



Railtalk Magazine

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Welcome

Welcome to Issue 149 and your monthly roundup from across the UK.

January... Done! Well that was a long one, however I honestly don't think we've had a better start to a year on the UK Rail Scene. We're heading into 2019, a year that will see plenty of new rolling stock, along with the regular return of loco hauled services on routes that a few years ago I never thought would be possible and that have been screaming out for the return since the early 2000s when they lost them. Although we're losing some heritage traction in favour of the more "modern" unit type of traction formation. Some say progress, others not so much, I for one however am looking on the positives and locally here at least January has finally seen testing commence with TPE and the Nova 3. - Those of you not up on the TPE slang, we're talking Class 68s and Mk 5 coaches. Overnight testing and training has begun between Manchester and Scarborough.

In other news and we're talking again local to the Yorkshire region, Hull Trains received their first (of two) HSTs, on hire from First Great Western/Great Western Railway. It has been rumored that the sets on hire will be serviced back at St. Phillips Marsh with no fixed power cars allocated. The possibility of FGW's InterCity power car 43 185 alongside LNER's Class 91119 may feature in London Kings Cross together sometime in the Spring, fingers Crossed for the that and of course cameras ready!

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

Farewell to the Northern Rail Class 37s as 37409 crosses the River Mite at Ravenglass at sunset on December 13th.

Mark Torkington

This Page

L.N.E.R. A3 Class 4-6-2 No 60103 'Flying Scotsman' accelerates through Bamber Bridge having been held at Lostock Hall Junction with 1Z57 'Christmas Dalesman' from Manchester to Carlisle. *Ken Abram*

Next Page

A grimy Class 37 425 'Concrete Bob' approaches Grange-over-Sands with the 13:10 Carnforth - Carlisle Class 37 farewell railtour on January 11th. *Chris Morrison*



Moving on, and a subject that's been mooted a number of time over the last few years. Ticket barriers, a necessity or just an inconvenience? A friend asked the question a few weeks ago. They have a new born baby... Mum and Baby were taking their first trip by train, arrived at the station, and the person who dropped them off by car offered to help them onto the train. However, after purchasing a ticket, the mother was greeted by the ticket line and unable to proceed any further. Yes, at that point there are two options, ask the ticket line staff if you're able to assist or ask if assistance is available. They however commented about however un-welcoming and unfriendly the experience felt. Now without getting too political, I'm all against ticket barriers. A station should be the heart of any town or city and open to the public. However I'm interested to here other peoples thoughts.

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

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With Thanks

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Charter Scene

UK Railtours
THE SCOTSMAN'S SALUTE

LNER A3 No. 60103 'Flying Scotsman', having arrived at York on January 11th with the 1Z87 'The Scotsman's Salute' from London Kings Cross, heads to the NRM for a well deserved rest. *davempics*







Railtalk Magazine

Charter Scene

Railway Touring Co.
York Yuletide Express

With the whistle blowing, LNER A4 No. 60009 'Union of South Africa' approaches Peterborough with 1Z40 08:03 Norwich to York on December 6th. *Derek Elston*





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Charter Scene

The Royal Train
Royal Train ECS

Class 66 017 leads four Royal Train coaches through Northampton as the 10:15 Wolverton Centre Sidings to Crewe on December 3rd.
Derek Elston



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Charter Scene

The Royal Train
Royal Train ECS

In the low winter sun, Class 66 017 leads Royal Train coaching stock Nos. 2920, 2915, 2904 and 2903 past Wilsons Crossing with 5Y12 13:22 Crewe to Wolverton Centre Sidings on December 3rd.

Derek Elston









Railtalk Magazine Charter Scene

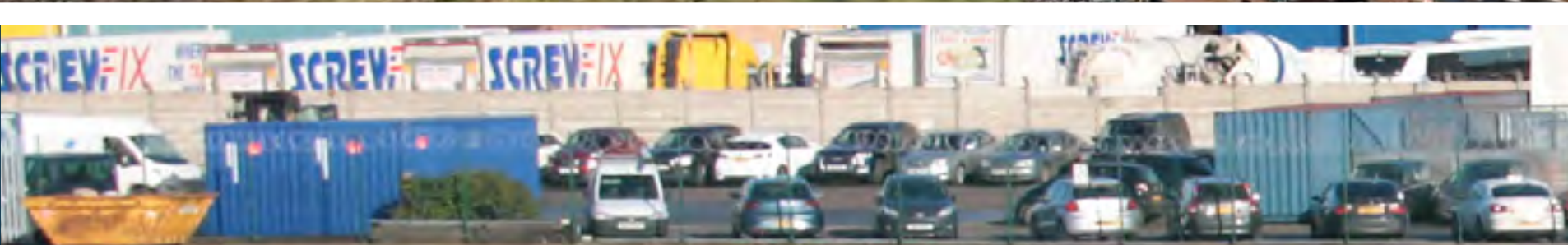
Branch Line Society
The Positioning Move

Class 47 826 and 47 772 pass Bradley on February 2nd with 1Z46
Lancaster - Bristol charter. *John Sloane*











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Charter Scene

ECS and Light Engine Moves

LNER B1 Class 4-6-0 No. 61306 'Mayflower' is photographed working through Keerholme during its loaded test run.
Shep Woolley





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Charter Scene

ECS and Light Engine Moves

BR built Standard Class 7MT No. 70000 'Britannia' passes Leaton with the 5P45 09:30 Crewe H.S. - Coton Hill on January 22nd.
Keith Davies





Charter Scene

ECS and Light Engine Moves

▶ LMS Jubilee No. 45596 'Bahamas' exits Wood End tunnel on the North Warwickshire line with the 12:52 Stratford upon Avon - Tyseley test run on January 31st. *Chris Morrison*

▶ Class 47 773 is seen tagged on the back of 5Z45 15:22 Tyseley Steam Trust to Humberstone Road as it passes Water Orton on January 31st. *Derek Elston*

▶ LMS Jubilee No. 45596 'Bahamas' approaches Henley-in-Arden with its support coach in tow on its light engine test run as 5Z63 12:52 Stratford-upon-Avon to Tyseley Steam Trust on January 31st. *Derek Elston*





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Charter Scene

ECS and Light Engine Moves

Locomotive Services' Class 47 No. D1924 'Crewe Diesel Depot' heads north through a sunny Winwick on January 9th with a light engine working from Crewe to Carlisle. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

▶ LMS Jubilee 4-6-0 No. 45596 'Bahamas' working its loaded test run, the 5Z45 15:22 Tyseley Steam Trust to Humberstone Road, approaches Water Orton on January 31st. *Derek Elston*

▶ Sounding fantastic with the whistle blaring No. 70000 'Brittania' hammers through Stafford 8 mins early with the 5P45 12:42 Telford Central to Crewe H.S. training run on January 8th. *Derek Elston*

▶ Having been attached on the tail of the Crewe to Crewe training run for 'Britannia' on January 8th, Class 47 No. 1733 waits to tow the stock back into the Locomotive Services depot at Crewe. *Derek Elston*







Charter Scene

ECS and Light Engine Moves

▶ LMS Class 5MT No. 45212 speeds past Bradley on January 4th with a Carnforth to Toton move.
John Sloane

◀ On February 1st, LNER A4 No. 60009 on Bury - Southall light engine move, passes Moore.
Mark Enderby

◀ On January 12th, Class 67 018 passes Coppull with a Wembley - Bo'ness ECS. *John Sloane*





Chiltern Railways

On January 28th, Class 68 013 departs Leamington Spa with a service to London Marylebone. *Richard Hargreaves*



CHILTERN RAILWAYS CELEBRATES DOUBLE SUCCESS AS WHICH? AND NATIONAL RAIL PASSENGER SURVEY NAME THEM TOP OPERATOR

Passengers have rated Chiltern Railways the top franchise operator in the Which? and National Rail Passenger Survey (NRPS) customer polls. The NRPS result comes less than a week after Chiltern Railways were named best franchise rail operator in the Which? 2019 Passenger Survey and highest-scoring London commuter route.

In NRPS' survey of Chiltern's passengers, 92% of people said overall the Chiltern Railways service was good or satisfactory across the whole route, significantly higher than the national average of 79%. Additionally, passengers rated Chiltern Railways as the best train company to London from Oxford and the West Midlands, with the ratings up from the previous survey.

The train operator ran over 50 'meet the manager' sessions across the route during the last year to ensure customers could give their feedback.

Chiltern Railways Managing Director, Dave Penney, said:

"We are thrilled that Chiltern Railways has once again been named as the top franchised rail company in the UK. The survey by Which? demonstrate strong scores for our punctuality, reliability, customer service and value for money from our passengers. Although we are proud of our results and welcome positive feedback, we are also committed to improving areas of our service where the NRPS has highlighted we can do better, and we're committed to investing money and resource to making our service better still.

We are undertaking major improvement works at a number of stations including Leamington Spa, Gerrards Cross and Aylesbury throughout 2019. Work is already underway on a £465,000 project to improve Warwick Parkway with an extension of the station building, additional waiting area, improved toilets and modernisation of the booking office.

We're proud of our performance and reliability which customers really value. We also want to remain at the cutting edge of innovation which is why in the last 12 months we've launched a new website and app, introduced automatic numberplate technology for parking and trialled clean air technology at Marylebone station.

Chiltern Railways is always looking to improve the service we provide our customers and with the hard work of our teams, we are dedicated to further bettering our passengers' experience. This includes consistently improving punctuality and the number of train services we provide."



Colas Rail



▶ Class 70 807 leads the 09:54 Hoo Junction Up Yard to Whitemoor Yard L.D.C engineers train through Kensington Olympia on December 12th. *Derek Elston*

▶ Class 70 809 working the 07:55 Westbury Down T.C. to Bescot Up Engineers Sidings eases towards the red signal just beyond the station limits on January 31st. *Derek Elston*

▶ Class 56 113, with a Loram headboard, hauls BR blue 20 189 and LUL red 20 142 'Sir John Betjeman' as 0Z02 from Exeter TMD-Nottingham Eastcroft through Burton on January 10th. *Stuart Hillis*







Colas Rail



On January 25th, Class 56 049 and 56 090 pass through Scunthorpe working the 6E32 from Preston Docks. *Steve Thompson*



On January 26th, Class 56 094 worked 6C88 Trent Yard - Hensall, seen here opening up through Scunthorpe station hauling a loaded RDT set. *Steve Thompson*

Class 56 113 and 56 087 working light engine 0Z56 Nottingham Eastcroft to Crewe Basford Hall, pass Burton on January 23rd. *Stuart Hillis*



Colas Rail



On January 28th, Class 70 809 heads through Leamington Spa, running light engine to Bescot.
Richard Hargreaves



Class 56 105 working 6Z56 Coleham (Shrewsbury) to York Thrall with RHTT sets, heads through Burton on January 10th.
Stuart Hillis



Class 70 813 passes Walcot on December 9th working the 6C37 10:30 Chirk Kronospan - Carlisle Yard.
Keith Davies

Colas Rail

On December 9th, Class 50 No. D400 hauls 56 094 and 56 087 past Walcot with the 0Z56 11:00 Coleham - Nottingham Eastcroft.

Keith Davies

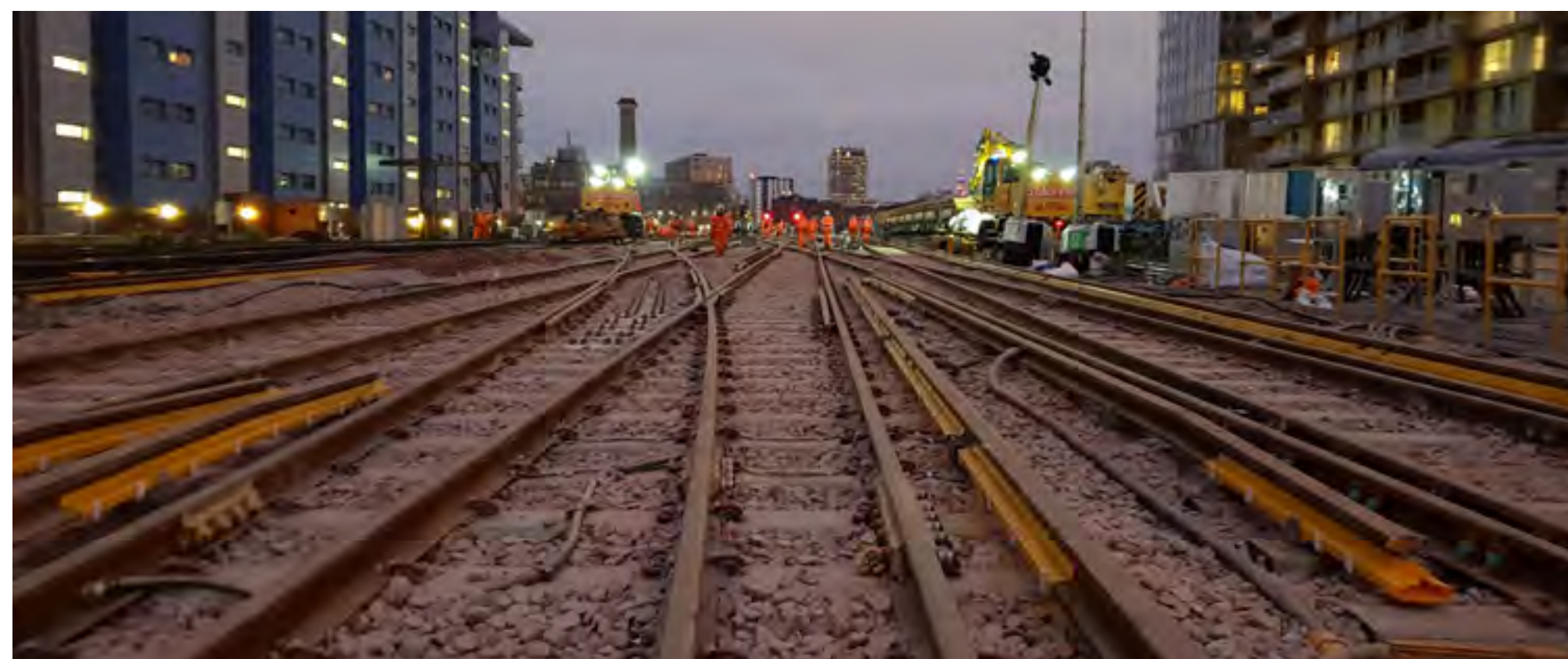
Colas Rail UK Christmas Works Review: Battersea Pier Junction

Last Christmas, Battersea Pier Junction became the latest focus of intense activity as it was renewed over an 11-day blockade.

