnforth circuit. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves



LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' eases the ECS from the 'Lindum Fayre' charter into Lincoln's Terrace Sidings on December 8th. *Paul Godding*



Class 66 063 hauls LNER A3 No. 60103 'Flying Scotsman' through Bradley on December 28th with a Carnforth - Toton light engine move taking 'Scotsman' for tyre turning. *John Sloane*



West Coast's Class 47 854 "Diamond Jubilee" heads train 5Z46, an empty stock working from York to Carnforth, and is seen crossing the River Aire at Hirst Wood, near Bingley, West Yorkshire on December 9th. *Ben Bucki*



ECS and Light Engine Moves

On December 21st, LNER A4 No. 60009' Union of South Africa' approaches Clapham, working 5Z48 from York to the ELR via Carnforth. *Shep Woolley*

Chiltern Railways



On December 1st, Class 68 011 stands at Leamington Spa working a Birmingham Moor St. to London Marylebone service. *Paul Godding*

Two-year-old George unveils Choo Choo Express!



On December 11th, George Moore, a patient at Birmingham Children's Hospital, unveiled the 'Choo Choo Express' after winning a competition to name his very own special festive Chiltern Railways train. Two-year-old George, who was treated at the hospital for croup and infected tonsils, beat off stiff competition to be announced winner of the exclusive children's hospital competition.

After much anticipation, the family finally saw George's design brought to life for the first time. His mum, Fay, 32, commented: "It was such a special moment to see George's Choo Choo Express design on the side of the train. George's eyes lit up and he was just so excited. We're so proud of him, this train is going to be seen by thousands as it travels across the country and George just loves trains so seeing his design was the perfect prize. We hope that this will be a memory he holds close to him for the rest of his life.

"We have been in Birmingham Children's Hospital a lot over the past few weeks, with two visits to A&E with George for croup and infected tonsils as well as a stint on the High Dependency Unit for our daughter, Betty, who had pneumonia and bronchiolitis. It's been a tough month but hopefully we're all on the mend and can enjoy Christmas at home."

Alan Riley, Customer Services Director at Chiltern Railways, said: "We are delighted to be supporting the children's hospital with our special Christmas train this year following the success of last year's Santa Train. Christmas is about giving, so we are pleased to be able to give this opportunity to George and his family and help them create festive memories at what must be a difficult time for them."

Serena Daw, Public Fundraising Manager at Birmingham Children's Hospital Charity, said: "This year our Moments of Magic Christmas campaign is all about bringing magical moments to our patients and families and helping ensure their hospital experience is the best it possibly can be. We're so grateful to Chiltern Railways for deciding to support our patients and families in this way by giving such a unique experience to George and his family."

The Choo Choo Express, which it has now been formerly nicknamed, departed for its scheduled ride from Moor Street Station to Marylebone on December 11th and was in service for the entire month of December.

Chiltern Railways

Class 68 014 stands at London Marylebone waiting to work the 1R33 13:10 to Birmingham Moor Street on December 20th.
John Balaam

Colas Rail



Class 70 814 works the 6J37 Carlisle Yard to Chirk Kronospan through Leyland on December 29th.
Alan Naylor



Class 70 805 and 70 809 working light engine as 0C20 Nottingham Eastcroft - Hinksey Yard, passes through Burton on December 1st.
Stuart Hillis



Class 66 850 ‘David Maidment OBE’ is seen stabled at Eastleigh on December 26th.
John Sloane

Colas Rail



On December 12th, Class 56 096 and 56 094 pass through Scunthorpe working the 6E32 Preston Docks - LOR bitumen tanks. *Steve Thompson*



On November 26th, due to a shortage of traction, Colas hired DB's Class 60 091 to work the Preston - Lindsey tanks. *Steve Thompson*



On November 28th, with Colas still short of locos, we had the spectacle of GBRf's former Colas Class 60 026 working the Preston - Lindsey tanks through Scunthorpe. *Steve Thompson*

Colas Rail

Class 70 812 passes Heaton Lodge Junction on November 30th with 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*

Colas Rail



On November 12th, Class 70 802 heads through Scunthorpe on 6E32 Preston Docks - Lindsey bitumen tanks. *Steve Thompson*



DB Class 66 009 approaches Hebden Bridge on November 27th hired in by Colas to work Preston Docks - Lindsey Oil Tanks. *Alan Rigby*



On November 27th, DB Class 66 009 heads through Scunthorpe, hired in to work the Preston Docks - Lindsey tanks. *Steve Thompson*

Colas Rail

On December 11th, it had brightened up a bit by the time the Preston tanks returned, and it was good to see Class 56s making a reappearance as 56 096 and 56 094 are seen at Mauds Bridge on 6E32. *Steve Thompson*



On December 22nd, power car No. 43285 is seen at Sheffield leading a Plymouth - Glasgow Central service. *Brian Battersby*

DB Cargo



On December 11th, it was barely daylight as Class 66 009 and 66 118 worked through Scunthorpe station on 6X75 Ent C - Up Decoy, conveying a loaded RDT and 5 empty IFA point-carriers. *Steve Thompson*



On December 13th, Class 60 059 ‘Swinden Dalesman’ working 6M57 Lindsey - Kingsbury loaded oil tanks heads through Burton. *Stuart Hillis*



Class 66 096 is pictured at Mexborough on December 11th with the 6Z69 Heck to Dowlow empty boxes. *Steve Chapman*

DB Cargo

Class 66 142 arrives into a chilly Leicester on December 15th.
Richard Hargreaves

DB Cargo



Class 66 131 heads through Peterborough on December 7th with the 08:51 Mountsorrel - Barham. *John Balaam*





Class 66 149 working 6D44 Bescot - Toton engineers with a rake of Network Rail self discharge hoppers, passes Burton on December 5th. *Stuart Hillis*

On December 11th, Class 66 140 is seen at Charnock Richard working a Glen Douglas - Fenny Compton MOD train. *John Sloane*

DB Cargo



On December 14th, Class 90 020 and 90 040 working a Mossend - Daventry service passes Freightliner's Class 66 571 working the Bredbury - Folly Lane at Miller's Bridge. *Mark Enderby*



Class 66 139, 60 062 and 66 199 are seen in Eastleigh Yard on December 26th. *John Sloane*



Class 90 040 and 90 020 pass Euxton on December 7th with a Mossend - Daventry working. *John Sloane*

DB Cargo

The Christmas period saw several DB locos parked up at Eastleigh. This was the scene on December 26th. *John Sloane*

On December 14th, Class 66 129 hauls the Knowsley - Wilton past Miller's Bridge. *Mark Enderby*

DB Cargo

On December 8th, Class 66 031 passes through Lincoln with the 4E26 Dollands Moor - Scunthorpe RS bloom carriers. *Steve Thompson*



On November 19th,passing under Scunthorpe's entry for the 2018 Architectural Awards, namely the temporary footbridge, is Class 66 012 on 6O01 Ent C - Eastleigh, conveying a set of 12 empty YEAs. *Steve Thompson*



Class 66 034 heads through a misty Bradley on December 29th with a Daventry - Mossend intermodal. *John Sloane*

Direct Rail Services

Class 88 001 working an additional ‘Tesco Express’ Mossend - Daventry, passes Winwick on December 14th. *Alan Rigby*

Direct Rail Services



On December 22nd, Class 66 433, 20 305, 37 605 and 66 303 are seen stabled at Doncaster. Earlier the Class 37 had derailed (one wheelset) departing Roberts Road after tyre turning. *Richard Hargreaves*



Class 88 001 ‘Revolution’ speeds through a sunny Euxton on December 7th working a Mossend - Daventry intermodal. *John Sloane*



Class 68 018 ‘Vigilant’ and 68 016 ‘Fearless’ with flask wagon No. 550045 pass Tyne & Wear Metro No. 4026 at Pelaw station, Gateshead on November 14th. *Alan Naylor*



East Midlands Trains

On December 8th, power car No. 43 050 is seen at Nottingham on the rear of a service to London St. Pancras International.
Paul Godding

East Midlands Trains



On December 15th, power car No. 43480 stands at a wet Leicester leading a London St. Pancras - Nottingham service. *Richard Hargreaves*



On December 15h, Power car No. 43066 departs Leicester on the rear of a service to Nottingham. *Richard Hargreaves*



On December 8th, the weekend of the Lincoln Christmas Market, power car No. 43059 is seen at Lincoln on the rear of an additional service to Newark. *Paul Godding*

Freightliner



On November 12th, Class 66 543 runs through Scunthorpe in a spell of autumnal sunshine with 4C75 coal empties from Hunslet Yard to IBT. *Steve Thompson*



Class 66 544 and 66 506 are seen arriving onto Ipswich depot, December 15th. *John Sloane*



Class 66 598 is pictured at Marholm on November 16th with 4L93 Lawley Street to Felixstowe liner. *Steve Chapman*

Freightliner













Over the Christmas period, Southampton Maritime was awash with Freightliner locos stabled for the shutdown. Seen here are Class 66 413 ‘Lest we Forget’, 70 006, 70 007, 66 567, 66 524, 66 549, 66 596, 66 513 and 08 585 ‘Vicky’. *John Sloane*

Freightliner

On December 8th, Class 66 513 departs Lincoln with a Leeds to Felixtowe liner. *Paul Godding*





Class 66 413 is pictured at Oakenshaw Junction on November 23rd with the 6M17 Redcar to Fiddlers Ferry coal. *Steve Chapman*

Class 66 523 heads through Manchester Victoria on November 21st working Runcorn Folly Lane - Brindle Heath bins. *Alan Rigby*

Freightliner



Class 66 413 passes Smithy Bridge on November 21st working Redcar - Fiddlers Ferry power station loaded coal. *Alan Rigby*



Class 90 046 and 90 047 approach a wet Balshaw Lane on December 21st with a Mossend - Daventry working. *John Sloane*



Class 70 008 arrives into Ipswich on December 15th with a Trafford Park - Felixtowe liner. *John Sloane*

Freightliner

Class 66 591 is about to pass under the arches of York station with coal from Redcar to Drax on a dull December 6th. *Jeff Nicholls*



Class 66 547 passes Miller's Bridge on December 14th hauling a Felixstowe - Garston liner. *Mark Enderby*



On December 22nd, Class 66 569 heads through Doncaster with a Leeds to Felixtowe liner. *Paul Godding*



On December 14th, Class 66 605 passes Winwick working Hardendale - Tunstead. *Alan Rigby*

Freightliner



On a gloomy December 15th, Class 66 955 passes through Ipswich working a Felixtowe - Crewe liner. *John Sloane*





Class 70 002 passes through a very wet Stafford on December 1st, heading to Crewe. *Paul Godding*

Class 66 413 emerges from the mist at Healey Mills yard as it works the 6M17 Redcar to Fiddlers Ferry power station coal working on November 22nd. *Neil Scarlett*

Freightliner



Class 66 549 passes Coppull on December 2nd with a Crewe Basford Hall - Drigg engineers working. *John Sloane*





Class 66 501 heads through Ipswich working a Felixtowe - Crewe liner on December 15th. *John Sloane*

Class 70 015 heads out of Ipswich depot on December 15th. *John Sloane*

GBRf



On December 12th, Class 66 780 passes Frodingham Jct. on 6H60 HIT - Drax coal. *Steve Thompson*



On December 6th, Class 66 769 passes through Bamber Bridge with a Clitheroe - Avonmouth working. *John Sloane*



On November 27th, Class 60 095 working Tuebrook Sidings - Doncaster passes Todmorden. *Alan Naylor*

GBRf

On November 17th, Class 66 714 passes through Lincoln Central on 4Z81 Masborough - Felixtowe container train. *Steve Thompson*

GBRf







Class 66 755 heads out of Bamber Bridge on December 6th hauling an Avonmouth - Clitheroe rake of tanks. *John Sloane*

Class 66 753 working Liverpool Bulk Terminal - Drax loaded Biomass heads through Todmorden on November 27th. *Alan Rigby*

Class 60 047 'Faithful' works an unidentified Biomass working through Pelaw station, Gateshead on November 14th. *Alan Naylor*

GBRf



Class 60 026 ‘Jupiter’ pauses on the truncated remains of the Haydock Branch on December 6th prior to reversing 6F67, the 09:10 Tuebrook - Ashton-in-Makerfield loaded stone train, into the former Kelbits complex. *Jeff Nicholls*



Class 66 776 ‘Joanne’ working 6M83 Tinsley - Bardon Hill quarry with empty hoppers is seen at Moira on December 11th. *Stuart Hillis*



Class 66 755 ‘Tony Berkeley OBE RFG Chairman 1997-2018’ works 6M90 Avonmouth to Clitheroe Cement Works through Pleasington on December 8th. *Alan Naylor*

GBRf



On December 11th, Class 66 769 heads through a sunny Euxton hauling a Clitheroe - Avonmouth rake of tanks. *John Sloane*



Class 66 722, 66 773, 66 744 and 66 712 along with Colas Rail's Class 66 850 are seen at Eastleigh on December 26th. *John Sloane*



On December 15th, Class 66 704 'Colchester Power Box' heads through Ipswich hauling a Hams Hall - Felixtowe intermodal. *John Sloane*

GBRf



On December 12th, Class 66 789 comes off Trent Reception after running round 6D61 Roxby - Down Decoy. *Steve Thompson*



Aggregate Industries liveried Class 66 711 'Sence' with the 4E34 Southampton - Doncaster I.port loaded intermodal, passes Burton on December 13th. *Stuart Hillis*



Still wearing Colas livery, Class 60 026 'Jupiter' has replaced 60 095 on the Tuebrook - Ashton in Makerfield stone trains, seen here backing the first train of the day into the former Kelbits complex on December 7th. *Jeff Nicholls*

GBRf



Class 66 780 is seen at Marholm on November 16th with the 6M60 Whitemoor to Mountsorrel empty boxes. *Steve Chapman*





Class 66 766 approaches Pleasington with the 6V35 Castle Cement tanks. *Chris Stanley*

Class 66 711 approaches Mexborough on December 11th with the 4E34 Southampton to Doncaster iport intermodal. *Steve Chapman*

GBRf



On December 8th, Class 66 702 heads through Lincoln with an intermodal working. *Richard Hargreaves*





Class 66 752 passes Marholm on November 16th with 6E83 Middleton Towers to Barnby Dun sand. *Steve Chapman*

Class 66 789 appears through the mist at South Elmsall on November 23rd with 6M31 Doncaster to Arcow stone empties. *Steve Chapman*

GBRf



Class 66 761 'Wensleydale Railway Association' working 4M11 Washwood Heath - Peak Forest empty hopper wagons passes Burton on December 13th. *Stuart Hillis*





Class 66 727 'Maritime One' passes through Pleasington with the 6S94 China Clay tanks. *Chris Stanley*

On December 8th, Class 66 789 working 6M81 HIT - Ratcliffe coal passes through Lincoln. *Steve Thompson*

GBRf





Class 66 772 races through a foggy Keighley station with the 6M31 Doncaster - Arcow Quarry empties on December 4th. *Ben Bucki*

Class 66 789 (the former DB Class 66 250) heads through Doncaster on December 22nd with a rake of hoppers. *Paul Godding*



Great Western Railway

The new order at Paddington on December 15th. Four Hitachi IEPs at the buffer stops with Class 800 306 to the fore. *Chris Morrison*



Great Western Railway

On December 3rd, Class 800 314 pauses at Westbury with 1A90 14:54 Paignton to London Paddington service. *Stewart Smith*

Great Western Railway

GWR HST power car No. 43002 'Sir Kenneth Grange', in original blue and yellow livery, is on the rear of the 18:22 to Hereford, departing London Paddington as 43153 arrives with the 15:00 from Plymouth on December 15th. HSTs at Paddington are getting rarer with only 13 weekday diagrams until March 2019. *Chris Morrison*

Greater Anglia



On December 15th, Class 90 009 departs Ipswich with a Norwich bound service. *John Sloane*



Class 90 008 'The East Anglian' calls at Ipswich on December 15th with a Norwich bound service. *John Sloane*



Class 90 012 'Royal Anglian Regiment' arrives into Ipswich with a Norwich - London Liverpool St. service. *John Sloane*

Greater Anglia



Class 90 013 departs Ipswich on December 15th with a London Liverpool St. bound service. *John Sloane*



Class 90 004 ‘City of Chelmsford’ stands at Ipswich on December 15th working a Norwich - London Liverpool St. service. *John Sloane*



On December 15th, 90 011 ‘East Anglian Daily Times’ departs Ipswich with a service to Norwich. *John Sloane*

L.N.E.R.



Class 91 131 passes through South Elmsall light engine on November 23rd working 0Z91 Neville Hill to Doncaster. *Steve Chapman*





Inter-City liveried Class 91 119 approaches Doncaster on December 22nd working a London Kings Cross - Edinburgh service. *Richard Hargreaves*

On December 22nd, Class 91 101, which has recently been revinyled, stands at Doncaster with a service from London Kings Cross - Newcastle. *Richard Hargreaves*

L.N.E.R.



On December 6th, running on diesel power, Azuma set Class 800 109 rests in Platform 6 at York having done a test run from Doncaster IEP depot. The unit performed several return trips. *Jeff Nicholls*





Class 90 029 races through foggy South Elmsall on November 23rd with the 07:33 London Kings Cross to Leeds service. *Steve Chapman*

DB Class 67 012 is seen on standby Thunderbird duty at Newcastle Central station on November 14th. *Alan Naylor*

L.N.E.R.



On December 15th, DB Class 90 019 stands at Doncaster working a London Kings Cross to Leeds service. *Class47*



EMT hire-in regular power car No. 43075 is seen at Doncaster on December 22nd on the rear of a service to Leeds. *Brian Battersby*



Power car No. 43300 speeds through Doncaster on December 22nd leading a Edinburgh - London Kings Cross service. *Richard Hargreaves*

Network Rail

Class 37 603 sprays away with 57 003 on the rear as it approaches Ingatestone on December 11th. The Great Eastern has been blessed once again this year with Class 37s in use for the leaf fall season. *Charlie Robbins*

Network Rail







On December 8th, Colas Class 56 105 waits to depart Lincoln leading a Toton bound RHTT working. *Paul Godding*

Class 20 303 and 20 305 emerge from the fog at South Elmsall with 3S13 Wakefield to Grimsby RHTT on November 23rd. *Steve Chapman*

On December 4th, the 1Q48 test train Derby RTC - Tyseley, with Class 37 219 'Jonty Jarvis' and 37 116 working via East and West Midlands passes Moira West signalbox. *Stuart Hillis*

Network Rail







On December 8th, Class 56 105 and 56 090 arrive into Lincoln on 3J89 RHTT returning from Holton-Le-Moor to Toton. *Richard Hargreaves*

On December 7th, power cars Nos. 43014 and 43062 working from Reading triangle to Derby RTC, pass Burton. *Stuart Hillis*

Network Rail's Class 97 304 'John Tiley' and 97 303 work home to Derby RTC from Coleham (Shrewsbury) on December 14th. *Stuart Hillis*

Network Rail







On November 19th, Class 20 302 and 20 305, top and tailing 3S13 Wrenthorpe - Pasture St., are seen squirting merrily past the site of the recently demolished station footbridge at Scunthorpe. *Steve Thompson*

On December 8th, Class 66 133 and 66 024 were top'n'tailing 3J42 RHTT towards Boston, passing Sincil Bank. *Steve Thompson*

DBSO No. 9702 leads Class 37 521 with the 3Z19 Derby RTC - Cardiff test train past Burton on December 5th. *Stuart Hillis*

Network Rail

GBRf Class 73 961 ‘Alison’ moves off after a brief crew change at Clapham Junction with a Hither Green - Derby test train on December 15th. *Chris Morrison*