Battersea Pier Junction is one of London's busiest. Located one mile south of London's Victoria Station and used by 240,000 passengers each day. The junction contained some of the oldest (dating from 1970s) infrastructure on the Sussex route. There was deteriorating geometry issues with poor top and poor alignment, which was affecting ride quality and could have resulted in potential speed restrictions. The site also included 19 priority rail defects.

The S&C South Alliance (Colas Rail Ltd, AECOM and Network Rail) was tasked with the project. It was not an easy one to plan, given its location is bounded by the River Thames, the site of Battersea Power Station, a 10-storey blocks of flats and a hotel. The works comprised of the replacement of 12 point ends and a fixed diamond crossing, 1,300 metres of plain line track and 1,800 metres of conductor rail, together with replacing 10 point machines and associated cabling and power supply.

engineering trains already stabled in Victoria station. It was completed on time, accident and incident free, and handed back to operational traffic at 45mph line speed at 23:00 on 1 January 2019. Empty stock proving runs between Victoria and Clapham then took place before traffic recommenced.



The 11-day blockade began at 01:05 on 23 December 2018, with the project's 13

Colas Rail UK-Rail Services Division Awarded Rail Grinding Contract

Colas are pleased to announce that Network Rail has awarded Colas Rail Ltd's Rail Services division the nationwide Rail Grinding contract for the next 3 years.

Network Rail requires nationwide operation and maintenance of Plain Line Rail Grinders to carry out both corrective and preventative rail grinding works throughout the UK across England, Scotland and Wales. Colas Rail will operate and maintain 6 rail grinding machines and deliver almost 1400 operational shifts a year around the clock in 24/7 operation.

Demonstrating its commitment to Network Rail and the delivery of these works, Colas Rail facilitated the introduction of three brand new Loram C44 plain line rail grinders, the largest of which is C44-03, a 64 stone machine that is almost 150m long, into service in 2017, expanding its maintenance depot in Rugby to accommodate the longer machines.

Network Rail's fleet of grinding vehicles cover the entire distance of Great Britain's railway network, removing metal from the railhead to manage the profile and running band, undertaking remedial work covering around 5000 miles per year. This preventative maintenance helps Network Rail to achieve a reduction in the number of railhead defects that could cause surface cracking, which in turn can lead to rail breakages. It also provides improved comfort for passenger services and reduces the likelihood of damage to train wheels.

Jean-Pierre Bertrand, Chief Executive Officer – UK said. "This is a great achievement for the Rail Services division. The award of this contract is a reflection of Colas Rail's team performance, who will continue to deliver safely, on time and as per the required quality. With safety and performance as our key driver, we remain, more than ever, committed to fulfilling our promise to Network Rail."



Railtalk Magazine

Colas Rail

Class 37 099 passes Charnock Richard on January 22nd with a Carlisle - Barrow - Derby light engine move. *John Sloane*

On January 9th, Class 56 090 and 56 087 with the Preston Docks - Lindsey Oil Refinery discharged tanks head through Hebden Bridge. *Alan Rigby*



Colas Rail



▶ Class 37 219 'Jonty Jarvis 6-12-98 to 18-3-2005' leads the 6C37 10:57 Willesden West London Junction to Crewe Basford Hall S.S.M. engineers past Church Brampton with 37 175 on the rear, January 20th. *Derek Elston*

▶ Class 70 813 passes Upton Magna on January 13th with the 6C37 10:30 Chirk Kronospan - Carlisle Yard. *Keith Davies*

▶ Class 56 094 passes Bamber Bridge, working 6E32 08:55 Preston Dock - Lindsey on February 1st. *John Balaam*





CrossCountry



▶ A Manchester Piccadilly - Bournemouth service passes Worting Jct. on February 2nd, the only passenger trains running from Basingstoke to Southampton because the third rail had iced up. *Michael Bennett*

▶ A CrossCountry Class 220 unit working 1E32 Reading - Newcastle passes Nemesis Rail Burton on January 15th. *Stuart Hillis*

▶ Class 220 030 departs Stafford on January 8th working the 1V53 11:05 Manchester Piccadilly to Bristol Temple Meads service. *Derek Elston*





DB Cargo



On January 17th, Class 66 207 hauling a Whatley to Churchyard Sidings passes Great Cheverell.
Michael Bennett

Class 66 174 heads through a sunny Leamington Spa on January 28th with a Southampton bound intermodal. *Richard Hargreaves*

On December 28th, Class 66 044 working light engine as 0Z56 Knottingley - Saltley and return heads through Burton on route learning duty.
Stuart Hillis





DB Cargo



▶ DB owned, EWS liveried Class 66 106 passes Winwick with the 10:55 Knowsley FT to Wilton loaded binliner on January 8th. *Barry Longson*

▶ Class 60 059 'Swinden Dalesman' with 6M57 Lindsey - Kingsbury, loaded oil tanks, passes Burton on December 28th. *Stuart Hillis*

▶ Class 66 103 trundles through Kensington Olympia with the 09:23 Ardingly to Acton T.C. on December 12th. *Derek Elston*





DB Cargo



▶ Class 90 020 'Collingwood' still hanging on to its nameplate and 90 018 'Pride Of Bellshill' slow for a signal check at Red Bank with 4M25 Mossend - Daventry intermodal on January 17th. *Dave Harris*

▶ Class 90 018 and 90 039 pass Euxton on January 10th working the 4M25 Mossend - Daventry. *John Sloane*

▶ Class 90 018 'The Pride of Belshill' pilots 90 039 through Stafford at the head of the 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd on January 8th. *Derek Elston*







DB Cargo

◀ Class 66 023 gets the road north from York with a Newbiggin - Tees Dock freight on January 17th. *Jeff Nicholls*

◀ Class 66 027 speeds through Cononley, near Skipton, with the 10:44 from New Biggin British Gypsum works to Milford West Sidings on January 18th. *Ben Bucki*



DB Cargo

Class 59 004 leads a Southampton Up Yard to Whatley working past Dean on January 14th.

Michael Bennett

Class 66 131 working the 17:45 Barham to Mountsorrel Sidings pauses for a driver change at Peterborough on December 6th.

Derek Elston

On January 12th, Class 66 108 heads through Nuneaton with a northbound freight.

Paul Godding





DB Cargo



On January 14th, Class 59 204 leads a Fareham to Whatley working past Dean. *Michael Bennett*



On December 19th, Class 60 015 approaches Scunthorpe as it arrives for the booked driver change on 6D79 LOR - Neville Hill fuel tanks. *Steve Thompson*



On January 17th, Class 66 090 with the 6M82 Walsall - Dowlow empty red boxes passes East Midlands Trains' Class 153 385 working a service to Crewe at Stenson. *Stuart Hillis*



DB Cargo



▶ Class 66 206 speeds past Bayston Hill with the 6Z49 10:05 Arpley Sidings - Llanwern Exchange Sidings on December 7th. *Keith Davies*



▶ Class 60 015 working 6E54 Kingsbury - Humber discharged oil tanks, heads through Burton on December 31st. *Stuart Hillis*



▶ Class 59 101 passes Dean with a Fareham to Westbury working on December 17th. *Michael Bennett*



DB Cargo



▶ Class 66 017 on the 10:03 Tees New Yard to Knowsley FT empty binliner passes Middleton, between Castleton and Mills Hill, Manchester on January 28th. *Barry Longson*

▶ Class 66 018 with 6D44 Bescot - Toton engineers train comprising of Network Rail tipplers loaded with ballast, passes Stenson on January 17th. *Stuart Hillis*

▶ Class 66 156 working 6X01 Scunthorpe - Eastleigh with a short rake of sleepers instead of the usual new welded rails, passes Stenson on January 17th. *Stuart Hillis*







DB Cargo



Class 66 119 passes Skelton Junction, Timperley on the 10:55 Knowsley FT to Wilton Efw Terminal loaded waste on February 1st. *Barry Longson*



With the next signal at danger, Class 66 158 eases through Water Orton before being brought to a stand with the 10:17 Scunthorpe Trent T.C. to Eastleigh East Yard on January 31st. *Derek Elston*

7R03, the 10:45 Weedon to Bescot Up Engineers Sidings complete with crane No. DR78215 in the consist passes Church Brampton behind Class 66 056 on January 20th. *Derek Elston*



DB Cargo



▶ Class 90 020 and 90 018 head south through Acton Bridge on January 18th hauling the 4M25 Mossend - Daventry. *John Sloane*



▶ Class 66 142 heads through Acton Bridge on January 18th hauling a Dollands Moor - Garston. *John Sloane*



▶ Class 66 078 has charge of the 01:04 Dollands Moor Sidings to Ditton Foundry Lane (Ahc-ews) as it eases it's way through Rugby on January 17th. *Derek Elston*



DB Cargo



▶ Class 66 177 approaches Water Orton and nears journeys end with the 09:45 Southampton Western Docks Berth 109 to Birch Coppice Exchange Sidings on January 31st. *Derek Elston*

▶ Class 90 037 and 90 040 pass through a snowy Charnock Richard on January 30th with a Mossend - Daventry working. *John Sloane*

▶ Class 66 127 passes Stafford working the 09:12 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 on January 17th. *Derek Elston*





DB Cargo

Class 60 039 'DOVE HOLES', 66 023 and 66 020 head a lineup of 5 DB locos stabled at a very snowy Peak Forest on February 2nd.

Barry Longson

DB Cargo UK wins communication centre contract extension

DB Cargo UK has been awarded a new contract to continue running the National Rail Communication Centre (NRCC) – the UK's premier provider of real-time travel information for rail passengers. The Doncaster-based company has provided the service for the past 12 years, ensuring passengers are kept as up-to-date as possible on all timetable changes, service disruptions and ticket information.

The information gathered by the 25-strong team is distributed by National Rail Enquiries via its website, texts, e-mail alerts and social media.

NRCC manager Craig Dannatt said the decision to extend DB Cargo UK's contract to October 2020 was a massive vote of confidence by the Rail Delivery Group (RDG).

"It's very fitting that this service is run from Doncaster which has a long and proud railway history. We operate 24 hours a day, seven days a week and 365 days a year handling and interpreting an enormous amount of data provided by the UK's train operating companies and Network Rail," he said.

"We then work with National Rail Enquiries to ensure it is issued in a timely and customer-friendly format so rail passengers can make informed decisions about their journeys. It's a big job and one which we're very proud to undertake," added Craig.



DB Cargo



▶ Class 66 035 is seen passing Sansaw Heath on January 30th with the 6G51 10:49 Arpley - Donnington RFT. *Keith Davies*



▶ Class 66 018 and 67 020 working 6D44 Bescot - Toton engineers, passes Burton on January 23rd. *Stuart Hillis*

▶ On January 24th, the 13:15 New Biggin British Gypsum to Milford West Sidings passes through Ribbleshead station, with Class 66 057 as the motive power. *Michael Lovatt*



DB Cargo

Maritime Transport and DB Cargo UK announce agreement to increase UK railfreight

Two of the UK's largest freight operators have announced plans to combine their expertise to increase railfreight capacity and competition in the intermodal market. After reaching agreement in principle with DB Cargo UK, Maritime Transport Ltd. has announced the launch of a new division – “Maritime Intermodal” which will initially contract four dedicated services out of Felixstowe and Southampton. Maritime is currently Road Haulier of the Year and DB Cargo UK is Rail Freight Operator of the Year. The long-term agreement will enable each organisation to operate to its strengths, driving up service and efficiency which will result in increased intermodal capacity and growth in railfreight.

Under the terms of the proposed agreement:

- DB Cargo UK will be contracted to run Maritime Intermodal's rail operations out of Felixstowe and Southampton.
- Maritime Intermodal will take on responsibility for DB Cargo UK's terminals in Trafford Park, Manchester and Wakefield in West Yorkshire, thus strengthening the road haulier's national network of strategic hubs.
- Maritime Intermodal is committed to significant investment in both equipment and groundworks at the two sites, improving terminal turnaround times whilst also increasing container storage capacities. The terminals will remain open-access to both intermodal and non-intermodal services. Maritime Intermodal will retain existing services and seek additional services from all UK ports with all freight operating companies with the intention of increasing its intermodal offering.
- Maritime Intermodal will take responsibility for DB Cargo UK's existing intermodal

customers on its Felixstowe and Southampton services.

- DB Cargo UK will retain and grow its remaining intermodal business including key flows to and from Scotland.

Hans-Georg Werner, CEO of DB Cargo UK, said: “This is an exciting new agreement that brings together two of the largest and most successful freight companies in the UK to offer an industry-leading service to customers. It will enable DB Cargo UK to focus on what it does best – the efficient and reliable running of rail freight services, while giving Maritime the platform to offer its customers further capacity to move its container traffic. He added: “Intermodal is the fastest growing freight market, yet our terminals were under-utilised. Maritime is a very successful logistics business and has the volumes and desire to turn these assets into sustainable and profitable distribution centres. It's a real win-win and we look forward to working with Maritime going forward.”

John Williams, Executive Chairman of Maritime Group, said: “We are delighted to announce the launch of Maritime Intermodal, a new division of our business created with the intention of offering increased resource to our customers in an increasingly difficult market place. He added: “In addition, over the four services alone, more than 32 million miles will be taken off the UK road network each year, reducing both congestion and carbon dioxide emissions. This further enhances our creativity in developing intermodal solutions for our customers.”