Network Rail





Class 66 133 works a RHTT service through Lincoln on December 8th. *Paul Godding*





Class 37 175 and 37 254 depart Derby on December 15th with a test train working to South Wales. *Class47*

On December 3rd, Class 66 020 and 66 082 top'n'tail the 3J41 14:53 Didcot FP to Westbury (via B&H) RHTT working at Westbury. *Stewart Smith*

Rail Operations Group





On December 11th, the second of the European Class 66s for attention at Longport was worked as 0Z43 from Hedon Road. Class 37 601 is seen hauling '66 998' through Thorne North.
Steve Thompson

Crossrail's Euro Class 66 No. PB13 is hauled away from Mexborough by Class 37 601 on 0Z43 Hull to Longport, December 11th.
Steve Chapman







Rail Operations Group

A look at the various locos on Leicester depot, December 15th, including former Northern Belle DRS Class 57s, several Fertis liveried Class 56s and Class 33 053. *Richard Hargreaves*

TransPennine Express







Class 68 032 pushes a TPE set through Euxton on December 11th with a Carlisle - Longsight training run. *John Sloane*

Class 68 020 ‘Reliance’ sits in Platform 2 at York station having worked to Scarborough and back on crew training for TPE earlier in the day, December 6th. *Jeff Nicholls*

TransPennine liveried Class 68 030, now named ‘Black Douglas’, plays to the gallery at Winwick, sounding the horn and opening up on full throttle, with a training run from Crewe to Preston on December 19th. *Jeff Nicholls*

Transport for Wales



Transport for Wales liveried Class 175 107 calls at Warrington Bank Quay on December 8th with a Llandudno bound service. *Mark Enderby*



On December 1st, Class 150 279 stands at Crewe waiting departure time with a service to Chester. *Richard Hargreaves*



Class 158 819 and 158 841 stand at Wellington on December 22nd working a service to Chester. *Richard Hargreaves*

Transport for Wales

Class 175 107 speeds past Ffynnongroyw on December 8th with a Holyhead - Manchester Piccadilly working. *Brian Battersby*

Units: DMUs and EMUs

Northern's Class 142 036 and 142 013 work 2S66 Colne to Blackpool South through Pleasington on December 16th. *Alan Naylor*



Northern's Class 142 024 and 142 093 are seen upon arrival at Sheffield on December 22nd. *Paul Godding*



East Midlands Trains' Class 153 382 and 156 401 approach Lincoln on December 8th with a terminating service from Barnetby. *Richard Hargreaves*



On December 5th, a brand new Class 331 EMU is seen on test at Warrington Bank Quay. Inset: the unit appears to have UIC numbering on the side. *Mark Enderby*

Units: DMUs and EMUs







Northern's Class 142 090 passes Pelaw station, Gateshead on November 14th working a service to Nunthorpe. *Alan Naylor*

West Midlands Trains' Class 170 510 stands at Birmingham New Street on December 1st working a service to Worcester. *Brian Battersby*

Northern's Class 144 012 always manages to look well, they must give it a good clean on a Saturday! All was not well, however, as it was already 20 minutes overdue for departure for 2P06 to Doncaster, and the poor punters had just been ejected so that the unit could retire to the bay. The reason? GSMR fault! It must have been quickly rectified, as it reappeared and departed with it's doubtless suitably impressed passengers at 10:26, 38 minutes late!.
Steve Thompson

Units: DMUs and EMUs



Northern's Class 158 850 is seen stabled at Sheffield on December 22nd. *Brian Battersby*





Northern's Class 150 132 and 142 012 work the 2N76 Preston to Colne service through Pleasington station on December 16th. *Alan Naylor*

Northern's Class 142 035 heads a line of stabled units at Sheffield on December 22nd, not in use owing to industrial action. *Paul Godding*







Railtalk Magazine

Units: DMUs and EMUs

Greater Anglia's refurbished Class 321 327 passes Marholm on November 16th with a Doncaster to Ilford move.. *Steve Chapman*

Hull Trains' Class 180 110 is seen at Oakenshaw Junction on November 23rd working 5A93 Doncaster to Crofton ECS. *Steve Chapman*

East Midlands Trains' Class 156 415 approaches Lincoln on December 8th working a service from Peterborough. *Richard Hargreaves*

Units: DMUs and EMUs



West Midlands Trains' Class 170 502 and 170 513 stand at Wellington on December 22nd working a service to Shrewsbury. *Richard Hargreaves*



Northern's Class 319 372 passes Coppull on December 2nd with a Blackpool - Liverpool service. *John Sloane*



Northern's Class 195 107 works 5Z99 mileage accumulation runs from Carnforth to Warrington Bank Quay through Leyland station on November 19th. *Alan Naylor*

Units: DMUs and EMUs



Greater Anglia's Class 170 208 approaches Saxmundham on December 15th working an Ipswich - Lowestoft service. *John Sloane*





Test train 5Z03, comprising of Northern's Class 331 105 speeds through Leyland on December 20th en-route to Carnforth. This unit doesn't currently display set numbers on either end. *David Hollowood*

On November 27th, Northern's Class 158 752 working a Manchester Victoria - Selby service departs Todmorden. *Alan Rigby*

Units: DMUs and EMUs



A Northern Class 158 is seen crossing the River Aire at Hirst Wood, near Bingley, West Yorkshire, with a Carlisle - Leeds service on November 27th. *Ben Bucki*



On December 15th, Greater Anglia's Class 156418 waits departure time at Ipswich working a service to Lowestoft. *John Sloane*



Northern's Class 142 004 departs Hebden Bridge on November 27th working a Southport - Leeds service. *Alan Rigby*

Units: DMUs and EMUs

Scotrail's Class 156 439 stands at Newcastle Central station on November 14th. *Alan Naylor*



Northern's Class 156 438 works the 2W35 Middlesborough to Hexham service through Pelaw station on November 14th. *Alan Naylor*



Northern's Class 158 755 passes Bamber Bridge on a wet December 6th working a York - Preston service. *John Sloane*

Units: DMUs and EMUs



Greater Anglia's Class 321 317 will soon depart Shenfield working a service from here back to London Liverpool St. A darkening sky adds some drama on December 10th. *Charlie Robbins*



Northern's Class 158 859 working a Manchester Victoria - Leeds service, calls at Todmorden on November 27th. *Alan Rigby*



Greater Anglia's Class 153 306 stands at Ipswich on December 15th working a service to Felixtowe. *John Sloane*

Units: DMUs and EMUs

On November 27th. Northern's Class 333 007 'Alderman J Arthur Godwin' waits for the right-away from Saltaire, West Yorkshire, with a train from Skipton. *Ben Bucki*

Units: DMUs and EMUs

Northern's Class 323 231 passes Winwick on December 14th working a Liverpool Lime Street - Warrington Bank Quay service. *Alan Rigby*

Greater Anglia's Class 321 340 departs Ipswich on December 15th with a service to London Liverpool St. *John Sloane*

Greater Anglia's Class 321 354 is seen stabled at Ipswich on December 15th. *John Sloane*

Units: DMUs and EMUs



A Northern Class 333 races south through Utley, near Keighley, on November 26th with a morning train from Skipton. *Ben Bucki*





South Western Railway's Class 444 031 speeds through a dreary Eastleigh on December 24th working a London Waterloo - Poole service. *John Sloane*

Greater Anglia's Class 170 206 arrives at Ipswich on December 15th with a service from Cambridge. *John Sloane*

Units: DMUs and EMUs

West Midlands Railway's Class 172 336 approaches Small Heath with a Stourbridge Junction - Stratford-upon-Avon train on Christmas Eve 2018. *Chris Morrison*

Virgin Trains

New hand held ticketing devices to improve customer service

New tablet technology issued across Virgin Trains network

System will issue tickets and provide further support such as onward travel

Known as Avocet – the rollout follows successful trials at major stations

Virgin Trains customers can now skip ticket office queues and buy directly from station staff using new hand-held ticketing devices.

In an industry first, the long-distance operator has issued the new tablet technology across its network in a bid to improve customer service.

The move mirrors changes in banking and other retail sectors where staff have moved from behind screens to interact directly with customers.

The system will be able to issue digital tickets to a mobile device, reducing paper usage.

It will also allow Virgin Trains staff to be more responsive to customers' needs and to provide more immediate support around ticketing, directions, onward travel advice and in assisting passengers with mobility issues.

The technology, known as Avocet, was rolled out across the West Coast network in August following several successful trials at major stations.

Director of digital projects at Virgin Trains, Nick Dodd, said: "Avocet is giving us flexibility. Our people can work behind a window, on the concourse, on the platforms or within the ticket machine vending area.

"We have also used the system in station car parks so customers do not have to walk to the ticket office. It's about opening up our ticket offices and ensuring customers have better access to our frontline teams as well."



He added: "This approach has been successfully adopted in banks and on the high street so it makes sense to introduce it at our stations, but we are taking this a step further as we are focusing on face to face engagement whilst making best use of the technology in a customer's own pocket – their mobile phone."

Toilet humour no fun for Virgin Trains' customers

A bra is one of many strange items flushed down Virgin Trains onboard toilets
Wet wipes the biggest culprit as costs to repair toilets exceed £180k
Virgin Trains encourages customers to use bins provided and follow the 3Ps

Virgin Trains is urging customers to follow the 3Ps of flushing after a lady's bra was found to be the latest cause of a blocked toilet onboard one of its Pendolino trains.

The undergarment joins a list of strange items that include glasses, wedding rings, nappies and even a Manchester United scarf to have been flushed down the pan.

On a typical day around four toilets are taken out of service as a result of inappropriate use. This equates to over 18,000 lost toilet hours per year, and a repair bill in excess of £182,000.

By far the biggest culprit however is the 'wet wipe', accounting for over 90% of blockages. Even wipes labelled as 'flushable' can lead to problems, the woven material clogging the internal pipes leading to the onboard effluent tanks.

"It did make us smile when we found the bra as it's not something you would expect to find," explained Michael Jacks, Head of Fleet and Engineering at Virgin Trains. "

"But it does highlight a very serious issue, and one that greatly impacts on our customers. Bins are provided, and we would remind our customers to follow the 3Ps of flushing. Only pee, poo and paper should be flushed down any toilet."

Toilet Facts

- Virgin Trains has 484 toilets in service on its trains each day.
- On average a toilet is flushed eight times per hour.
- Talking toilets, along with tongue in cheek signage, have been used onboard Virgin Trains to promote responsible toilet use.

Onboard Message

"Please don't flush nappies, sanitary towels, paper towels, gum, old phones, unpaid bills, junk mail, your ex's sweater, hopes, dreams or goldfish down this toilet.



Virgin Trains teams trained in conflict resolution help customers on match days

New Event Hosts will assist tens of thousands of customers using the Virgin Trains network

Initiative is aimed at improving the experience for all customers on busy match days

Dedicated carriages for supporters have also been introduced

In the first initiative of its kind, Virgin Trains is deploying staff with specialist training - including conflict resolution techniques - to improve the travelling experience of football supporters and all customers across its network on busy match days. New Event Hosts are assisting the tens of thousands of supporters and other customers travelling on the West Coast network up and down the country on weekends through the football season. They will concentrate on busy periods before kick-off but also have a focus on supporters travelling home after the match.

The hosts will work with frontline colleagues to engage with football supporters and provide additional assistance to all Virgin Trains customers passing through stations or travelling on board during football weekends. Event hosts are specially marked out in pink, high visibility vests – a colour which is known to have a calming effect on crowds. All hosts have received further training in customer service and conflict resolution by leading expert in the field, Louisa Weinstein, of the Conflict Resolution Centre and the author of The 7 Principles of Conflict Resolution.

She said: "Conflict arises where we think we might not get what we want or need. It is understandable therefore that it arises on busy match days where tensions and spirits are high. Key to the resolution of any conflict is a high standard of communication and negotiation skills. We concentrated on these aspects with Virgin Trains who adopted a creative approach to this issue where the focus was on understanding the customer as opposed to judging their behaviours.

The staff we trained were amazing. They welcomed the opportunity to learn quite complex conflict resolution skills to empower them in their role."

These approaches include maintaining eye contact, coaching in non-verbal listening (not interrupting and being fully engaged) and how to avoid being judgemental in situations that could escalate. They have also been advised on how best to demonstrate empathy during potentially challenging interactions. Once trained, the hosts are then assessed while working in their role at the stations.



The aim is to make sure all customers to enjoy their journey, but if a situation gets out of hand or behaviour becomes aggressive, the Event Hosts will take a zero tolerance policy and alert the British Transport Police immediately. Virgin Trains is the first train operator to adopt such a comprehensive approach this season after listening to feedback from supporters and customers, and has since been working with the British Transport Police, footballing bodies and clubs to tailor the initiative. New measures introduced include the creation of dedicated carriages for supporters, delivering bespoke catering packages and keeping carriages and stations free from clutter. The largest trains are also prioritised for these matches to meet demand which is a key part of process and improving the environment. In addition any customer booking online who is not travelling to a match will be alerted via a pop-up message that these services are likely to busy because of the football.

Gary Steele, Event Coordination Manager at Virgin Trains, said: "Stations and services can get extremely busy with many football supporters using our network to get to and from fixtures. "Providing a better environment and engaging with them and other customers on busy days will help remove any points of potential conflict, and offer everyone a better customer experience and a smooth, safe and enjoyable journey."

Chief Superintendent Allan Gregory from British Transport Police said: "This is an important step forward in helping to improve the experience of football supporters and other rail passengers alike. We know that on match days trains can quickly become busy places and we want everyone travelling to have a safe journey. These new Event Hosts are an interesting and creative new idea which we hope will help all passengers to have a better journey and hopefully a good day out too."

Virgin Trains offers first vegan-friendly train menu in UK

Vegan option included in both First and Standard from morning to evening

Vegan Society calls on other train operators to follow Virgin's lead

Comes as menu revamp delivers more fresh, locally sourced ingredients onboard

Virgin Trains has been praised by campaigners after becoming the UK's first train operator to offer a full vegan menu for all its customers on all services. Passengers can now choose from a range of vegan-friendly options at nearly all times of day following a revamp of its onboard Shop and First Class menus*.

The move, which has been welcomed by the Vegan Society, comes in response to the growing number of people who have chosen to go vegan or simply reduce the amount of meat and dairy in their diet. As well as ensuring a vegan option is consistently available, Virgin Trains has also clearly labelled its First and Standard class menus to help identify vegetarian, vegan and gluten-free options. And the onboard Shop in Standard and First Class kitchens are now routinely stocked with soya as an alternative to cows' milk. Virgin Trains is also working to increase the amount of locally-sourced food served onboard its trains and to include more fresh ingredients in its meals.

Julie Harper, Virgin Trains' Food & Beverage Proposition Manager, said she was proud to offer vegan customers peace of mind when boarding the train. "The clear message we've had from vegan customers is they need consistency so they have peace of mind when they board the train. We've worked really hard to ensure that our menus in First and Standard deliver that consistency throughout the day and include some really delicious, appetising options that we hope will tempt vegans and non-vegans alike."

Louise Davies, Head of Campaigns, Policy and Research at The Vegan Society, said: "We've been campaigning for decent vegan options on trains over the last few months and it's great to see Virgin respond with a menu that anyone can enjoy. Market trends are showing a rapid growth in plant-based eating. We hope that others will follow Virgin's lead and take notice of the power of the vegan pound."



Options for vegans in the Virgin Trains Shop currently includes a vegan breakfast pot complete with mushrooms, hash browns, spinach and baked beans, or vegan chilli in the evening. Its First Class menus now include items such as a potato hash breakfast, Mediterranean pasta salad and spicy Bombay potato.

ScotRail

LNER A4 No. 60009 'Union of South Africa' arrives into Edinburgh on December 8th with the 1Z09 Railway Touring Company's 'The Edinburgh Christmas Market' charter from York. *Richard Jones*



West Coast's Class 47 854 is seen on the rear of the charter from York at Edinburgh on December 8th. *Richard Jones*



With a 'Spirit of the Lakes' charter, Class 47 851 (with 47 826 on the rear) arrives into Edinburgh Waverley on December 8th, 1Z51 from Cleethorpes. *Richard Jones*



Nottingham Trams (NET)

Tram No. 211 approaches Nottingham station on December 8th working a service to Clifton South. *Richard Hargreaves*

Sheffield Supertram



Doncaster Sheffield Airport liveried tram No. 116 calls at Cathedral on December 22nd with a service to Halfway. *Richard Hargreaves*



Tram No. 105 stands at the Sheffield Cathedral stop with a service to Halfway on December 22nd. *Brian Battersby*



Carrying an advert for Pretty Little Thing.com, tram No. 111 calls at Cathedral on December 22nd with a service to Middlewood. *Brian Battersby*

Sheffield Supertram

Tram-Train Class 399 202 stands at Cathedral on a wet December 22nd working a service to Rotherham Parkgate. *Richard Hargreaves*



Going Underground

Bakerloo line 1972 stock arrives at Baker Street with car No. 3556 leading on a service to Stonebridge Park, December 20th.
John Balaam



Going Underground

A train of Piccadilly Line 1973 stock for Rayners Lane arrives at West Harrow on November 17th. *Chris Morrison*

Going Underground

A Hainault bound train of Central Line 1992 stock arrives at East Acton with its wooden shelters and narrow platforms, December 15th. *Chris Morrison*



Tyne and Wear Metro

With unit No. 4057 leading, a St. James service arrives at Pelaw station, Gateshead on November 14th. *Alan Naylor*

Colchester rail station celebrates 175th birthday

People gathered at Colchester rail station on December 19th to celebrate its 175th birthday. Colchester's High Steward, Sir Bob Russell, Greater Anglia staff, station adopters and representatives of the Essex and South Suffolk Community Rail Partnership cut a cake on the station platform, which was handed out to passengers.

Colchester High Steward Sir Bob Russell spent much of his childhood years living near Colchester station and for almost the past 50 years has lived about half-a-mile away.

He said: "From the closing years of steam locomotives to the electrification of the line, the proximity of the railway with its associated noises and the hustle and bustle of a busy part of town has been a background for most of my life.

"Colchester station today looks nothing like it was when the line from London arrived 175 years ago – and the tracks terminated. It was to be some while before the line was extended to Ipswich and onwards; and the construction of branch lines to The Hythe and St Botolph's, and from Wivenhoe to Brightlingsea, and to Walton-on-the-Naze and Clacton-on-Sea.

"Overnight, in 1843 Colchester people went from relying on coach and horses for travel to London to a railway service which was cheaper, quicker and more comfortable than the stage coach. The town's future and prosperity were transformed.

"Although complaining about the railways is a national pastime, the reality is that for 175 years the railway has been a great asset for Colchester and its residents. With future investment, there is an even brighter future. The cake-cutting commemoration pays tribute to the railway pioneers of 19th century Britain."

Greater Anglia's Community Partnerships Manager, Paul Haynes, said, "We are grateful to the Community Rail Partnership and Sir Bob Russell for marking the anniversary of this station, which from its Victorian beginnings, has seen many changes and improvements, and is now a thriving, vital transport hub, connecting Colchester to London and the rest of the region with fast, frequent train services."





MPV Nos. DR98912 and DR98962 working 3S08 to Springs Branch, Wigan heads through Leyland station on November 19th. *Alan Naylor*

Fares Advice with RailUK

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

Failure by multiple TOCs to carry passengers with itineraries.

Q: Yet again we see a failure by 'the railway' leaving a passenger (a friend of mine) out of pocket and stranded in Scotland. They have an advanced ticket from Ayr to Peterborough with an itinerary for the 0513 from Ayr to Glasgow and the direct 0648 LNER to Peterborough.