Class 66 074 passes Settle on December 22nd with a rake of empty box wagons from New Biggin - Milford West. *Michael Lynam*





Direct Rail Services



On January 5th, Class 88 004 and 88 010 are seen stabled at York. *Mark Pichowicz*



Class 68 001 'Evolution' working light engine as 0D95 Bescot - Toton, is seen at Burton on January 10th. *Stuart Hillis*

On December 28th, Class 66 425 passes Bayston Hill with a diverted 4V38 08:10 Daventry DRS (Tesco) - Wentloog. *Keith Davies*





Direct Rail Services

The 2018 RHTT season was extended by a week and, on the final day, December 14th, we were treated (if that's the word) to our first Class 66 of the season, 66 432. It's there somewhere, under that coat of grime, heading through Sunny Scunny with 3J13 Wakefield Kirkgate - Pasture Street. *Steve Thompson*

Class 66 421 'Gresty Bridge TMD' approaches Water Orton with the 14:41 Bescot Up Engineers Sidings to Toton North Yard on January 31st. *Derek Elston*

On January 9th, Class 68 018 'Vigilant' working 6U77 Mountsorrel - Crewe loaded stone, heads through Burton. This was the first time in a while for a Class 68 on this turn. *Stuart Hillis*









Direct Rail Services



7Z41 the 09:50 Derby R.T.C. (Network Rail) to Norwich Stn C.S.D. sees Class 37 716 and 37 424 'Avro Vulcan' sandwiched between a pair of snowploughs passing Stamford on January 30th. *Derek Elston*

Class 88 007 'Electra' and 88 008 'Ariadne' slow for a signal check at Stafford running as 0Z17 10:03 Crewe Gresty Bridge (DRS) to Willesden Brent (DRS) on January 17th. *Derek Elston*

Every day's a School Day, Class 57 307 'Lady Penelope' ticks over at Crewe as staff are being trained on the use of the Dellner Coupler. *Derek Elston*





Direct Rail Services



▶ Class 66 425 passes Pleasington on January 24th with a Carlisle - Crewe engineers.
John Sloane



▶ On January 24th, Class 37 425 passes Hoghton with a York - Crewe light engine move.
John Sloane



▶ Class 37 218 hauls 20 205, 20 007 and 37 059 through Euxton on a Carlisle - Crewe move, January 10th. *John Sloane*



Direct Rail Services



On December 20th, Class 37 425 arrives at Barrow in Furness with the 09:03 2C46 service from Carlisle. *Michael Lynam*



On January 19th, Class 37 405 is seen stabled in the afternoon sun at Norwich. *Mark Pichowicz*



On January 17th, Class 66 304 passes through Carlisle working the 6K05 Carlisle - Crewe engineers via the S&C. *Michael Lynam*



Direct Rail Services

Class 68008 passes through Stafford on January 3rd working a Crewe - Bescot engineers.

Michael Lynam



Direct Rail Services proud of Northern Power Women recognition

Northern Power Women campaign to raise awareness of gender diversity throughout the North of England. This year they are hosting their fourth awards ceremony to celebrate fantastic role models and companies across the North who have been influential in making a difference to gender diversity.

DRS are delighted that Debbie Francis, Managing Director has been recognised on the Power List 2019. The list celebrates 100 women who have contributed to making a difference and raising awareness in gender equality across the North of England. Everyone acknowledged on the list is an inspiring role model – congratulations to everyone.



DRS are also excited to be nominated for Medium Organisation award. As we continue our journey to support and promote diversity, DRS are thrilled to have received this nomination.





East Midlands Trains



On January 12th, an EMT Class 222 stands at Derby working a service to London St. Pancras.
Class47

Class 222 018 hurries the 1F27 11:31 London St. Pancras International to Sheffield past Kangaroo Spinney on January 29th.
Derek Elston

On January 12th, power car No. 43044 stands at Leicester on the rear of a Nottingham - London St. Pancras service. *Paul Godding*



East Midlands Trains



▶ Power car No. 43083 leads (with 43055 'The Sheffield Star 125 Years' on the rear) the 1B53 14:45 Nottingham to London St. Pancras International as it approaches Kettering at speed on January 25th. *Derek Elston*

▶ Class 222 104 departs Kettering working the 1M32 14:47 London St. Pancras International to Corby service. *Derek Elston*

▶ Class 222 023 passes Kangaroo Spinney with the 1B36 11:12 Nottingham to London St. Pancras International on January 29th. *Derek Elston*





Freightliner



Class 66 524 passes Bayston Hill on December 7th with the 6V75 09:30 Dee Marsh Reception Sidings - Margam. *Keith Davies*



Class 66 534 running light engine from Crewe Basford Hall - Trafford Park waits for the signal at Manchester Oxford Road on January 9th. *Alan Rigby*

On December 18th, Class 66 413's first visit in its new garb, seen passing through Scunthorpe station, working 6L49 LOR - Ipswich SS. It's a pity they don't use the 4-wheeled TTAs any more, although the green would have clashed a bit with the livery of the loco! *Steve Thompson*



Freightliner



▶ Class 66 524 leads the 12:02 Birch Coppice to Felixstowe North F.L.T. approaching Water Orton on January 31st. *Derek Elston*



▶ On January 14th, Class 66 515 has charge of the Southampton to Lawley Street liner as it passes Dean. *Michael Bennett*



▶ Passing under the new bridge at Scunthorpe are Class 66 564, 66 522 and 66 561 forming 0T01 Midland Road - Barnetby/IBT engine convoy. *Steve Thompson*



Freightliner



On January 7th, Class 66 566 stands at Ipswich, receiving an exam. *John Balaam*



Running as the 10:08 light engine move from Carlisle to Leeds (Balm Road Depot), Class 66 566 leads ex-DRS 66 415 through Shipley, West Yorkshire on January 28th. *Ben Bucki*



Class 66 614 runs through Skipton on January 16th with a Rylstone - Hunslet working. *Alan Rigby*

Freightliner



▶ Class 66 562 passes Micheldever on January 8th with a Hinksey - Eastleigh engineers.
Michael Bennett



▶ Class 66 607 leaves a trail of stone dust as it speeds through Bingley, West Yorkshire, with the 11:51 quarry train from Rylstone Tilcon to Bredbury on January 28th. *Ben Bucki*



▶ Class 66 559 working a Felixtowe - Leeds liner, approaches Doncaster on December 22nd.
Brian Battersby





Freightliner



Class 86 604 and 86 605 approach Acton Bridge on January 18th with a Garston - Crewe liner.

John Sloane



Running 30mins late, the 03:00 Felixstowe North F.L.T. to Lawley Street F.L.T. gets away from Rugby after a crew change on January 17th.

Derek Elston



Recently returned to traffic, Class 70 001 passes South Morton with a Crewe - Southampton liner on January 5th. *Michael Bennett*



Freightliner

▶ Class 66 614 'Poppy' races through Utley, near Keighley, with service the 11:51 from the Rylstone Tilcon quarry to Bredbury on January 18th. *Ben Bucki*

New contract puts FSEW on track for new business

Leading international intermodal freight forwarder, FSEW, has signed a key new contract with Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), to secure additional capacity on their regular container rail services. FSEW has been working with Freightliner since 2006 offering customers a quick, efficient, environmentally sound freight option. The service has proved so popular over the last 12 years that, as well as increasing its capacity on the Cardiff-Southampton route, FSEW is also able to offer customers rail freight services to Birmingham and Daventry. By increasing its rail capacity, FSEW is able to transport freight by rail straight out of Southampton port, into and out of South Wales, providing a more efficient and reliable service.

This latest agreement will make FSEW Freightliner's single largest contracted user on the Southampton to Cardiff route, riling, on average, 800 containers a month.

Geoff Tomlinson, Managing Director of FSEW said: "With the potential delays on the M4 relief road, there is no better time for companies to consider rail freight as an option. As a result of this agreement with Freightliner, FSEW is already seeing an increase in business and enquiries as manufacturers and importers experience significant delivery delays with their current transport providers. We've worked closely with Geoff and FSEW for over a decade and in that time have built up a strong, mutually beneficial working relationship," said Adam Cunliffe, CCO of G&W's UK/Europe Region companies. "Hauliers and freight forwarders are increasingly seeing the value of offering their clients a rail alternative, and FSEW and Freightliner have been at the forefront of making that a viable option."

FSEW, based at the South Wales International Freightliner Terminal in Cardiff, is South Wales' leading independent intermodal freight forwarder providing transport and delivery services world-wide.



Freightliner



▶ Class 66 503 passes the southern end of Arpley Yard with coal empties from Fiddlers Ferry to East Usk Yard on January 8th. *Jeff Nicholls*



▶ Class 66 502 passes Acton Bridge on January 18th hauling a Bredbury - Folly Lane binliner. *John Sloane*



▶ 4M27, the 05:32 Coatbridge F.L.T. to Daventry International Railfreight Reception Fl passes a bright and sunny Stafford behind Class 90 045 and 90 044 on January 8th. *Derek Elston*



Freightliner



▶ Class 66 587 working a Garston to Southampton liner heads through Micheldever on January 9th and passes a GBRf operated Railgrinder move in the yard. *Michael Bennett*

▶ On January 11th, Class 66 534 'OOCL Express' working the Southampton Maritime to Lawley Street liner passes through a foggy Andover at 14:58, running 8 minute's late. *David Lindsell*

▶ Class 66 419 passes South Morton with a liner heading to Southampton on January 5th. *Michael Bennett*





Freightliner



Class 90 045 leads 90 044 in contrasting liveries through Red Bank with the 4M27 Coatbridge - Daventry liner on January 17th. *Dave Harris*



Class 66 518 leads the 12:12 Lawley Street F.L.T. to London Gateway passing Eddie Stobarts Daventry warehouse on January 14th. *Derek Elston*



Class 66 517 heads through Overton hauling a Southampton to Garston liner. *Michael Bennett*



Freightliner



Class 66 503 at the 'The Oaks' Hadnall with 4V22 11:47 Fiddlers Ferry power station - East Usk Yard on January 17th. *Keith Davies*



Class 66 528 'Madge Elliott MBE - Borders railway opening 2005' passes Church Brampton with 66 507 on the rear of 6Y58, the 10:57 Willesden West London Junction to Crewe Basford Hall S.S.M. on January 20th. *Derek Elston*

Class 90 045 and 90 044 double head the 05:32 Coatbridge F.L.T. to Daventry International Railfreight Reception FI through Stafford on a cold and bright morning, January 17th. *Derek Elston*



Freightliner



▶ Class 90 045 and 90 043 on a Daventry - Mossend intermodal, passes Moore on February 1st.
Mark Enderby



▶ Class 66 558 heads past Bayston Hill with the 4V20 06:30 Fiddlers Ferry - East Usk Yard on January 9th. *Keith Davies*

▶ Class 66 518 passes Sansaw Heath on January 30th with the 4V22 09:30 Fiddlers Ferry power station - East Usk Yard. *Keith Davies*





Freightliner



▶ On January 23rd, Class 66 607 works the 6D04 LOR-Hunslet Yard, conveying 18 TTAs, the green ones which were in use until quite recently on the Ipswich fuel run, sad to see them finishing.
Steve Thompson

▶ Class 66 604 working 6G65 Hope-Walsall loaded cement (with a new type of wagon on the front?), passes Stenson Junction on February 2nd.
Stuart Hillis

▶ Class 66 557 with a very short Hinksey-Eastleigh, passes Worting Jct. on a bright snowy day, February 2nd.
Michael Bennett



Freightliner

On January 3rd, Class 66 520 heads a Crewe - Felixstowe liner through Stafford.

Michael Lynam



Freightliner plans new Ipswich maintenance facility

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), is planning to build a state-of-the-art railroad locomotive and wagon maintenance and fuelling facility at its existing Ipswich freight yard, situated off Ranelagh Road, Ipswich. The multi-million pound investment will help boost the local economy, creating around 20 skilled/semi-skilled jobs for local people with local suppliers used for the procurement of materials and equipment.

“There is a growing demand from the government to move more goods by rail,” said Tim Shakerley, Engineering & Operations Services Director for G&W’s UK/Europe Region companies. “Each freight train takes up to 76 lorry journeys off our congested road network and is a far safer means of transport. We take any impact we have on our neighbours and the environment very seriously and have written to local residents to give them full details of our plans and invited them to contact our project team with any questions.”

After evaluating various sites throughout the UK, Ipswich was chosen due to its strategic positioning close to the Port of Felixstowe, the UK’s largest maritime port and from which Freightliner operates 22 trains a day, transporting goods all over the country. As Freightliner’s existing Ipswich site was already connected to the rail network and had sufficient unused space, it made perfect sense to build the new facility there resulting in minimum disruption to the wider railway, Freightliner’s train operations and the environment.

The new maintenance facility will be a steel-framed building, 54 metres in length and include an inspection pit, two overhead cranes and an extended on-site car park for staff. It will also house a wheel lathe used to maintain and re-profile wagon and locomotive wheel sets, the first of its kind in this part of the country.

Freightliner’s planning application to develop its Ipswich site can be found on the Ipswich Council Planning Portal.



GBRf



▶ Class 66 767 hauling the 6E09 07:11 Liverpool Biomass terminal - Drax, on January 9th has just crossed over Mill Lane Bridge in Stockport.
Keith Chapman

▶ Class 66 711 with a Drax GBRf - Liverpool Bulk Terminal GBRf Biomass empties working, passes through Hebden Bridge on January 9th.
Alan Rigby

▶ On December 28th, Class 66 752 'The Hoosier State' working 4Z00 London Gateway - Masborough liner heads through Burton on Trent.
Stuart Hillis







Class 66 755 recently named 'Tony Berkeley OBE' working 4V78 Hexthorpe Yard - Cardiff Docks with a rake of hopper wagons, passes Burton on January 16th. *Stuart Hillis*

Class 66 706 'Nene Valley' races through Utley, near Keighley, with the 6M37 11:18 from Arcow Quarry to Pendleton on January 18th. *Ben Bucki*

Class 20 901 and 20 314 with barrier tanks and LU stock plus Railfreight liveried 20 118 'Saltburn On Sea' and 20 132 'Barrow Hill Depot' on the rear, working 7X10 Banbury - Derby Litchurch Lane, passes Stenson on January 8th. *Stuart Hillis*





GBRf

On January 5th, Class 66 740 and 66 752 are seen stabled with a Railgrinder at Micheldever. *Michael Bennett*

Class 66 703 passes through Manchester Oxford Road on January 9th with a Trafford Park - Felixstowe intermodal. *Alan Rigby*

On January 3rd, Class 66 762 working 4M11 Washwood Heath - Peak Forest empty hoppers passes Burton. *Stuart Hillis*



GBRf

▶ On January 18th, Class 66 787 heads towards Cononley, near Skipton, with the 6M31 09:29 from Doncaster Yard to Arcow Quarry.