On arrival at Ayr station they found it was closed and no services are running for an undisclosed amount of time. In a panic she made her own way to Glasgow to find no mention of the 0648 on the boards. No Scotrail staff were present but a VT staff member said there is no 0648 and denied any knowledge of it despite the passenger having an advanced ticket for it. They were told that they would not be allowed to catch a service by a different operator and they refused to help further. How pathetic. Yet again we see a system that is so monumentally flawed it's a wonder we still have a railway. She has gone back to Ayr (by her own methods) as she cannot get home.

Essentially all the twitter teams have passed on the blame to each other with Scotrail denying existence of the train. LNER suggesting there was a bus but it wasn't advertised, and this doesn't help passengers who miss a connection due to the failure of another toc. VT suggesting the staff member was correct and so on. This sort of thing happens to multiple people every single day and TOCs are still allowed to get away with it.

I expect the usual replies from the usual suspects suggesting that all railway employees are considered gods and can do no wrong and I expect the usual suspects to pity them but here we see yet another example of rules being broken and the passenger being the one to suffer.

A: I suspect the issue may well have occurred by way of LNER (an English TOC) forgetting that Scotland has different public holidays than England when creating the quotas. There was I'm told a bus, LNER say there was a bus, but VT staff at Glasgow (no Scotrail staff there at that time) knew nothing about a bus and the train/rrb was simply not on the departure boards at Glasgow. Of course this doesn't help anyway if a connection is missed due to another cancelled service that the passenger has an itinerary for.
It's a shame that multiple TOCs have not had either the correct information, knowledge, training to deal with this. She would have been happy to get home even a few hours later than planned but it has been put across to her that she cannot travel on another toc without purchasing another ticket so in a panic (and by all accounts in tears) she returned to where she can stay. LNER were given no opportunity to do anything about it as they were unaware there was an issue. Trainline provides tickets for services that were in the timetable at the time the booking was made. (I suppose it could be argued that they would have benefited from letting her know that BOTH her trains no longer existed but I'm not sure how they implement this). The Scotrail Service was cancelled first causing them to have to make their own way to Glasgow. It was VT staff that gave the poor advice suggesting the 0648 didn't exist and there was no way they could get another TOC without purchasing a new ticket. Unfortunately as with most people, she doesn't pay a lot of attention to the difference between TOCs and retailers and as such didn't think to contact LNER at the time and wasn't told to do so by anyone.

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!

Polos, starting from £14.88 each, minimal order of 2.

Heavyweight Hoodies starting from £27.50 each, minimal order of 2.

Softshell, from £27.00 each, minimal order of 2.

Marl's (knitwear), starting from £9.80 each, minimal order of 2.

Gymsacs, starting from £5.00 each, minimal order of 2.

We have a broad range of bags, from shoppers, courier bags to messenger bags.

Promotional print T-shirt, £10.50 each minimal order of 2.

Hi-Vis, starting from £7.50 each, minimal order of 2

Umbrellas, starting from £24.00 each, minimal order of 2.

Branded merchandise, Draw bags, mouse mats, coasters.

Branded T-shirts starting from £8.70 each, minimal order of 2.

Clubs and Societies Apparel

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Caledonian Sleeper loco Class 92 038 passes Bradley on December 22nd on a Polmadie - Crewe light engine movement. *John Sloane*

Eurostar E320 sets Nos. 4024, 4025 and 4033 stand in London St. Pancras International on December 7th. *John Balaam*



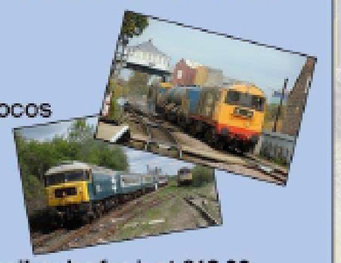
Loco Fleet List Ten

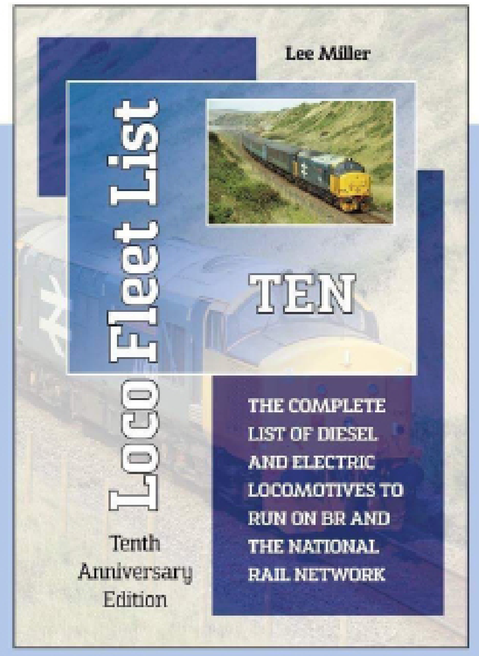
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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.

Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives





Loco Fleet List Ten is available via mail order for just £12.99 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

This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book

Greater Anglia hires roaming train cleaners

New roaming cleaners are hopping on and off Greater Anglia services throughout the day to keep the trains looking fresh and presentable.

Four cleaners travel on up to 14 services each during the morning and evening peaks.

They get on and off trains between Wickford and Shenfield, Colchester and Chelmsford, Tottenham Hale and Cheshunt, Audley End and Tottenham Hale throughout the day, litter picking, checking toilets and reporting any faults to engineers at Liverpool Street and helping passengers during any disruption.

Martin Wink, Greater Anglia's Area Presentation Manager, said: "Customers seem very pleased to see the team move through the train cleaning up. They're always very helpful and will stop to answer questions about the journey, including connecting trains."



Most of the rubbish – which consists of newspapers and plastic bottles – is recycled. Coffee cups can not be recycled at the moment. Greater Anglia is currently working to recycle 90% of its waste. If cleaners come across any lost property it is handed in and logged as per Greater Anglia's policy.

Simone Bailey, Greater Anglia's Asset Management Director, said: "We want all of our passengers to have a pleasant journey when they travel with us, which is why we are making our trains cleaner. Every train is cleaned overnight, however rubbish can accumulate throughout the day. Most of the rubbish left on trains is coffee cups and newspapers. We know passengers want our trains to be sparkling clean and we have received very positive feedback about our new colleagues, who are doing a great job."

LNER B1 No. 61306 'Mayflower' smokes out Bamber Bridge Crossing as it passes on it's way back from Hellifield to Carnforth on a test run on December 6th. *John Sloane*

Northern - New Class 195







A three car Civity Class 195 stands outside the pit inspection shed at Edge Hill depot on December 3rd. *Dave Harris*

Interior seating and positioning of on board mains plugs. *Dave Harris*

Future proof driving cab with ERTMS display. The cab also has climate control, drink holders and a floor mounted light switch. *Dave Harris*







Northern - New Class 195

A look inside the brand new three car Northern Class 195 111. These three photos show the new Customer real time Information Screens with Digital Passenger Reservation display and the CET accessible toilet and the seating layout of Class 195 111. *Dave Harris*

More standard seats on Greater Anglia trains as First Class to end on most trains

Extra seats will be available for everyone on Greater Anglia trains from 2 January 2020, when the train company is ending first class on all services except intercity trains. Greater Anglia is replacing every single train with brand new state-of-the-art longer trains from the middle of next year. Only the new intercity trains, which run between Norwich, Ipswich, Colchester and London, will have first class seating. All other trains on commuter and regional routes will have standard class seating only.

Martin Moran, Greater Anglia Commercial and Customer Services director said: “With the combination of withdrawing first class and our new longer trains, we can provide about 20 per cent more standard seats across our network, which will reduce overcrowding and improve our customers’ experience of travelling with us.”

Research by consumer organisations and Greater Anglia has shown that customers’ key priorities are a safe, punctual and reliable service with a seat.As passenger numbers are predicted to increase as the region grows, the best way to meet growing demand for train seats is to only provide standard seating on all routes except the longer intercity service. The new trains will all be longer with more seats, USB and plug points, air conditioning, fast free wifi and either tables or seat-back tables for most seats. They were designed using feedback from customers and stakeholders. New trains will come into service from the middle of next year to the end of 2020.

First class accommodation will be “declassified” on existing trains from 2 January 2020, on all trains except for Intercity services. Greater Anglia is announcing the change now, so that all passengers, including annual season ticket holders, have more than a year’s notice of the change. The company has written to all first class annual season ticket holders to inform them about the new policy, with details of how to swap a first class ticket for a standard ticket near the time.

Key services where only standard seating will be available from January 2020 will be Clacton to London, suburban services from Manningtree/Colchester to London - Intercity services will still offer First Class, Braintree/Witham to London, Chelmsford to London - hourly off peak intercity services will offer First Class, Southend Victoria to London, Cambridge to London via Bishops Stortford, Stansted Airport to London, Harlow to London and Hertford East to London.

Martin Moran, added: “We’re committed to transforming rail services for our customers with the introduction of our new trains.“By only retaining First Class seating on our new intercity trains, we can offer a much better service, provide many more seats and reduce over-crowding on our suburban and Stansted Express services in and out of London, delivering a far better service for thousands of passengers. By 2 January 2020, the phasing in of our new trains will be well underway, so it is a sensible time to withdraw First Class from our suburban services.

“After listening to customer feedback, assessing the ongoing increases in passenger numbers and taking account the rail network capacity, we’re taking this step to give the majority of our customers a much-improved service and advising everyone well in advance of the date from which the new policy will apply.

“Our new trains will also offer a higher quality travelling environment, making rail an excellent option right across our network.”



GBRF’s Class 66 711 races through Steeton and Silsden on December 5th with the empties from Wellingborough to the Rylstone Tilcon quarry near Gargrave. *Ben Bucki*

Cricklewood station mural celebrates female achievers and 100 years of women's suffrage



A mural has been created at Cricklewood station as a tribute to the famous aviator Amy Johnson, who lived nearby. The mural, by renowned urban artist Lakwena, is one of 20 installations across London celebrating remarkable local women to mark the centenary of the first steps in women's suffrage in the UK. The capital-wide scheme, called LDN WMN, is part of London Mayor Sadiq Khan's #BehindEveryGreatCity campaign celebrating the vital yet often overlooked contribution women have made to city life.