Ben Bucki

▶ Class 66 720 passes Balshaw Lane Jct. on January 9th with a Wembley - Irvine China Clay working. *John Sloane*

▶ Class 66 702 'Blue Lightning' working 4E34 Southampton - Doncaster iPort passes Burton on January 3rd. *Stuart Hillis*



GBRf



On January 19th, the Mountfield to Southampton gypsum passes Andover in poor light with Class 66 756 on the front and 66 710 on the rear, diverted due to engineering work on the Winchester line. *Michael Bennett*

On January 30th, Class 66 710 passes snowy Charnock Richard with a Wembley - Irvine China Clay working. *John Sloane*

Class 66 761 creeps through Leamington Spa on January 29th with a rake of box wagons. *Richard Hargreaves*





GBRf



Seen passing under the magnificent temporary footbridge at Scunthorpe station, basking in the sunshine, is Class 66 783 working 6B72 HIT - West Burton coal. *Steve Thompson*



Class 66 787 hauling an Arcow Quarry - Pendleton stone train passes through Skipton on January 16th. *Alan Rigby*



Class 66 763 heads through Leamington Spa on January 28th with a lightly loaded intermodal. *Richard Hargreaves*



GBRf



▶ The first movement of 92 020 in 17 years, which was on test, having been fully refurbished and fitted with new Dellner couplers for working the new Mk 5 sleepers, as Class 92 032 and 92 020 pass 57 309 at a misty Crewe station on January 23rd. *Barry Longson*

▶ Class 66 749 on a Clitheroe - Avonmouth cement, passes Moore on February 1st. *Mark Enderby*

GBRf

▶ Running over an hour late, Class 66 710 works north on the China Clays through a snowy Winwick on January 30th. *Jeff Nicholls*

◀ Class 66 717 with a Staines to Eastleigh engineers train passes Micheldever on January 27th. *Michael Bennett*

◀ On January 8th, Class 66 775 passes Winwick working the 11:14 Liverpool Biomass Terminal to Drax. *Barry Longson*





▶ Class 66 760 'David Gordon Harris' works 6M83 Tinsley - Bardon Hill Quarry empty hoppers through Moira on January 24th. *Stuart Hillis*

▶ On January 17th, and a regular visitor of late is the Cemex-liveried Class 66 780, and here it is passing through Scunthorpe on 4R79 Down Decoy - HIT empty HTAs, all EWS through and through! *Steve Thompson*

▶ In the low winter sun, Class 66 728 leads the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf at Wilsons Crossing on December 3rd. *Derek Elston*



GBRf

On January 21st, Class 66 712 passes Andover on a rare Warminster MOD to Bicester MOD working. *Michael Bennett*

The 08:35 Greenhurst Jct. to Eastleigh Yard passes Micheldever on January 27th with Class 66 709 on the back and running an hour early. *Michael Bennett*

MSC ship liveried Class 66 709 working Bicester MOD - Hexthorpe Yard with army vehicle transporter flats passes Burton on January 29th. *Stuart Hillis*





GB Railfreight and Class 50 Alliance collaboration sealed with locomotive repaints

UK rail freight operator GB Railfreight (GBRf) and the Class 50 Alliance (C50A) have on January 15th, announced that mainline registered Class 50 locomotives 50007 Hercules and 50049 Defiance are to be repainted into the latest GBRf livery.

GBRf worked closely with the C50A in enabling a return to the mainline for their locomotives in 2017 and subsequently through a programme of railtours during 2018 as part of the 50th anniversary celebrations of the Class 50s.

The decision to repaint the locomotives into the striking new livery is a recognition of the developing relationship between the two organisations and marks a new chapter in the story of the Class 50s.

Over the past two years, GBRf has invested in a programme of driver training to enable Class 50 operation over much of the UK rail network. The company has also operated several railtours using the 50007 and 50049s, including The Caledonian in October 2017, returning class 50s to Glasgow for their 50th anniversary.

The repaints will be carried out by Arlington Fleet Services at Eastleigh. GBRf will fund the repainting and also manage the movement of the locomotives to and from Eastleigh.

The first outing for the GBRf-liveried Class 50s will be on Saturday 23rd March when they will work Pathfinder Tours' Terminator-Pheonixed railtour from London Paddington to Penzance and return to Waterloo. This train will mark 25 years since the final BR operated Class 50 railtour over the same route, The Terminator, which was also promoted by Pathfinder.

John Smith, Managing Director of GB Railfreight, said: "I am delighted that GBRf is sponsoring the repainting of 50007, Hercules and 50049, Defiance, into GBRf livery. Our relationship with the class 50 alliance has grown over the years, with the painting of the two locomotives being an excellent way to recognise the fact. Having first witnessed class 50's at Crewe in the early 1970s, I never thought the day would arise when one would be painted in the livery of GBRf. I'm very much looking forward to seeing the finished article(s)."

Jonathan Dunster, Director Class 50 Alliance said: "This announcement marks a significant next step in the story of the Class 50s, and we're delighted to build on our already successful relationship with GBRf. Since we successfully returned Class 50s to the mainline in 1997, we have gained a great deal of experience, working with many stakeholders across the industry. We have operated around 80 railtours, supplied power for timetabled service trains in South Wales and operated numerous freight and route learning duties. For GBRf to cement our relationship in this way is fantastic news and we look forward to working with the team on an exciting future programme, which kicks off in style when we head to Penzance on 23rd March."

Following the repaints, the locomotives will be available to operate selected GBRf trains on a 'spot-hire' basis. This work will include movement of locomotives between heritage railway gala events, and future railtours. The locomotives will continue to be based at the Severn Valley Railway, but will have easy access to the national network, thanks to the 24-hour connection at Kidderminster.

50007 and 50049 will be unveiled in their new livery at a private event at Eastleigh Works, prior to working a test run and then the railtour on 23rd March.

On January 3rd, Class 66 715 heads through Stafford with a Clitheroe - Avonmouth cement working. *Michael Lynam*



GBRf



▶ Class 66 749 passes Winwick on January 8th with the 05:11 Avonmouth to Clitheroe empty tank wagons. *Barry Longson*

▶ Class 66 779 'Evening Star' working the 4E34 Southampton - Doncaster iPort intermodal, passes Stenson on February 1st. *Stuart Hillis*

▶ On January 25th, Class 66 729 'Derby County' working 4M11 Washwood Heath - Peak Forest empty hopper wagons heads through Burton on Trent. *Stuart Hillis*















Great Western Railway

▶ Class 800 021 speeds past South Morton still running on diesel power even though the wires are now energised. *Michael Bennett*

▶ Power cars Nos. 43002 and 43185 are seen paired together on a service through South Moreton on January 5th. *Michael Bennett*





Great Western Railway

▶ A Penzance to London Paddington service departs St. Erth station with Class 800 306 on the rear on December 6th. *Neil Pugh*

▶ On January 25th, a GWR IET passes Royal Oak with a service to London Paddington. *Mark Enderby*





Greater Anglia



▶ The 1P45 14:30 Norwich - London Liverpool Street arrives at Ipswich behind Class 90 010 on January 18th. *John Balaam*

▶ Class 90 002 is seen at London Liverpool Street on January 25th having arrived on a service from Norwich. *Mark Enderby*

▶ DVT No. 82112 leads the 1P30 13:00 London Liverpool Street - Norwich through Stowmarket on January 18th. *John Balaam*





L.N.E.R.

➤ Newly named and looking immaculate, DB Class 90 028 stands at Doncaster on January 19th working a Leeds - London Kings Cross service. *Richard Hargreaves*

➤ On hire to LNER from DB, Class 90 029 stands on the blocks at Leeds with a morning service to London Kings Cross, January 2nd. *Ben Bucki*

➤ The future arrives at Doncaster on January 19th as Class 800 109 works a London Kings Cross - Leeds test run. *Richard Hargreaves*





L.N.E.R.

On January 5th, with engineering work taking place south of Peterborough, Class 91 119 waits to depart with a Peterborough - Leeds service.
Richard Hargreaves

Class 90 019 propelling 1A22 Leeds - London Kings Cross heads away from Doncaster.
Steve Thompson

Class 91 132 stands at Doncaster on December 22nd working a service to Edinburgh.
Brian Battersby







L.N.E.R.

▶ Power car No. 43305 leads the 09:52 Aberdeen - London Kings Cross service out of Darlington station, catching the late afternoon sunshine on January 17th. *Jeff Nicholls*

▶ Class 800 111 rests in the late afternoon sunshine at York on January 17th, in-between test runs to Doncaster and back. *Jeff Nicholls*

▶ Azuma Class 800 111 stands at York on January 19th with a night time training run. *Class47*





Network Rail

On January 29th, Class 67 023 'Stella' and 67 027 'Charlotte' working 1Q48 test train Derby RTC - Tyseley head through Burton. *Stuart Hillis*

Class 37 610 races through Cononley, near Skipton, with the 09:41 light engine move from Carlisle to Derby RTC on January 18th.

Ben Bucki

On January 24 and 25th, Class 37 025 'Inverness TMD' and DBSO No. 9701 were seen on the Airedale line with a Network Rail test train, heading from Derby to Carlisle on the 24th and heading back to Derby (Inset) the following day.

Ben Bucki



Network Rail



Class 37 254 'Cardiff Canton' stands at Derby with the 08:00 Derby R.T.C. (Network Rail) to Worksop Down Reception (Class 37 175 was on the rear). *Derek Elston*

DBSO No. 9714 and Class 37 099 'Merl Evans 1947-2016' with the 3Q36 test train, Derby RTC - Crewe, via Burton and Leicester line, passes Moira on January 28th. *Stuart Hillis*

On January 17th, Class 37 025 passes Great Cheverell with an Exeter Riverside to Ferme Park working. *Michael Bennett*



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Network Rail



Class 67 027 and 67 023 pass Bayston Hill with the 1Q20 07:50 Crewe C.S - Derby RTC on January 4th. *Keith Davies*

Class 37 218 and 37 059 top'n'tail a Derby - Carlisle test train working through Euxton on January 22nd, passing Class 37 038 running light engine to Crewe. *John Sloane*

Class 66 701 leads the 3W90 08:15 Tonbridge West Yard GBRf to Tonbridge West Yard GBRf RHTT through Wimbledon with 66 742 on the rear, December 12th. *Derek Elston*



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Network Rail



On December 22nd, power cars Nos. 43014 and 43062 are seen working the NMT from Derby to Heaton through Settle. *Michael Lynam*

DBSO No. 9701 leads a Derby RTC to Carlisle test train working through Ribbleshead station, with Class 37025 propelling on January 24th. *Michael Lovatt*



Rail Operations Group



▶ Class 37 901 'Mirlees Pioneer' and 37 608 'Andromeda' are seen stabled on Leicester depot, December 29th. *Derek Elston*

▶ Class 37 601 'Perseus' stabled between 37 884 and 37 608 on Leicester Depot, December 29th. *Derek Elston*



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Rail Operations Group

Class 37 884 'Cepheus' running light engine from Leicester LIP to Crewe South Yard passes Stenson on February 1st. *Stuart Hillis*

Class 57 312 'Solway Princess' approaches Kettering station with 710 264 and 37 610 'Pegasus' in tow, running as 5Q72 14:15 Old Dalby to Willesden T.M.D. on January 25th. *Derek Elston*

A cold and frosty January 9th at Winwick sees Class 37 800 idling along the Down Fast on its way from Leicester to Glasgow Works. *Jeff Nicholls*



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Class 47 815 and 47 812 arrive at Crewe delivering new TPE unit UT3 (Class 397 003) en route to Manchester International Depot on December 4th. *Michael Lynam*



TransPennine Express



Class 68 022 'Resolution' approaches Crewe with 0K27, the 14:14 from Wavertree Junction to Crewe training run on January 8th. *Derek Elston*

Class 68 032 pushes a Carlisle - Bletchley test run past Bradley on January 14th. *John Sloane*

Class 68 032 propels the 3B21 08:12 Carlisle to Bletchley TPE shakedown and training run formed of DTS No. 12809 leading, 12727, 12726, 12725 and 11509 as it hammers past Blisworth on January 14th. *Derek Elston*



TransPennine Express



On January 17th, Class 68 032 'Patriot' propels MK5a set No. TP09 with the DTS leading through Red Bank on 3C11 test run from Carlisle to Manchester International Depot. *Dave Harris*

On test, Class 68 032 propels a TPE Mark 5 set led by DTS No. 12809 southwards along the Up Slow at a very cold Winwick on January 30th. *Jeff Nicholls*



Transport for Wales

Class 67 020 seems to have become a fixture on the Transport for Wales services to Manchester. Here it prepares to depart Warrington Bank Quay at the rear of the 07:38 from Chester to Manchester Piccadilly on January 8th.

Jeff Nicholls

On December 28th, Class 175 116 passes Bayston Hill with the 1V40 11:31 Manchester Piccadilly - Carmarthen service. *Keith Davies*

Class 158 824 has paused at Manchester Oxford Road on the evening of January 17th with the 15:08 from Llandudno to Manchester Piccadilly.

Jeff Nicholls









Transport for Wales

▶ Silver Ghost! Class 67 014 appears through the icy mist at Winwick with the 09:53 from Manchester Piccadilly to Holyhead on a freezing January 30th. *Jeff Nicholls*

▶ With a little over half an hour of its 6 hour journey remaining, Class 175 104 departs Crewe with 1W14, the 09:10 Milford Haven to Manchester Piccadilly on January 8th. *Derek Elston*

▶ Class 175 112 still adorned with its poppy waits time at Crewe with 1W48, the 05:04 Carmarthen to Manchester Piccadilly service on January 5th. *Derek Elston*





Units: DMUs and EMUs



▶ A Northern Class 142 heads away from Cononley, near Skipton, with the 2Y60 10:45 from Lancaster to Leeds service on January 18th. *Ben Bucki*

▶ East Midlands Trains' Class 153 385 working 1K15 Derby - Crewe service passes Stenson on January 17th. *Stuart Hillis*

▶ West Midlands Trains' Class 153 356 stands at Leamington Spa with 2C69 08:00 departure to Coventry on December 22nd. *Derek Elston*



Units: DMUs and EMUs

▶ Northern's Class 319 362 awaits departure time in platform 1 at Crewe working the 16:16 service to Liverpool Lime Street via Manchester Airport and will take the 29 year old EMU, 2 hours and 12 mins to complete its journey. *Barry Longson*

▶ Northern's Class 322 483 arrives into Wakefield working the 2B70 Doncaster - Leeds local. *Steve Thompson*

▶ Northern's Class 153 352 and 150 131 working a Leeds - Manchester Victoria service, approaches Hebden Bridge on January 9th. *Alan Rigby*







Units: DMUs and EMUs



▶ Northern's Class 170 475 and 142 023 seen out of use due to Northern Trains ongoing industrial action at Doncaster on December 15th.
Derek Elston

▶ Northern's Scotrail liveried Class 170 459 arrives into York with the 2C32 12:29 from Leeds via Harrogate on December 6th. *Derek Elston*

▶ South Western Railway's Class 159 009 passes Worting Junction on a Salisbury service in the new revised livery. *Michael Bennett*

Units: DMUs and EMUs



East Midlands Trains' Class 153 318 and 153 384 stand at Grantham on January 5th working a Skegness - Nottingham service.

Richard Hargreaves

A lunchtime line-up of Northern Class 150/1 DMUs at Buxton station on January 17th.

Keith Chapman

On December 3rd, Class 350 238 in London Midland livery stands alongside 350 262 in LNWR livery in the bay platforms at Northampton.

Derek Elston





Units: DMUs and EMUs



▶ A Stratford on Avon to Great Malvern service headed by West Midlands' Class 172 212 crosses Malvern Common on January 1st. *Neil Pugh*

▶ Great Western's Class 150 263 with a service from St. Ives arrives into St. Erth on December 6th. *Neil Pugh*

▶ Great Western Class 166s are now regularly used on Cardiff - Portsmouth services. On January 14th, Class 166 219 leads approaching Dean. *Michael Bennett*



Units: DMUs and EMUs

On January 5th, East Midlands Trains' Class 158 789 crosses the River Nene at Peterborough with a Liverpool Lime St. - Norwich service. *Richard Hargreaves*

A Birmingham to Hereford service headed by West Midlands Trains' Class 170 635 crosses Malvern Common on January 1st. *Neil Pugh*

London NorthWestern Railway's Class 350 369 passes Wilsons Crossing working the 1Y45 14:13 London Euston to Birmingham New Street service on December 3rd. *Derek Elston*





Units: DMUs and EMUs

West Midlands Trains' Class 172 331 arrives into Henley-in-Arden working 2J43, the 12:26 Stratford-upon-Avon to Stourbridge Junction service on January 31st. *Derek Elston*

Northern's Class 142 044 is seen near Pleasington on January 24th with a Colne - Preston service. *John Sloane*

A Northern Class 158/153 combination heads towards Cononley, near Skipton, with the 2H86 10:49 from Leeds to Carlisle on January 18th. *Ben Bucki*



Units: DMUs and EMUs



Former London Overground's Class 172 006 departs Leamington Spa on January 28th.

Richard Hargreaves



On December 3rd, London NorthWestern's Class 350 370 passes Wilsons Crossing working 1Y52 14:14 Birmingham New Street to London Euston service. *Derek Elston*

Northern's Class 142 089, 170 473 and 322 485 all stand out of use at Doncaster on January 19th as another strike day takes place.

Richard Hargreaves



Units: DMUs and EMUs

▶ Hull Trains' Class 180 109 was running as a four car for several weeks, seen here at Doncaster on December 22nd. *Brian Battersby*

▶ On January 14th, two South Western Railway's Class 158s call at Dean on local services. *Michael Bennett*

▶ Thameslink's Class 700002 stands at Wimbledon on December 12th working the 9034 11:49 Sutton (Surrey) to St Albans. *Derek Elston*





Units: DMUs and EMUs

▶ New TfL EMU Class 345 013 passes Hanwell with a Hayes and Harlington - London Paddington service on January 26th. *Chris Morrison*

▶ Thameslink's Class 700 010 rolls into London St. Pancras International with a rush hour service, the 9V61 17:07 St Albans to Sutton (Surrey), on December 12th. *Derek Elston*

▶ Former Scotrail Class 170 457 is seen stabled at Doncaster on December 22nd. *Brian Battersby*





Units: DMUs and EMUs



▶ AGWR Brighton to Great Malvern service headed by Class 165 111 enters Malvern Wells down loop on January 11th. The train will reverse at Malvern Wells to form a service to Weymouth.
Neil Pugh



▶ As if by magic on December 16th, the new footbridge at Scunthorpe appeared! After the overnight possession, the first down train stands underneath, TransPennine Express Class 185 140 on 1B73 Cleethorpes - Manchester service.
Steve Thompson



▶ Living on borrowed time, Northern's Class 142 078 is seen stabled at York between duties on December 6th.
Derek Elston



Units: DMUs and EMUs



▶ A Birmingham New Street to Hereford service headed by West Midlands Railway's Class 150 109 crosses Malvern Common on January 4th. *Neil Pugh*

▶ Recently reliveried Chiltern Railway's Class 168 003 is seen at Leamington Spa on January 28th. *Richard Hargreaves*

▶ On December 15th, the through roads at Sheffield host a variety of units with Northern Trains services affected by industrial action. *Derek Elston*





Units: DMUs and EMUs



Merseyrail's Class 508 108 stands at Hamilton Square on January 19th working 2N22 11:38 New Brighton to New Brighton service.

Derek Elston

Northern's Class 144 018 working Leeds - Lancaster and 158 902 working Carlisle - Leeds services pass at Skipton on January 16th.

Alan Rigby

TransPennine Express' Class 185 122 working a Middlesbrough - Manchester Airport service approaches Manchester Oxford Road on January 9th.

Alan Rigby







Units: DMUs and EMUs



Merseyrail's Class 508 128 departs Hamilton Square working 2N21, the 11:23 New Brighton to New Brighton service on January 19th.

Derek Elston

London NorthWestern Railway's Class 350 118 passes the huge Eddie Stobart depot at Daventry working 1W12, the 11:33 Birmingham New Street to London Euston on January 14th.

Derek Elston

Northern's Class 321 901 pulls away from Bingley, West Yorkshire, with train the 2H24 08:56 from Leeds to Skipton on January 28th.

Ben Bucki



Units: DMUs and EMUs



▶ Northern's Class 142 038 departs Pleasington on January 24th with a Preston - Colne service.
John Sloane



▶ Greater Anglia's Class 153 322 and 153 314 working the 2J85 16:48 to Norwich and 156 409 after arrival with the 2D84 15:17 from Ipswich are seen at Lowestoft on January 18th.
John Balaam



▶ On January 2nd, a Northern Class 158 departs Arnside with a service to Barrow.
John Sloane



Units: DMUs and EMUs



On January 18th, Greater Anglia's Class 321 341 arrives at Stowmarket with the 1P43 14:00 Norwich - London Liverpool Street. *John Balaam*



Northern's Class 195 111 heads into the mist at Charnock Richard on January 30th with a Blackpool - Warrington test run. *John Sloane*



Northern's Class 319 375 passes Bradley on January 14th with a Liverpool - Blackpool service. *John Sloane*



Units: DMUs and EMUs

TFL Class 345 013 stands at London Paddington on January 25th, working a service to Hayes.
Mark Enderby

Thameslink's Class 700 127 passes another Class 700 at Penge West on January 25th.
Mark Enderby

Thameslink's Class 700 014 stands at London St. Pancras on January 29th with 9031 09:52 St. Albans - Sutton service. *John Balaam*





Units: DMUs and EMUs



On February 2nd, a special 10 coach Waterloo - Exeter service with Class 159 016 leading passes Worting, lengthened as a result of the third rail being iced up. *Michael Bennett*

Northern's Class 195 107 stands at Preston on driver training duties from Crewe. *Michael Lynam*

South Western Railway's Class 159 017 leads the 11:59 Waterloo - Salisbury service at Wyke Down on February 2nd. *Michael Bennett*





Units: DMUs and EMUs



TransPennine Express' Class 350 404 arrives at Carlisle on January 14th on a service from Glasgow to Manchester Airport. *Michael Lynam*

Heathrow Express' Class 332 007 stands at London Paddington on January 25th. *Mark Enderby*

Study finds criminal record tick box failing employers and job applicants

Criminal record declarations often do little to accurately predict the risk of re-offending among potential recruits, new research has found. But asking people to declare convictions upfront may put people off applying for jobs whilst offering employers a false sense of security.

The findings have been backed by Virgin Trains and Business in the Community who are calling on employers to “ban the box”, dropping criminal record declarations from job application forms and instead find more supportive ways to discuss potential recruits’ criminal backgrounds. The Scottish Centre for Crime and Justice paper highlighted that, in some cases, people who had never been convicted of a crime might pose a greater risk than those with a criminal record. On average, the time between someone committing a crime and being at no more risk of re-offending than someone who had not committed a crime was between seven and 10 years, the study by criminology expert and Associate Director of SCCJ Dr Beth Weaver concluded.

However, this varied, based on age, gender and type of crime. While some offending backgrounds would make potential employees unsuitable for certain roles, there was evidence that many candidates are either put off or dismissed out of hand by employers on declaration of a criminal record, despite there being little evidence that this would present a significant risk of re-offending.

“Around one in six people in the UK have a criminal record, so this issue affects a large number of people. Giving people a chance to work can improve outcomes for people and contribute to a safer and more just society. Asking people to disclose their convictions at the job application stage legitimises employer discrimination, as most employers don’t know how to make sense of the information provided and undermines the purposes of the Rehabilitation of Offenders Act,” said Dr Weaver, a senior lecturer at Strathclyde University.

Business in the Community, the organisation behind the Ban the Box campaign in the UK, said in response to the research that asking people to declare convictions upfront is likely to put off talented candidates and, in some cases, drive people back to crime.

Jessica Rose, Campaign Manager at Business in the Community, said: “The research shows that including an upfront declaration on application forms can be a crude tool for assessing a candidate’s risk to a business. There is also strong evidence suggesting that people can permanently move away from crime and that employment plays an important part in this. We understand that employers need to manage risk in recruitment but asking everyone who applies for a role about criminal convictions at the start of the process tells people who are trying to move on with their lives that they won’t be given a fair chance. We urge all employers to remove the tick box and carefully consider whether, when and how they need to ask about criminal convictions and what they will do with that information once they have it.”

Virgin Trains has been proactively recruiting people with convictions for five years and has banned the criminal record declaration form on job application forms. Kathryn Wildman, Virgin’s Talent Acquisition Manager, said learning about people’s criminal history was an important part of the recruitment process. She said: “We’ve banned the box, but that doesn’t mean we don’t ask job applicants about their past offending. Rather than ask people to tick a box on application, we’ll have a conversation at interview stage in which we talk about their offences and where they are on the rehabilitation journey. That may still result in a no from us, but it gives that person the opportunity to discuss their past and what they’ve got to offer in a supportive environment rather than just being dismissed out of hand. And our experience is that we’ve identified some fantastic people with convictions who have gone on to perform really well for us and helped our business grow.”

Using criminal record checks has become increasingly common in the United States of America and United Kingdom but is less widespread in Europe, where alternative methods are practiced to assess risk, the research found.



Railtalk Magazine

Virgin Trains



On January 3rd, Celebrity Virgin Voyager Class 221 101 leads a fellow classmate through Stafford on a Chester - London Euston service.
Michael Lynam



Virgin Trains

▶ With a heavy frost on the ground, and with some excellent backlighting, Class 390 123 forges north through Winwick on January 2nd with the 08:30 from London Euston to Glasgow Central. *Jeff Nicholls*

◀ A London Euston bound pair of Voyagers speeds south through Charnock Richard on January 30th. *John Sloane*

◀ With Class 66 142 lurking in the background, a Pendolino speeds northwards through Acton Bridge on January 18th. *John Sloane*





Virgin Trains

War widow finally visits grandfather's WWI grave more than a century after he went missing

A war widow has finally visited the grave of a long-lost grandfather killed in France in WWI, after a Virgin Trains employee helped her track down his final resting place. The whereabouts of Private Thomas Bryan was a mystery his family had carried since he went to war in his best suit more than a century ago. It was eventually solved thanks to a chance encounter between his granddaughter, 85-year-old Rita Armin, and Virgin Trains employee Wayne McDonald last year after striking up a conversation on a Virgin Train to London. Mr McDonald, an amateur war historian, helped find Private Bryan's grave, and made a promise that he would take her to Northern France to pay her respects. Making good on that promise, Wayne accompanied Rita on the visit to Béthune Town Cemetery this week, travelling courtesy of Virgin Trains and Eurostar. Accompanied by her 23-year-old Grandson Sam, amidst emotional scenes, the pair laid wreathes at Thomas' grave, and in doing so became the first family members to pay their respects in more than 100 years. Rita travelled down from Stockport on Virgin Trains, before a quick hop over to Lille on Eurostar. A short taxi ride later and Rita was finally able to get some closure.

"It's really hard to express how I felt" explained Rita. "It wasn't a sad day. Far from it. It will be a day I will remember for the rest of my life and I can't thank Virgin Trains and Eurostar enough for helping to make it happen. It has given all the family some closure. I didn't know how I'd react so in the end I just started chatting to Grandad as if he was there. I felt so close to him and it meant so much to meet Paul, who tends to the cemetery, as I know Thomas will be in safe hands.

"I don't mind admitting there was a tear in my eye when I listened to Rita talking to Thomas at his graveside," commented Wayne McDonald, Train Manager at Virgin

Trains. "To be able to find Thomas and to share his story with his grandchildren, who themselves are now in their 80's, and their families is a real privilege. Rita is now a good friend and it has been an honour to share this day with her and Sam."

Private Thomas Bryan was laid to rest in 1915. The cemetery, now looked after by the Commonwealth War Graves Commission (CWGC), was created during the First World War to support the military hospitals established in the town. Today, it contains more than 3,000 Commonwealth burials of the First World War and 19 Second World War graves. The cemetery also contains French and German war graves.

CWGC spokesperson Peter Francis said: "This is a wonderful story and Wayne is to be commended for his act of kindness and remembrance. It demonstrates just how important the Commission's work of honouring our war dead still is, and how much it still means to people like Rita that, 100 years on, we still care, and they have somewhere to visit and remember those who made the ultimate sacrifice for us."

Béthune is where the idea of commemorating our war dead first began. While working through what was then a temporary soldier's cemetery, CWGC's founder, Fabian Ware, felt something had to be done to remember the sacrifice of our service personnel. Before the First World War there was no system in place to record, mark or care for the graves of our war dead. Fabian Ware forever changed that and established the cemeteries and memorials that still stand today as focal points for our acts of remembrance.

► An unidentified 9 car Pendolino speeds its way south at Blisworth with 1B38, the 11:30 Birmingham New Street to London Euston service on January 14th. *Derek Elston*







Blackpool Trams



Brush Railcoach No. 621, Standard No. 147 and Balloon No. 711, complete with snow plough, are seen at Rigby Road depot. *Michael Lynam*



Illuminated Frigate No. F736 stands outside Rigby Road depot. *Michael Lynam*

Former Towing Railcar No. 680 stands outside Rigby Road depot during shunting operations. *Michael Lynam*

Blackpool Trams



Centenary car No. 648 and Boat No. 227 pose in winter sunshine at Pleasure Beach.
Michael Lynam



Centenary car No. 648 waits to depart Fleetwood with a service to Starr Gate.
Michael Lynam



Engineering Overhead Line Car No. 754 is seen returning to Rigby Road depot.
Michael Lynam









Over 1 million passenger journeys on the Norwich – Cambridge rail line as numbers continue to grow

Latest figures reveal that more people than ever travelled between Norwich and Cambridge by rail last year. More than 35,000 additional passenger journeys were made with Greater Anglia in 2018, bringing the annual total to over 1 million - up 3.6% on 2017.