The Cricklewood Town Team, a community volunteer group that works to improve the local environment, used their close relationship with GTR to secure the station as the site for their part of London to take part in the scheme. Through the Team's partnership with Thameslink, Cricklewood station already has a burgeoning array of public art by local artists.

Amy Johnson moved into a new apartment on Hendon Way in 1930 shortly after becoming the first woman to fly solo to Australia. Besides many other achievements as a pilot, Amy Johnson was the first woman in Britain to qualify as an aircraft engineer.

Street artist Lakwena, herself a Londoner, is an internationally acclaimed artist who has created large-scale murals in her distinctive bright geometric style in Paris, Vienna, Miami and Las Vegas as well as other community projects in London.

Marie Hancock of the Town Team said: "We are thrilled that Cricklewood is one of the 20 locations in London to benefit from these free public artworks celebrating local women. The Town Team had only a short timescale to secure a location in Cricklewood for this project and thanks to our great working relationship and partnership with GTR, we were able to confirm Cricklewood Station as the location."

GTR's community partnership manager Katherine Cox said: "We are proud to be able to host this prestigious artwork to commemorate Votes for Women, highlighting women's achievements. It's a very striking piece of art that our passengers will enjoy for years to come. Cricklewood people are very passionate about making their station attractive and our partnership with the Town Team has created striking art and landscaping that makes for a highly distinctive station ambience."

Photo: Female achievers: Mural at Cricklewood station by renowned urban artist Lakwena celebrates aviator Amy Johnson. ©GTR/Thameslink





CrossCountry power cars Nos. 43378 and 43301 work the 1V50 Edinburgh - Plymouth service in the mist at Burton on December 27th. *Stuart Hillis*

RSS Class 08 511 is see stabled on Eastleigh depot, December 26th. *John Sloane*

Huge progress made on the Felixstowe branch line to increase freight traffic and improve reliability for passengers

Rail engineers have worked over the festive period on the Felixstowe branch line as part of Network Rail's £60m project to install a new 1.4km loop near Trimley which will enable increased freight traffic and improve reliability for passenger services.

As well as upgrading the signalling power system, three new track crossings, which enable trains to switch from one track to another, have been installed as part of the work to provide 1.4km of extra railway line between Trimley and Gun Lane, enabling the running of trains on the new railway in mid 2019.

The new track will support up to 10 additional freight trains in each direction per day, moving goods to and from the Port of Felixstowe. Passengers will also benefit from improved reliability for existing services between Felixstowe and Ipswich.

With each additional freight train taking the equivalent of up to 76 lorries off the roads, the upgrade works will help to reduce congestion and pollution for the local community and the wider region. The work also includes upgrades to four road level crossings between Trimley and Westerfield which will improve public safety while allowing more trains to run on the line.

Across the country, a 25,000-strong workforce worked more than 380,000 hours to keep the railway open and deliver 330 projects.

The work has been completed at the quietest time for rail travel on the country's railway with around half the normal number of passengers travelling compared to the 4.7 million who typically use the network daily.

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "We have used the quieter Christmas period to progress this new section of track which will improve the strategic freight network as part of our Railway Upgrade Plan. This work is essential to increase the number of freight services using the railway while also improving reliability for passengers."









Royal Mail's Class 325 016 is seen on the rear of a Sheildmuir - Warrington mail service as it speeds through Balshaw Lane on December 21st. *John Sloane*

CrossCountry's damaged vehicle from Class 221 127 is seen on the move by road for repair. *Allison Twycross*





Weekend passengers travelling between Crewe and Manchester urged to check before they travel in February

Passengers travelling between Crewe and Manchester are being advised to plan ahead as work to replace a bridge over the West Coast main line will ramp up in early 2019.

For four consecutive weekends, from Saturday 2 to Sunday 24 February, Network Rail will carry out work to replace the Sydney Road bridge in Crewe.

The project is being delivered by Network Rail on behalf of Cheshire East Council and includes replacing the existing single-lane road bridge with a structure wide enough to accommodate two-way traffic and safer routes for cyclists and pedestrians.

A closure of the railway is needed to safely remove the existing bridge structure and lift the new, wider bridge into place using a giant crane.

Passengers can plan and check their journeys at www.nationalrail.co.uk

Chris Atkins, project manager for Network Rail, said: “We are working closely with the train operators to minimise the disruption to passengers and raise awareness of these changes to weekend services between Crewe and Manchester in February.

“We understand that this work also affects our lineside neighbours and have written to residents who live near to where our work is taking place.

“There is never a good time to impact journeys but we have planned the work to affect the fewest number of passengers over the shortest period of time. This is essential work and I’d like to thank passengers in advance for their understanding.”

During the closures, Virgin Trains and CrossCountry services to and from Manchester will not call at Crewe or Wilmslow and be diverted via Stoke-on-Trent. Northern’s train services will start and terminate at Alderley Edge, with bus replacement services operating between Wilmslow and Crewe.

Work to replace the Sydney Road bridge began in October and has required a closure of the road, which will remain in place until the end of May 2019. A clearly sign-posted diversion route remains in place and a temporary footbridge has been installed for pedestrians.



Newly restored BR Class 2MT No. 78022 on the KWVR Steam Punk weekend, November 24th. *Eddie Emmott*

Having arrived at Warrington Bank Quay with the 06:52 from Ellesmere Port, an unidentified Pacer waits for a Pendolino to pass it at Winwick Junction with the 07:30 ECS working to Wigan North Western on December 19th. The roadway in the foreground has been laid across the field in connection with rebuilding work on a culvert beneath the West Coast Main Line. *Jeff Nicholls*

New platforms open at Britain's busiest railway station as part of £800 million investment

The former Eurostar terminal at Waterloo station reopened permanently on December 10th, for the first time since international services moved to St Pancras in 2007, as part of the £800 million project to increase capacity on the South Western Railway network.

Passengers will benefit from more space at Britain's busiest railway station, with platforms 20 to 22 now in use for regular services to Reading, Windsor and south west London.

This follows work to extend platforms at Waterloo, and nine other stations along the route, making room for longer trains, with more than 15,000 more seats provided for passengers over the last year.

Platforms 23 and 24 are set to come into use in May next year as part of the next timetable change. By December 2020, South Western Railway will have provided a total of 52,000 extra peak time seats into and out of Waterloo.

Andy Thomas, route managing director for Network Rail's Wessex route, said: "We are putting passengers at the heart of our approach to running the railway, and this incredible piece of engineering is all about giving better journeys to the many millions of people who travel on this route every year.

"Thousands of our engineers and track staff have worked tirelessly over the last three years, rebuilding this iconic terminal from the top to bottom.

"It has been an enormous job and I'm delighted to be reopening on time, helping us support economic growth by better connecting businesses and communities."

Andy Mellors, managing director for South Western Railway, said: "The reopening of platforms at the former Waterloo International Terminal means more flexibility for our train services and will help to improve punctuality, especially during peak times.

"Between now and May next year, we will be providing over 6,000 extra seats into our fleet to deliver more capacity for customers. This is in addition to the 15,000 extra seats already provided into and from Waterloo since the franchise began last summer."

The new terminal provides more concourse waiting space, moving people away from the main station, extra ticket barriers to reduce queueing elsewhere and new customer information screens, helping people find the train they need faster. There will also be direct access to London Underground for quicker connections in early 2019.

The developer LCR will begin work next year to fit a new retail, leisure and cultural destination underneath platforms 20 to 24. Set to open in 2021, the scheme will offer a progressive mix of independent, high street and national stores, complemented with exciting new food and drink outlets. The Waterloo International station was the home of Eurostar journeys to mainland Europe from 1994 until November 2007.







Class 52 No. D1023 'Western Fusilier' and Class 55 No. D9002 'KOYLI' are seen on display at the Railway Museum, York on December 5th.
John Alsop

Track renewal project means smoother and faster journeys on the Cumbrian coast line

Network Rail is investing £3m to replace 5,000 yards of ageing and worn out track on the Cumbrian coast line to provide smoother, faster and more reliable journeys for passengers. The track will be renewed as part of the Great North Rail Project, which is delivering significant investment to the railway across the North of England. Upgrading the railway between Silecroft and Bootle in West Cumbria will help provide better and faster journeys, and help remove a temporary speed restriction that's currently in place on older sections of the track.
Over six consecutive Sundays from 6 January until 10 February 2019, buses will replace trains between Whitehaven and Millom while the railway is closed for the work. Eight mid-week nights, when trains aren't running, will also be used to complete the upgrade.

Trudy Harrison, MP for Copeland, said: "Living opposite Bootle train station, I often see (and hear) the extensive works taking place during the night when there are no train services running. Whilst inconvenience will be inevitable, I absolutely welcome this investment.
The old track is responsible for much of the delays and cancellations, and the necessary speed restrictions obviously have knock-on effects. This is essential investment into the out of date railway that we desperately rely on, and I both commend the patience of local people and that of Network Rail."

Stephen Kearns, route asset manager for track at Network Rail, said: "This £3m investment to modernise the Cumbrian coast line is being delivered as part of the Great North Rail Project, and will help support the economy of West Cumbria and enable better journeys for passengers for decades to come. The essential work has been carefully planned to cause the least disruption. We will be working mid-week nights and over six Sundays between 6 January and 10 February to upgrade 5,000 yards of rail, sleepers and railway stone. Passengers should check with National Rail Enquiries or Northern for the latest travel information."

Chris Jackson, regional director at Northern, said: "The improvement work being carried out by Network Rail is great news for our customers in Cumbria. The work also coincides with the planned removal of the old Class 37 locomotives which will be replaced on the Cumbrian Coast with more Class 156 trains. During the improvement work we will liaise closely with Network Rail to keep disruption to our customers to an absolute minimum, and I'd like to thank those customers for their continued patience."