Numbers of people travelling by rail between the two cathedral cities, and from the key stations in between - Wymondham, Attleborough, Thetford, Brandon and Ely - have grown steadily since the direct train service began in September 2002. The opening of Cambridge North station in 2017, which is served by both Greater Anglia and Great Northern trains, has also boosted passenger numbers.

In 2018, Cambridge North station welcomed 546,717 passengers, a 28% year on year increase.

Jonathan Denby, Greater Anglia’s Head of Corporate Affairs, said, “The Norwich to Cambridge train service is extremely important to commuter, business and leisure travellers in these key regional centres, and the towns along the route, providing an attractive alternative to the A11.

“It also supports sustainable economic growth, linking thriving business, education and health sectors.”

“The line has benefited from the opening of Cambridge North station, with passenger numbers exceeding initial expectations, as the service offers new journey opportunities to and from the north east part of Cambridge and the business park located there.

“In addition, over the last year, we completed the refurbishment of the smart, modern trains used on the line and installed ticket vending machines at key stations along the route to make ticket purchase simpler and rail travel more convenient.”

“With the introduction of our brand new fleet of trains just around the corner, we look forward to improving passengers’ journeys still further and making rail travel an even more attractive option on this key economic corridor.

“We will then start to extend some of the services through to Stansted Airport, providing a direct link through from Norwich with no need to change trains.”



Fares Advice with RailUK

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

RDG plans to stop split ticketing

This is an old article however the plans described in the article are being formulated and I want to pre-empt any decision that is announced by making it clear that any attempt to stop us accessing good value fares will be resisted.

<https://www.independent.co.uk/travel/transport/starbucks-how-to-save-money-a8513916.html>

Yet the split ticket websites and apps that make it easy to get around the fares system could be the trigger for the root-and-branch reform that the rail industry says is essential. There is no way they can “reform” the system so that it is no longer cheaper to split. For example, take Reading to Manchester. Under BR the old Saver Return (SVR, now called Off Peak Return) was valid at any time. Arriva CrossCountry made it cheaper to split for pre-0930 journeys when they introduced their ridiculous ticket restrictions around 8 years ago. Before that, there was no need to split for many XC long distance journeys.

Of course, RDG likes to say that split ticketing was around since BR. The reality is that split ticketing always has been and always will be a thing, but not to the extent that it is today! The huge amount of splitting that needs to be done in this era is because of the fact that further restrictions were imposed since privatisation. So, the price you need to pay today before 0930 will vary depending on how early you start. The idea that the journey should cost £196.25 return is absurd. So if you depart at 6am, more of the journey is going to be “peak” than if you depart at 7am, 8am and so on. So how could you avoid the need to split? Have loads of different price bands, like about 10 different prices graded between £85.40 and £196.25? You’d run out of names e.g. “Semi Off Peak” or “Super Duper Off Peak”. So, no, this is not practicable. Therefore, splitting will always have to be ‘a thing’. If many more passengers exploit the baked-in anomalies to save cash, says Andy Wakeford, “the finances are not going to continue to work in the way they have in the past”.

Under BR the finances were that Reading to Manchester cost a reasonable sum at any time. It is Arriva XC who messed things up. The finances now work that Arriva XC knows many business people will pay £196.25. But the reality

is most people will not pay that much! Some will be lost to rail (XC do not care because the trains are busy anyway) and some will split. XC will see the revenue difference between the price of split tickets and the full Anytime fare as a loss of revenue to them, even though the people doing this would not be prepared to pay that amount. Train companies like XC harp on about lost revenue, but ignore the fact that this was not revenue the previous company (Virgin XC) or BR had because they simply allowed the SVR to be used at any time!

“The worst thing in the world is to leave it until there is a crisis, because good decisions are not made in crisis situations.” There is no “crisis”. The only “crisis” is an entirely privatised TOC induced “crisis”; it is the privatised train companies that have introduced more and more restrictions on through fares, as well as raising the cost of “premium” journeys (e.g. XC, LNER, TPE etc increasing their fares at a faster rate than Northern) that means it is now often cheaper to split. But there is no way to eliminate split ticketing. If the TOCs acted in a way that was more sensible, there would be less need for split ticketing. But they are not going to change their ways. For example LNER wants to price York to Doncaster to be significantly higher than the price of York to Sheffield. Every so often the price of York to Doncaster goes above York to Sheffield, until LNER realise this has happened and then they choose to reduce it to avoid people buying tickets to Sheffield. Elsewhere, the likes of TPE just continue to raise their prices, oblivious to the fact that Northern priced journeys are undercutting them. They will then harp on about how other prices are too cheap. But this is incorrect. The problem is entirely of the making of the more expensive train companies, for making their tickets too costly. RDG want to stop split ticketing, but we must not let them, as any attempts to do this will increase the price for passengers. They want the cheaper fares to rise. This is not acceptable and we won’t let them get away with it.

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!



Railtalk Magazine

National Rail

On January 28th, Chiltern’s DVT No. 82309 is seen at Birmingham Moor St, still sporting their Christmas message. *Richard Hargreaves*

Polos, starting from £14.99 each, minimal order of 2.



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£14.99

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Had-It
£17.50

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Had-It
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Had-It
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National Rail



Caledonian Sleeper loco Class 92 014 working light engine passes Church Brampton as 0Z90, the 11:51 Crewe H.S. to Wembley Inter-City depot on January 20th. *Derek Elston*

The 11:20 Crewe T.M.D. (E) to Willesden PRDC empty mail units pass Stafford with Class 325 012 leading 325 008 on January 8th. *Derek Elston*

Spot Greater Anglia's new trains on test in Norfolk, Suffolk and Essex

Watch out for Greater Anglia's brand new trains – which are being tested in daylight on more routes in Norfolk, Suffolk and Essex from later in January. Greater Anglia is replacing every single train with brand new state-of-the-art trains which will start to come into service in the middle of this year. Testing has started on two of the trains which will replace existing diesel trains. So far, they have only run between Norwich and Great Yarmouth and Norwich and Diss. Now they are due to travel further afield to check how they operate at different speeds and routes.

Technicians are aiming to run tests on them as they travel on routes including from Norwich to Colchester and Ipswich and from Norwich to Thetford, as well as on the Norwich to Great Yarmouth line.

Night-time testing is continuing in February and March, between Norwich and Diss, as technicians check that the trains' pantographs, which draw power from the overhead wires, are working correctly and also monitor the performance of the wheel sets – known as bogies.

Ian McConnell, Greater Anglia Franchising and Programmes Director, said: "The testing programme is going well and it's now time to take the trains further afield to carry out some different tests. We have to test them for performance and safety before we can put them into passenger service.

"We've been very pleased with the great comments we're getting from people who have spotted the new trains on the network who can see why we're so excited about these trains, which will transform rail travel in East Anglia.

"We know people are excited to see our new trains, but please remember to keep yourselves and our railway staff safe if you're taking photos, by standing behind the yellow line at stations and not using flash photography.

"Road-users in Norfolk should also be alert at level crossings as there will be trains going past in the middle of the night and the early hours of the morning at times when they are not used to the level crossing barriers being down."

Martino Celeghini, technical project manager at Stadler, said: "We are now in the final stages of the production process for the bi-modes. Extensive testing is taking place in East Anglia, demonstrating the good progress that the project has made so far.

"With contracts signed less than three years ago, we are delighted that an increasing number of Stadler trains will be tested on the network over the next weeks.

"These trains will provide Greater Anglia passengers with a sneak preview of the new Stadler fleet, which will soon become an integral part of the UK rail landscape."

The trains being tested are bi-modes, made by Swiss company Stadler. They switch between electric and diesel power and have many environmentally-friendly features.

The diesel engine, which is fitted into the middle of the trains, meets the latest, tighter, standards for emissions and is also quieter for passengers than existing diesel engines.

When the bi-mode trains are running underneath an electric line, they can switch to electricity mode and take advantage of electric energy rather than diesel.

As with other modern electric trains, energy created when braking under an electric line is put back into the overhead wires to be used by other trains to accelerate – further helping to save energy.

Even in diesel mode, the trains can brake electrically by using a "brake resistor", which means there are less brake pads used so less dust is produced and released into the environment.



When running in diesel mode, the engines generate electricity for the motors enabling the train to accelerate more powerfully and smoothly.

All of Greater Anglia's 169 brand new trains will be longer with more seats, USB and plug points, air conditioning, fast free wifi, accessible toilets and improved passenger information screens.

Stadler is making 58 new trains to replace existing diesel, intercity and Stansted Express trains and Bombardier, based in Derby, is making 111 electric commuter trains.



Railtalk Magazine

National Rail

◀ LMS Jubilee Class No. 45596 'Bahamas' stands at Stratford upon Avon on a test run, January 31st. *John Alsop*

National Rail: Peak Forest



Class 56 312 is seen stabled in the headshunt at a very wintery Peak Forest on February 2nd.
Barry Longson



New arrival Class 56 098 is seen shunting one wagon at Peak Forest on January 17th.
Barry Longson



On January 17th, Class 56 312 shunts loaded wagons, whilst 56 301 sits in the headshunt at Peak Forest.
Barry Longson

Work continues to increase train services along Lee Valley line



This new station has been designed to provide better accessibility across the railway for the public with stairs and lifts providing step-free access to either side of the rail corridor. The enclosed concourse will provide shelter underneath a high quality ceiling featuring a bespoke golden panel design to give passengers a positive experience when using the station. Access to the platforms will be provided by steps and lifts.

Northumberland Park will benefit from a new platform served by the third track. An accessible footbridge with ramps has also been constructed and opened to facilitate a safe place for passengers to wait for their trains particularly during event days at the nearby stadium on White Hart Lane. The ramps provide an accessible route across the railway for wheelchair users, bicycles and buggies while a lift will be available to serve the new island platform.

Tottenham Hale station is a busy interchange between the main line services and the Victoria Line. For that reason, we are building a new accessible footbridge with stairs, lifts and an escalator to ease congestion and provide better passenger flow around the station. A new platform has also been constructed and will serve the additional services using the new track.

Meliha Duymaz, Network Rail's route managing director for Anglia, said:

"The delivery of the Lee Valley Rail Programme continues to move forward with the culmination of years of hard work expected to be completed in May 2019 followed by a phased roll out of services using the new infrastructure in the autumn.

"This programme is a prime example of how the rail industry can work together with its partners to fund and deliver upgrades that will benefit passengers and improve their travelling experience for years to come."

Jamie Burles, Managing Director for Greater Anglia, said: "We're confident that these major improvements to the railway in the Lea Valley area will bring huge benefits to our customers, both in terms of accessibility, ease of travel for everyone, and punctuality. This is a very busy part of our network, which we and Network Rail are transforming. I can't wait to see one of our brand-new trains in the fantastic-looking new station along this route."

Work to boost capacity along the Lee Valley rail corridor is continuing to deliver significant upgrades for passengers travelling between Stratford and a new station at Meridian Water in Enfield. The £170 million Lee Valley Rail programme - part of the Railway Upgrade Plan - is expected to be completed in May 2019. This will allow existing train services, which currently call at Angel Road to start to call at the new Meridian Water station. The extra capacity being delivered by the new track will allow two additional trains per hour in each direction to operate between Stratford and Meridian Water, reducing congestion and journey times for passengers. The additional services are expected to start in the autumn.

The new Meridian Water station, with its iconic design, is at the heart of a new £6bn development being led by Enfield Council which will see 10,000 new homes and thousands of jobs for the area.



Railtalk Magazine

National Rail



Network Rail stoneblowers Nos. DR80302 and DR80303 work from Walsall Tamper Sidings to Doncaster DCE sidings, through Burton on January 2nd. *Stuart Hillis*

Colas Rail's No. DR73907 passes Bayston Hill on December 7th working 6J89 09:49 Rhyl - Swindon move. *Keith Davies*

Disused Kent railway line set for new lease of life

Folkestone residents can begin looking forward to an exciting new future for the northern section of the disused Folkestone Harbour branch line as Network Rail announced that it is to clear the line and begin discussions with local stakeholders on potential community uses.

From the beginning of February to April 2019, most of the old track, sleepers and lineside equipment will be removed and overgrown vegetation and litter cleared along the the route. Railway equipment at the rail-road and the footpath crossings at Folly Road will also be removed and the crossings converted to a public highway and public footpath.

Discussions with local stakeholders on potential new community uses are now underway with a decision to be made in the summer of 2019. Enquiries about about the old line and potential future uses can be directed to CRSouthEast@networkrail.co.uk.

Mark Ellerby, project sponsor, Network Rail South East route, said: "While the station section of the line is now a vibrant hub with shops, cafes, homes and cycle paths, the northern section has become overgrown and blighted by flytipping.

"The work we are doing now to clear the line is a key step towards making the old line a community asset for the enjoyment of local people and visitors. It will ultimately be up to future owners to determine the exact use, but we have deliberately opted to leave some of the old track in place to allow this to be a feature of any future scheme".



Railtalk Magazine

National Rail



▶ A view of Nemesis Rail depot, Burton on January 15th with Class 55 No. D9009 'Alycidon', 47 774, 45 112 'Royal Army Ordinance Corps', 31 128 'Charybdis' and 47 580 'County Of Essex' amongst others in the yard. *Stuart Hillis*

▶ On January 12th, Class 50 008, 37 207, 37 503, 37 905, 56 065, 33 053, 37 800 and 37 188 are just some of the locos seen on Leicester depot. *Brian Battersby*



National Rail

'Mini museum' opens at Liverpool Lime Street to celebrate bygone railway era

A 'mini museum' has opened at Liverpool Lime Street showcasing historic railway artefacts which give a glimpse into the station's past.

A section of the original signalling equipment, a signal box panel diagram, an early 20th century railway trolley and luggage scales have been put on display from today (18 January), as part of the station's £140m redevelopment.

The exhibits are a nod to the past as the station and passengers look forward to better, more reliable journeys, thanks to the upgrades of track, platforms and signalling between 2016 and 2018.

Fully completed in October 2018, these vital upgrades form part of the Great North Rail Project - a rail industry team effort to transform train travel for customers across the North through track and train improvements.

A ceramic display of the station, created by pupils from St Vincent's school, was also presented as part of the exhibition.

St Vincent's is a school in Liverpool for sensory impairment and children with other specialist needs. Headteacher Dr John Patterson joined some of the school's teachers and pupils at the mini-museum launch.

Paul Spiers, station manager at Liverpool Lime Street, said: "These key items in our new 'mini museum' pay homage to Lime Street's past, after millions of

pounds have been invested to make it fit for the future.

"It's important that we remember our railway's rich history, and I'm pleased that thousands of passengers will be able to enjoy a slice of the station's heritage for years to come."

Dame Louise Ellman, MP for Liverpool Riverside, said: "It is exciting to see these items about Liverpool's railway history on display as Lime Street invests for the future."

Councillor Liam Robinson, transport portfolio holder for the Liverpool City Region Combined Authority, said: "This is a great idea and offers passengers the opportunity to look back at the station's history, giving a glimpse of times gone by. I am sure that the 'mini museum' will prove to be very popular with passengers."



Class 50 007 and 50 049 are seen at Warrington Bank Quay on Pathfinders' 1Z30 Edinburgh - Birmingham New Street return charter.
Mark Enderby



Record-breaking 2000th qualified driver at work on GTR

Govia Thameslink Railway, which runs Southern, Thameslink, Great Northern and Gatwick Express, now has over 2,000 qualified drivers, the first train operating company ever to reach this milestone.

Newly-qualified Paul Butler is helping boost staffing to unprecedented levels to support the new winter timetable, which now operates 3,600 trains each weekday, and to prepare the way for further improvements in May. GTR has increased the number of drivers on Thameslink and Great Northern, which has seen the greatest increase in services, by 50% since 2014.

Southern has increased 9% since it joined GTR in July 2015. It is also recruiting more women into the role than ever before, in what is the UK's biggest driver recruitment campaign in rail.

Paul, 39, from West Wickham, said: "Qualifying is fantastic. It's great to be starting. This made my New Year! This is a great achievement personally and I am proud to have made a bit of rail history by helping the company meet this milestone. A lot of people have gone before me and a great effort has gone into making this happen. In qualifying, I have come to realise that I'm part of a much bigger project."

Paul, a Thameslink driver based in Orpington, was put through his paces during the three-part training programme that involved 13-weeks of a classroom-based course plus exams on rules and track safety, time learning how to drive a train in a simulator cab and then completing 250 hours driving an actual train under the guidance of a driver trainer.

He added: "I love the work-life balance of this job. My dad passed away last year and that was a real eye-opener. You need to live your life. I have a five-day weekend every three weeks and I go to work happy."

GTR has trained up 700 new drivers since 2015 and has 270 more in training. It has doubled the number of driver classroom trainers, tripled the number of courses run annually and opened new training centres, including a new simulator suite in central London.



Railtalk Magazine

National Rail

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:

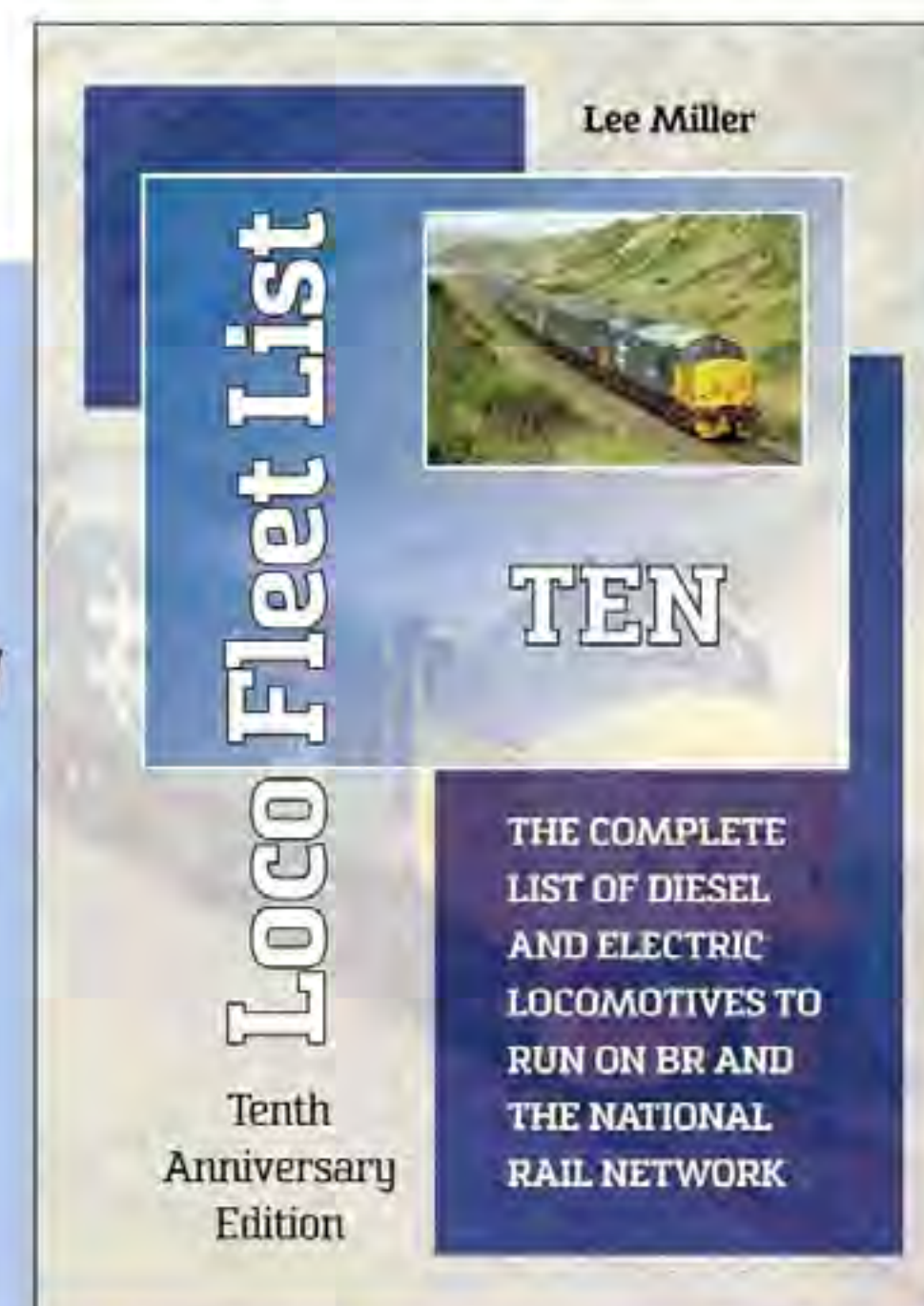
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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



IEP's Class 801 101 paired with 800 202 are seen on test at Peterborough on December 6th.
Derek Elston

Major changes for passengers in East Midlands and South Yorkshire as Network Rail announces date for major upgrade



“There’s never an ideal time to carry out this type of work and we do appreciate that the work will be disruptive. We are working closely with East Midlands Trains to keep passengers moving and we thank passengers for their patience. This project will make sure we can continue to meet the needs of the communities and economies which our railway serves.”

Jake Kelly, Managing Director for East Midlands Trains said: “We are

Network Rail has announced the dates for a six-day rail closure on the Midland Main Line to allow a major project to improve the route for all customers who use it. The project will take place at Market Harborough in Leicestershire. Between Tuesday 28 May and Sunday 2 June (inclusive), the section of the Midland Main Line which runs between Kettering and Leicester will be closed.

To allow this work to take place safely, no train services will run on this part of the line. Instead coach replacement services and diversionary routes will be in operation. There will also be an overall reduction of East Midlands Trains services between London St Pancras and Nottingham and between London St Pancras to Derby and Sheffield as services will need to use an alternative route to divert around Market Harborough.

Passengers are strongly urged to check before they travel via the dedicated web page eastmidlandstrains.co.uk/mhr2019.

Network Rail is currently working to install almost two miles of track in a new, straighter alignment as well as new signalling equipment. During the six-day closure, engineers will connect the new straighter track to the existing track, enabling passenger services to run on the new alignment from Monday, 3 June when all train services resume. This vital work is part of the Market Harborough Line Speed Improvement Project which is a £53 million investment into the railway. Once completed, trains will be to travel through the area at higher speeds.

Rob McIntosh, Route Managing Director for Network Rail, said: “This vital work at Market Harborough will mean changes for all passengers using the Midland Main Line during this time.

working alongside Network Rail to deliver a vastly improved Market Harborough station and by the end of 2019 it will provide lifts and a new footbridge, a significantly larger customer car park, longer platforms for longer trains and straighter track for quicker journeys across the Midland Main Line. “We appreciate that the closure of the station will inconvenience some of our passengers during this time however, the improvement works will make the station more accessible for all our passengers in the future”.

Tom Goshawk, Capital Projects Manager for the D2N2 Local Enterprise Partnership, said: “Fast and efficient transport is vital to economic growth. That is why the D2N2 LEP has put £5million of its Local Growth Fund allocation into the Market Harborough Line Speed Improvement Project; funding alongside neighbouring LEPs, Sheffield City Region and the Leicester and Leicestershire Enterprise Partnership. The six-day rail closure will allow vital works as part of this £53m project, enabling trains to travel more quickly along this length of the Midland Main Line, with major improvements also to Market Harborough railway station.”

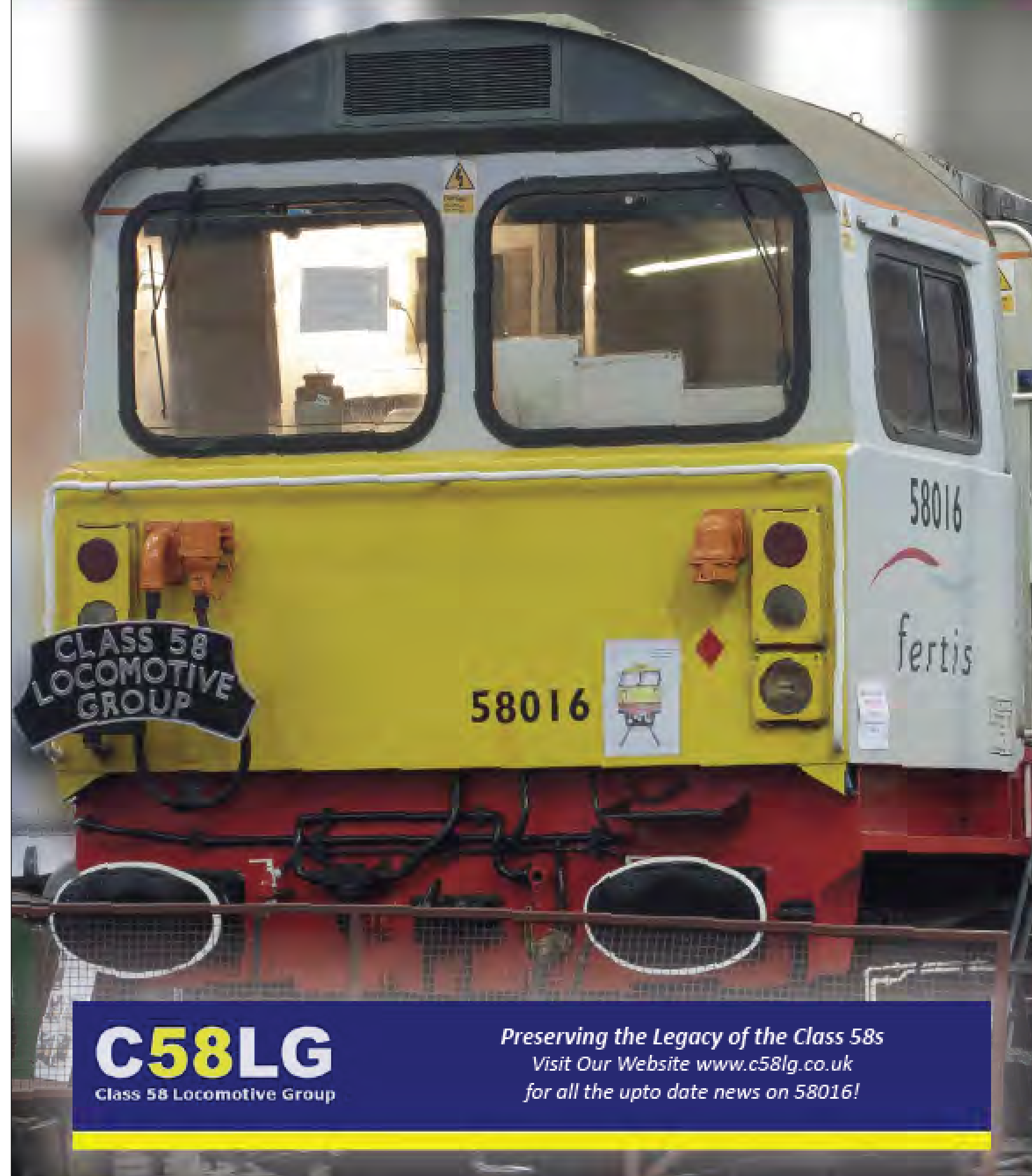
Kevin Harris, Chair of the LLEP said: “The Leicester and Leicestershire Enterprise Partnership (LLEP) have contributed £3m of Local Growth Fund towards the station and line improvements at Market Harborough. Inevitably major works of this nature cause unavoidable disruption. However, this is just a few days, after which, faster non-stop journey times between London St. Pancras, Leicester, Derby, Nottingham and Sheffield will be possible. These important works will lead to better time table capacity and flexibility which is good news for commuters and the shorter travel time to London is a major factor for businesses investing in the region.”



Join The Class 58 Locomotive Group and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise



C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!



Railtalk Magazine

National Rail

On the Keighley and Worth Valley Railway, Standard 2 No. 78022, with the 12:30 departure from Keighley to Oxenhope, arrives at Ingrow West on January 26th. *Eddie Emmott*

Network Rail announces preferred bidders for next generation of rail system

Network Rail have announced preferred bidders to deliver the next decade of rail system – anything needed to make the rail system work including track, points, overhead lines and signalling - contracts in Scotland and the South of England.

Following an extensive tender period, Network Rail have awarded the track and rail system alliances in the South to Colas Rail and AECOM, and in Scotland to Babcock Rail, Arup and Arcadis. This announcement is subject to contract terms being finalised and agreed, with procurement currently operating a standstill period.