Currently, due to the poor state of the track, a temporary speed restriction is in place between Silescroft and Bootle. To create smoother and faster journeys, as well as installing 5,000 yards of new rail, Network Rail engineers will also replace 8,400 tonnes of railway stone, and 7,870 steel and concrete sleepers.



Consultation confirms overwhelming support for new rail link to Heathrow from the West

Proposals for a new rail link from the Great Western Main Line to Heathrow Airport have been given a boost with a large majority of people backing it during the statutory public consultation carried out earlier this year. Views were sought from rail users, communities, businesses and other interested parties. 1,333 responses were received via post, email and on Network Rail's official consultation website, building on the previous 1,000 responses received during two previous rounds of public engagement and consultation in 2015 and 2016.

A total of 72% of respondents agreed with the proposals to build the new rail link with 11% of total respondents asking for the industry to speed up delivery of the scheme. 23% disagreed with the proposals with a required road closure in the Iver area being cited as the most common reason for the negative response.

The link would allow passengers throughout the West, and beyond, to travel directly to Heathrow Airport from Reading, Twyford, Maidenhead and Slough, without having to change at London Paddington. This would make journey times to Heathrow as short as 26 minutes from Reading and just 7 minutes from Slough. It would therefore help ease congestion on the roads, and bring economic growth and new jobs into the Thames Valley and surrounding areas.

The plans have been drawn up on behalf of the Department for Transport.
Mark Langman, route managing director for Network Rail's Western route explained: "We are delighted that the proposals have been given the overwhelming support of the public, businesses and stakeholders. We have also heard the concerns of some local residents so will continue to work hard to make sure our final plans, which will be submitted for consent in 2019, work with other developments in the area."

The proposed Western Rail Link to Heathrow would leave the Great Western Main Line between Langley and Iver via a short stretch of open railway before entering a new 5km tunnel. The tunnel would pass under Richings Park and Colnbrook and then join existing underground rail lines at Heathrow Terminal 5. The majority of the proposed rail link is therefore underground. However, the new tunnel would require up to five access buildings above ground along the route, with two of these buildings also providing ventilation. All of the detailed proposals for the scheme are available online at www.networkrail.co.uk/heathrow.

Between 11 May and 22 June 2018, Network Rail held 18 public consultation events around Langley, Colnbrook, Iver, Iver Heath, Richings Park and Harmondsworth, which were attended by more than 320 people. The consultation was promoted through events in stations, through the media, via Network Rail's website and social media. Videos to simply explain the proposals to the public were viewed over 52,000 times and the dedicated web page for the consultation was visited by more than 10,000 people over the six-week period.
Following the consultation, all responses have been analysed and Network Rail will publish finalised plans and hold public information events immediately prior to submitting the application for a Development Consent Order (DCO) to the Planning Inspectorate in mid-2019. This will seek the required consent to build the new railway, with a final decision by the Secretary of State for Transport.

Did you Know - Ken Mumford

Some more of the nations oddities this month:

CARDIFF'S ANSWER TO DOBBIN'S WASTE PRODUCTS!

Cardiff tram 131 (built in 1905) originally ran as a water-car that would have been used to water the track in order to maintain electrical contact between the wheel and the rail at a time when motor vehicles were scarce and city streets were filled entirely with horse-drawn traffic and the consequences had to be dealt with! This vehicle [now fully restored] is the only Welsh tram at the national Tramway Museum at Crick in Derbyshire.

GWR 6000

The GWR 'King' class loco - 6000 'King George V' was NOT the first GWR loco to carry the number '6000.' In 1919, 20 newly-new R.O.D. freight locos were purchased from surplus Government stock after World War 1 and became GWR 3000-3019, and (at the same time) 84 were hired and became 3020-3099 and 6000-6003. Therefore the first 6000 was an R.O.D. and not 'King George V.'

FOOD FOR THOUGHT?

'THE MISERY' was a special train running every night in 1914 between EUSTON and THURSO carrying naval personnel to and from the Grand Fleet's base at Scapa Flow, taking more than 22 hours for its 728 mile journey!

In 1914 the GWR offered 70 slip-coach services, the LB&SC 21 and the Midland 18.

Swansea had SIX termini opened between 1850 and 1863 by SIX different companies - more than any other city other than London.

By 1935 there were 132 places at which mailbags were picked up or dropped and over 150 TPO sorting-vans were in regular use.

DID YOU KNOW?

That 5002 'Ludlow Castle' and 5057 'Earl Waldegrave' were first preferences for the 9th May 1964 special to Plymouth (and back via Bristol) BUT the Cardiff Division would not release 5002 as it was their best 'Castle' and 5057 was found to have a cracked frame.

M&SWJ Railway

Although the Midland & South Western Junction Railway linked Southampton with Cheltenham, it never reached either town with its own metals!

The MSWJ (in its early days) employed less than three dozen drivers and had 20 stations, yet it was a friendly line - nicknames like 'Tiddley Dyke (which is the name of the Swindon & Cricklade Railway's newsletter/ magazine), the 'Humpty Dumpty' 'Neddy's Line' indicated this. Also the MSWJ was willing to give a personal service to its passengers e.g. often willing to stop expresses at intermediate stations to pick up passengers providing they gave adequate notice.





The 13:52 Liverpool to Scarborough TransPennine Express service approaches Colton Junction, York, in fading light on November 18th. *Neil Scarlett*



A Different View

Raindrops on Northern's Class 142 042 stabled at Doncaster on December 22nd. *Paul Godding*

A Different View

A Northern Class 322 races over the footpath crossing at Hirst Wood, near Bingley, West Yorkshire, with a Leeds service on November 27th. *Ben Bucki*

East Lancs Railway

Visiting LNER A4 Pacific No. 60009 'Union Of South Africa' blasts away from a misty Ramsbottom with an ELR Boxing Day 'Mince Pie Special'. *Gerald Nicholl*







Preserved Railways

Keighley and Worth Valley Railway

On December 8th, the resident Class 101 DMU was running in the relief path alongside the popular 'Santa Special' trains. The DMU is seen heading towards Keighley, alongside the River Worth at Damems. *Ben Bucki*

Railfreight-liveried Class 20 031 brings up the rear of an Oxenhope-bound 'Santa Special' leaving Haworth on December 15th. Rain, falling onto very cold ground at lunchtime, had produced extremely icy conditions and the Type 1 was working hard to help move the heavy train. *Ben Bucki*

On December 8th, the popular 'Santa Special' trains were being worked by a mix of steam and diesel traction; Ivatt No. 41241 was at the Oxenhope end, with Railfreight-liveried Class 37 075 in charge of the opposite end of the train (substituting for the rostered Class 20). The loco is seen leading a late-morning service to Keighley, alongside the River Worth at Damems. *Ben Bucki*

Preserved Railways

Museum of Liverpool

The veteran 1838-built Liverpool and Manchester Railway 'Lion' is now one of the star exhibits of the Museum of Liverpool. Occupying a prominent position in the transport gallery, the loco continues to be popular amongst visitors. *Ben Bucki*



The A1 Steam Locomotive Trust
New Steam for the Main Line

NEW ENGINEERING AND OPERATIONS APPOINTMENTS AT THE A1 STEAM LOCOMOTIVE TRUST

The A1 Steam Locomotive Trust (A1SLT), the registered charity that built, owns and operates famous new 100mph steam locomotive No. 60163 Tornado and is building Britain's most powerful steam locomotive No. 2007 Prince of Wales, is delighted to announce significant voluntary and professional appointments to strengthen its engineering and operations teams. Graham Nicholas, a past Trustee and Quality & Certification advisor for the Trust, has been appointed as Professional Head of Engineering. As such he chairs the new Tornado Engineering Committee and provides oversight and guidance on all the Trust's vehicle engineering activities to support the ongoing operation of Tornado and her support coach as well as the construction programme for Prince of Wales. A key aspect of the role is maintaining close communication with our operator DB Cargo, the Rail Regulator and other industry parties, ensuring that all engineering activities are undertaken in accordance with industry requirements.

Graham is a professional railway engineer of over 30 years standing, first joining British Rail as an engineering management trainee in 1986. Having spent the formative years of his career in rail vehicle maintenance depots in the North West of England, he has latterly specialised in rail vehicle certification and approvals and is today regarded as one of the country's leading experts in these processes, having rewritten and updated the RSSB industry standards in this area. Graham first gained his registration as a chartered engineer in 1991 and in 2014 was elected as Fellow of the Institution of Mechanical Engineers.

Graham Nicholas commented:"After a challenging and chastening year, I am happy to 'step up to the plate' and play my part in the re-shaping of the Trust's management arrangements, both to ensure Tornado's continued successful main line and heritage railway operations as well as helping the Trust deliver its future strategic aims and objectives."

Huw Parker, who has volunteered for the Trust for six years, latterly as Deputy Operations Director, has been appointed as a Trustee and Operations Director. In this role Huw will oversee the day to day operations of Tornado and liaise closely with the Commercial and Engineering functions to ensure the locomotive continues to meet its commitments.

Huw was until recently a serving Lieutenant Colonel with the Corps of Royal Engineers, which he joined directly from school through RMA Sandhurst in 1980 and was commissioned in 1981. He held a variety of military appointments and seen tours of duty ranging from the Falkland Islands, Germany, Canada, Northern Ireland, the Balkans and the Middle East. Latterly, he has been based at the Defence Equipment and Support organisation in Bristol in a civilian role where he has primarily been responsible for Deployable Infrastructure, Protected Mobility and Logistic Vehicles.

Huw began his involvement within the Railway Preservation scene at Steamport Southport. Along with members of the Liverpool Locomotive Preservation Group, he became involved with the restoration of Derek Foster's ex-LMS Jinty 0-6-0T No. 7298. He took part in the Rocket 150 Rainhill Cavalcade celebrations and moved to the Llangollen Railway in North Wales when the Jinty visited there in 1981 and, after a spell at the East Lancashire Railway, Llangollen became his home railway. After many years helping to look after No. 7298, Huw eventually bought it from Derek in 1997 and operated the locomotive with support from the Llangollen until it was recently sold.

Huw first became involved with Tornado when the locomotive visited Llangollen for the very successful 'Steam, Steel and Stars III Gala' in 2012 and he was the rostered driver for several turns during the locomotive's visit. Tornado opened the first section of the extension to Corwen, which Huw and a small group of individuals had planned and built in the previous 12 months. Although not driving the first train, he enjoyed the experience so much that he took an offer to join them for a run on the main line. Since those first turns as a support crew member, Huw is now responsible for rostering of A1SLT Support Crew and as a Responsible Officer, managing the logistics and support to Tornado wherever she might be operating. He was responsible for the locomotive on the ill-fated 'Ebor Flyer', where with other A1SLT and DB Cargo colleagues, he was integral in the protection and subsequent recovery of the train. Since then, he has been closely involved with repairs and the process to return Tornado to the main line.

Huw Parker commented:"Since I was first introduced to Tornado, it has been a privilege to be so closely involved with operating her across the country on main line trips and visits to heritage railways. I am looking forward to my new role as Operations Director working with Trust colleagues and our external stakeholders in managing this wonderful locomotive into the future."

Richard Pearson has been appointed to the new full-time role as Engineering and Works Manager. Richard was previously Workshop & Rail Operations Manager for the National Railway Museum at Locomotion, Shildon and a long-standing volunteer for the North Eastern Locomotive Preservation Group (NELPG) – A1SLT's neighbour in Darlington Locomotive Works. In his new role, Richard will provide engineering management support to the operation of No. 60163 Tornado on the main line and heritage railways. He will also lead the team of staff, contractors and volunteers building a new Gresley class P2 steam locomotive No. 2007 Prince of Wales at Darlington Locomotive Works. Additionally, Richard will in future take the lead in the delivery of the third new steam locomotive, Gresley class V4 No. 3403, to be constructed by the Trust.

Richard has volunteered with NELPG for more than 30 years and is a voluntary Company Director. His role within NELPG focuses on engineering, and he is regularly involved in overhauling and maintaining the group's four operational steam locomotives, including leading on mechanical and pressure vessel boiler work. During his time with NELPG, he has worked in many roles, including those of Engineer Manager and Assistant Chief Mechanical Engineer for the group's locomotives. He has also been project lead on the overhauls of Worsdell class J27 No. 65894, Peppercorn class K1 No. 62005, Raven class Q6 No. 63395 and Worsdell J72 No. 69023, and recently taken the lead on the final assembly and commission of the most recent overhaul on No. 65894.

Since 1987, Richard has volunteered frequently in the operation of LNER steam locomotives on Network Rail, working as part of support crews for NELPG with both No. 62005 and Peppercorn class A2 No. 60532 Blue Peter. Prior to becoming a paid employee of the National Railway Museum, he volunteered for the NRM on several tours with Gresley class A3 No. 4472 Flying Scotsman and Gresley class V2 No. 4771 Green Arrow. Richard has also volunteered as support crew with Gresley class A4s No. 60007 Sir Nigel Gresley and No. 60009 Union of South Africa and of course No. 60163 Tornado. Richard also currently volunteers frequently at the Wensleydale Railway as a steam locomotive driver, driving tourist trains over the 22-mile route from Northallerton to Redmire.

Richard Pearson commented:"I have a life-long passion for steam locomotives and I've been a volunteer primarily on LNER locomotives for more than 30 years both on heritage railways and on the main line, I've also followed the work of The A1 Steam Locomotive Trust for many years and have worked as a member of support crew on No. 60163 Tornado.
"To get the opportunity to play a key role in the engineering aspects of the operation of Tornado and the construction of Prince of Wales was an opportunity that I just couldn't turn down, so I'm very excited to be part of this high-profile team."

The Trustees of The A1 Steam Locomotive Trust commented:"We are delighted to announce the strengthening of both our engineering and operations teams with three new appointments – Graham Nicholas as Professional Head of Engineering, Huw Parker as Trustee & Operations Director and Richard Pearson as full-time Engineering and Workshop Manager. These appointments will bring extra strength and depth to both teams as the Trust works to bring Tornado back into main line service and the pace of construction of Prince of Wales continues to accelerate."

Preserved Railways

Severn Valley Railway



On December 27th, Class 40 106 waits to depart Kidderminster with a service to Bridgnorth. *Paul Godding*





Class 08 No. D3586 waits its next duty at Bridgnorth. *Paul Godding*

On December 27th. Southern Railway West Country Class 4-6-2 Pacific No. 34027 ‘Taw Valley’ and GWR 1500 Class 0-6-0PT No. 1501 are seen on Bridgnorth MPD. *Paul Godding*



THE MOTION CLUB FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE STEAMS PAST 100 MEMBERS AND £125,000

The project to build Britain's most powerful express passenger steam locomotive has announced The Motion Club, which was launched in April 2018, has reached over half of its 175-member target, with 100 people already signed up. The Motion Club aims to raise £210,000, through 175 supporters each donating £1,000 (plus Gift Aid) in up to eight payments of £125, to manufacture the motion for new Gresley class P2 No. 2007 Prince of Wales. Reaching over 100 members of The Motion Club coincides with the motion bracket design being finalised.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Following the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler), The Mikado Club (to wheel the locomotive) and The Cylinder Club (to make the cylinder block), the Trust decided to establish The Motion Club to raise an estimated £210,000 required to manufacture No. 2007's motion.

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

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Motion Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Motion Club day with Tornado
- Special limited-edition version (signed/numbered) of Stuart Black's drawing of No. 2007 Prince of Wales

The work involved in designing and manufacturing the motion includes:

- Redesign of coupling and connecting rods to use modern material (pre-war nickel chrome steel alloy proved prone to fracture)
- Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes
- Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER 'Pacifics' to big-end failure
- Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap
- CNC machining of all rods
- Manufacture of oil box lids, coupling rod knuckle pins, nuts and washers and bearing bush keys
- Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes
- Machining and white metalling of bearing bushes
- Fitting oil box tops
- Assembly of bearing bushes to rods
- Polishing rods.

To complete No. 2007 Prince of Wales by the end of 2021, the project needed to order the heavy motion in 2018. Thanks to the generosity of the project's supporters and the quick uptake of The Motion Club, The A1 Steam Locomotive Trust was confident enough to place the £181,000 order with Stephenson Engineering Ltd of Atherton, Manchester for the heavy motion in May 2018. The order included the forging, machining and heat treatment of the nine heavy motion rods - intermediate coupling rod LH/RH, trailing coupling rod LH/RH, leading coupling rod LH/RH, outside connecting rod LH/RH and the inside connecting rod assembly (including strap, gluts and strap nuts and washers) – and the combined piston and rod. The motion is expected to be delivered in batches throughout 2019, with the first items, the intermediate coupling rods, expected to be delivered in the first quarter of 2019. Orders to follow for the motion include rod bushes, oil box covers and other miscellaneous components.

The original P2 cast steel motion bracket design has been converted to a welded fabrication to suit modern manufacturing methods. The motion bracket's primary role is supporting the slide bars. In addition, it also carries gearboxes and components associated with the valve gear and reversing mechanism. The design conversion involved the detailing of full penetration welds and creating the manufacturing and plate profiling drawings. Some components require machining before the assembly is welded together. Once the assemblies are fully welded and subjected to non-destructive testing (NDT) they will be stress relieved, grit blasted and primed prior to machining. Quotations are being sought for these components.

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, axleboxes 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; engine wheelset assembly complete, balance weights manufactured and fitted, tender axles delivered
- 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; order placed with DB Dampflokwerk Meiningen to update the design to incorporate modifications and improvements fitted to Tornado's boiler over the last 10 years
- Study into ride and suspension completed using rail industry standard Vampire® software; Finite Element Analysis completed on re-designed crank axle to ensure it 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; connecting and coupling rods ordered and manufacture started
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets made and trial fitted to the engine's frame
- Tender frame construction under way, axleboxes and other tender castings delivered from William Cook Cast Products; tender tank procurement process underway
- Nameplates and chime whistle delivered
- Over £2m spent, £2.5m donated and over £3.1m pledged.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, well over £3m has now been donated or pledged with half of the required £5m already received. We now want to turn our attention to the motion which is our next major manufacturing challenge. Given the level of support The Motion Club has received, we are confident we can raise the additional £85,000 needed to pay for the heavy motion and remain on-track for completion of new Gresley class P2 locomotive - No. 2007 Prince of Wales - in 2021. "I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Motion Club or a monthly 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board! Next year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."To become a member of The Motion Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

From the Archives

A pair of Class 87s in the shape of 87 006 and 87 026 wait in the Down Goods Loop at Warrington Bank Quay with a northbound train of four wheeled chemical tanks on the night of October 3rd 1984. *Jeff Nicholls*

From the Archives



Class 40 090 is seen at Crewe Works on December 3rd 1978. *John Sloane*



Virgin Trains 'Thunderbird' Class 57 309 is seen stabled at Carlisle on December 3rd 2007. *Jonathan McGurk*



Class 37 077 pictured stabled at Manchester Victoria on May 15th 1992. *Michael Lynam*

Class 24 081 is seen in the yard at Llandudno Junction on June 21st 1979. *John Sloane*

From the Archives



Class 84 010 stands at Warrington Bank Quay with a rake of tanks on June 21st 1979. *John Sloane*





Knottingley depot is seen awash with Class 56s on September 10th 1989. *Brian Hewertson*

LMS Stanier Black 5 No. 44871 stands at Bolton Motive Power Depot 9K (formerly 26C) the day the depot closed on June 30th 1968. *Dave Felton*



LMS Stanier Black 5 Class No. 44887 arrives at Preston station with a parcels trains on May 13th 1967. *Dave Felton*