The 10-year contracts (initial 5-year period with an option to extend) are divided into three new geographically-focused alliances between Network Rail, designers and construction suppliers; North Alliance (Scotland route); Central Alliance (London North West, London North East and East Midlands route) and South Alliance (Anglia, South East, Wessex, Western and Wales routes). The Central alliance bidding process continues and a preferred bidder will be announced in due course following final verification and internal approvals. The three contracts in Scotland, Central and the South are worth an estimated £5bn over the term of the contracts.

Steve Featherstone, programme director Track, said: “Reaching this important milestone ensures we will have a stable foundation for the delivery of the Great Britain’s core railway infrastructure for the next decade. Our new strategy allows us to better align to the routes and ultimately, deliver for customers.”

Jean-Pierre Bertrand, CEO of Colas Rail Ltd, commented: “We are extremely proud of our team being recognised for the quality of the tender submission. We are fully committed to delivering major improvements to the UK railways in the South working together with our partners Aecom and Network Rail over the upcoming 10 years.

This was echoed by Archie Bethel, Babcock International’s CEO: “Building on our long term relationship with Network Rail, we are delighted to have been selected as preferred bidder for this major programme of railway systems work, with our alliance partners Arcadis and Arup. We look forward to working with Network Rail in the new alliance.”

Colin Wood, chief executive – Civil Infrastructure, Europe, Middle East and Africa, AECOM, said: “We’re extremely pleased to be named, along with our partners Colas Rail, as a preferred bidder for the track and rail system alliance. We now look forward to working with Network Rail to deliver vital upgrades to Great Britain’s railway infrastructure over the next 10 years.

“Reinforcing our position as one of the UK’s leading track and rail engineering renewal consultants, the award is testament to the reputation we’ve established and the trust we’ve built up over the years with Network Rail and Colas Rail as part of the S&C alliance.”



Rainhill Rocket is Coming Home!



The Rocket 190 Group are excited to announce that the replica Rocket will be on display in Rainhill 25th - 27th May 2019.

Saturday 25th will host a model railway exhibition, a sports tournament and themed theatrical and musical performances. The Rocket will take pride of place in a parade along Warrington Road on Sunday 26th, joined by floats, dancing groups and bands, culminating in a village tea party. The festival will continue on Monday 27th with the acclaimed Rainhill Gala.

Throughout the weekend the village will be alive with activities including a flower festival, exhibition of Railway memorabilia, vintage vehicles, street performers and much more.

Join us for the celebrations and mark Rainhill's unique place in world transport history.

If you want to play your part, please contact the Parish Clerk on rainhillpc@hotmail.co.uk or tel. 07565 524414, or visit the Council news page at www.rainhillparish.org.uk.

No need to spend a penny as toilet charges scrapped at London Paddington

Passengers at London Paddington can now use the toilets for free after Network Rail removed all charges to use them.

Making the toilets free to use is part of a plan by Network Rail to make toilets free in all their stations by April with London Paddington removing all toilet charges early.

Passengers will also benefit from a new free to use drinking water fountain at London Paddington later in 2019.

Mark Langman, Western route managing director, said: “We are really pleased to be able to offer free use of the toilets for passengers at London Paddington to improve visits to this historic London station.

“We want to help passengers and visitors at the station as much as we can and we hope this step makes their journeys easier and more enjoyable.

“It now means all three of the stations we run along the Great Western Mainline have toilets available free of charge as

Bristol Temple Meads and Reading already offered free use of the facilities.”

Anthony Smith, chief executive of the independent watchdog Transport Focus, said: “Scrapping toilet charges is a welcome step for passengers.

“Toilets are a priority for improvement at stations according to our research and will signal the end of fumbling around in your pocket for change to spend a penny.”



SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Did you Know - Ken Mumford

Some more of the nations oddities this month:

J Class Explosion

'J' class locomotive of the Rhymney Railway No. 97 achieved immortality in 1909 when it blew up because the cow tail lever on the Ramsbottom safety valve had been put together upside down prevented the boiler 'blowing off.' The resulting explosion tore the locomotive apart and killing three men who were trying to discover what was wrong with it. After this Ross pop valves were fitted to all new boilers.

Winston Churchill

The three discs on the front of 34051 'Winston Churchill' in a 'V' formation, the Steam Railway (SR435) contributor said, 'I later discovered that it usually indicated a breakdown crane going to clear the line, though at this time, it signified Churchill's 'V' for victory hand gesture.'

Fibreglass Coach

Built at Eastleigh in 1962 on the underframe of a Mark 1 wrecked in the 1957 Lewisham disaster, the East Somerset Railway has BR's sole fibreglass coach (S1000S). It was a regular on the Hayling Island branch and I'm sure I saw it (during my University days) on the Kensington Olympia - Clapham Junction 'Kenny Belle.'

A 2-8-2 Class 9F

BR 9F No. 92214 (now on the Great Central Railway) when it was in the Barry scrapyard might have ended as a conversion to a 2-8-2

Andrew Barclay Fireless Loco

Andrew Barclay was the largest native producer who built 114 out of the UK's total of 163 fireless locomotives between 1913 and 1961.

Bagnall Fireless

6 Bagnall fireless locomotives are preserved in the UK.

Doodlebug Rails Reused

Rail for an extension for the Sylva Springs Watercress railway at Bere Regis in Dorset was apparently sourced from track recovered from V1 "Doodlebug" launch sites in northern France.



Railtalk Magazine

National Rail

GWR power cars Nos. 43165 'Prince Michael of Kent' leading and 43196 on the rear pass Kangaroo Spinney with the 10:26 Reading Traincare Depot to Botanic Gardens D.M.U.D. with a GWR HST going on hire to Hull Trains, January 29th. *Derek Elston*

LNER

**BRITAIN
EXPECTS
THAT**

**YOU TOO,
THIS DAY,
WILL DO
YOUR DUTY**

LNER

CENSORED!

In peace-time railways could explain
When fog or ice held up your train

But now the country's waging war
To tell you why's against the law.

The censor says you must not know
When there's been a fall of snow

That's because it would be news
The Germans could not fail to use—

So think of this, if it's your fate
To have to meet a train that's late,

Railways aren't allowed to say
What delayed the trains to-day.

BRITISH RAILWAYS

A Different View

◀ Wartime posters at the Great Central Railway.
Richard Hargreaves







Preserved Railways

Keighley and Worth Valley Railway

The line has been operating their usual Mince Pie special services from Boxing Day to New Years Day, and the trains have proved extremely popular. With very heavy loadings on the trains, the New Years Eve services saw BR 2MT No. 78022 and Class 20 031 top and tailing a six coach rake, and the service is seen at the platform at Oxenhope having just arrived from Keighley on December 31st. *Ben Bucki*

On December 31st, the last Oxenhope-bound train is seen arriving into Ingrow West, from the premises of the Vintage Carriages Trust museum in Ingrow Yard, with Hudswell Clarke 'Lord Mayor' in the foreground. *Ben Bucki*

BR Class 2MT No. 78022 is seen waiting to depart Keighley with an afternoon trip to Oxenhope on December 31st. *Ben Bucki*







Preserved Railways

East Lancs Railway

100 years old later this year, GWR Churchward 2-8-0T No. 4270 approaches Townsend Fold with the midday Heywood to Rawtenstall service on January 19th. *Gerald Nicholl*

On its second day of passenger running, Standard Class 4 2-6-4T No. 80097 blasts away from Irwell Vale with the early afternoon service on January 20th. *Gerald Nicholl*

BR Standard Class 4 2-6-4T No. 80097 (recently restored by the Bury Standard 4 Group) gets a loaded run-out topped and tailed by GWR No. 4270 with the early afternoon service on January 19th, seen departing Rawtenstall with a service to Heywood. *Gerald Nicholl*





Preserved Railways

Gloucestershire Warwickshire Railway

▶ Class 37 215 and 37 248 depart Toddington station on December 29th. *Neil Pugh*

▶ Class 45 149 arrives at Toddington station on December 29th. *Neil Pugh*

▶ SR Merchant Navy Class Pacific No. 35006 'Peninsular & Oriental SN Co.' is seen waiting departure time at Toddington on December 29th. *Neil Pugh*





Preserved Railways

Great Central Railway

▶ On December 16th, Class 37 714 departs Loughborough with a Santa Special working.
Mark Pichowicz

▶ English Electric 350hp 0-6-0 diesel shunter later classified as Class 08, No. 13101 is seen stabled at Loughborough on December 30th.
Derek Elston

▶ BR Sulzer type 2, later Class 25, No. D5185 stabled at Loughborough on December 30th.
Derek Elston





Preserved Railways

Great Central Railway

▶ Northern's Bi-Mode Class 769434 is seen stabled at Swithland sidings awaiting testing by Brush during its conversion from a Class 319.

Derek Elston

▶ LMS Stanier Black 5 No. 45305, having just taken on water, approaches Loughborough station on December 30th. *Derek Elston*

▶ LMS Stanier 8F 2-8-0 No. 48624 stabled at Loughborough on December 30th. *Derek Elston*





Preserved Railways

Great Central Railway

▶ LMS Class 5 4-6-0 No. 45305 approaches Quorn and Woodhouse with a Loughborough - Leicester working on January 26th.

Richard Hargreaves

◀ BR Standard Class 7 No. 70013 'Oliver Cromwell' has just arrived at Leicester North with the 13:00 from Loughborough, on its penultimate day in service, December 30th. *Derek Elston*





Railtalk Magazine

Preserved Railways

Great Central Railway

On January 26th, Stanier Class 8F No. 48624 waits to depart Loughborough with an evening goods to Swithland sidings.
Mark Pichowicz



Preserved Railways

Great Central Railway

▶ GWR Manor Class No. 7802 'Bradley Manor' stands on shed at Loughborough at the end of a days work at the Winter Steam Gala on January 26th. *Mark Pichowicz*

▶ GWR 7800 Manor Class 4-6-0 steam locomotive No. 7802 'Bradley Manor' has just arrived at Leicester North and prepares to run round its train for a trip back to Loughborough. *Richard Hargreaves*

▶ On December 16th, Standard 2MT No. 78018 departs Ruddington on a crisp December morning with a Santa Special working. *Mark Pichowicz*



Railtalk Magazine

Preserved Railways

Locomotion, Shildon

Class 306 017 has recently arrived at 'Locomotion', Shildon, following transfer from the East Anglian Railway Museum. Here it sits in the yard on a sunny January 17th. *Jeff Nicholls*



RECORD-BREAKING 'FLYING SCOTSMAN' TO VISIT SWANAGE AND RUN WITH RARE PULLMAN CARRIAGE FOR FIRST TIME IN ALMOST 50 YEARS

Record-breaking 'Flying Scotsman' – the most famous steam locomotive in the world – is to visit the Swanage Railway and be reunited with a rare Devon Belle Pullman observation carriage for the first time in almost 50 years.

Owned by the National Railway Museum in York, the iconic 97-tonne A3 class locomotive – completed in 1923 by the London and North Eastern Railway (L.N.E.R.) – will be on the Purbeck heritage railway for 20 days from Friday, 22 March to Wednesday, 10 April, 2019, inclusive.

During a test run in 1934, the Nigel Gresley-designed 'Flying Scotsman' was the first steam locomotive in the United Kingdom to haul a train at 100 miles an hour.

Coupled behind No. 60103 'Flying Scotsman' will be a late 1940s Devon Belle Pullman observation carriage – known as Car 14 – that dedicated Swanage Railway volunteers rescued from San Francisco in 2007 where it was being used as a company boardroom.

It was between 1969 and 1972 that 'Flying Scotsman' ran with the Devon Belle Car 14 in the United States of America during a tour of the country aimed at promoting British exports. Sadly, the company running the tour went bankrupt with 'Flying Scotsman' being returned home but the Pullman observation carriage remaining in the USA.

opportunity to host such a unique and historic event to operate and display the world famous 'Flying Scotsman' which is such an icon.

"It will be the first time is almost 50 years that No. 60103 and the unique Devon Belle Pullman observation carriage – known as Car 14 – will operate together since they ran as a pair across the USA between 1969 and 1972," explained Mr Gould, a volunteer Swanage Railway train guard and signalman.



'Flying Scotsman' will be hauling five seven-carriage trains a day from Swanage to Corfe Castle and Norden for five days – from Friday 22 March to Tuesday 26 March, 2019, inclusive – with ticket-only access to stations for the public.

The iconic steam locomotive will then spend 15 days on display at Corfe Castle station – coupled to the Devon Belle Pullman observation carriage Car 14 – between Wednesday 27 March and Wednesday 10 April, 2019, with ticket-only access to view.

Swanage Railway Trust trustee and Swanage Railway Company chairman Trevor Parsons explained: "With uniformed attendants serving champagne and canapés to

passengers on board the Devon Belle Pullman observation carriage, Car 14 will be coupled directly behind 'Flying Scotsman' when it hauls trains on the Swanage Railway.

"That will give Pullman passengers a rare chance to enjoy the delights of travelling in style behind, and watching, the world's most famous steam locomotive as it travels through the beautiful Purbeck countryside and past the historic ruins of Corfe Castle.

"'Flying Scotsman' last visited the Swanage Railway in 1994 – when it only hauled trains to Harman's Cross – so it's very exciting that No. 60103 will be hauling trains all the way to Corfe Castle and Norden," added Mr Parsons, a volunteer signalman and train guard on the Swanage Railway which has been built from nothing since 1976.

Costing £7,944 to build, 'Flying Scotsman' was named after the prestigious London to Edinburgh express train service that the locomotive helped to operate – the journey time being eight hours. In 1924, 'Flying Scotsman' appeared at the British Empire Exhibition in London and in 1963 British Railways withdrew the locomotive from service.

Purchased by the National Railway Museum in 2004, 'Flying Scotsman' was restored thanks to a £4.2 million, ten-year project funded by the National Heritage Memorial Fund and the Heritage Lottery Fund as well as from public donations.

To find out more about 'Flying Scotsman's visit go on-line to swanagerailway.co.uk. Information about the locomotive's history and restoration is available thanks to the National Railway Museum at flyingscotsman.org.uk

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

Photo: Left © LIAM BARNES; Above © Andrew PM Wright



Swanage Railway volunteer Mick Gould – Swanage Railway Company business division director and chairman of the No. 60103 Steering Group – said: "The trustees, directors, staff and dedicated volunteers of the Swanage Railway are delighted that the Railway has been successful in its bid to host 'Flying Scotsman'.

"We are extremely grateful to the National Railway Museum for giving the Swanage Railway the



Railtalk Magazine

Preserved
Railways





From the Archives



Class 56 053 passes through Newbury in the eighties on its way to Whatley with a rake of empty box wagons. *Michael Bennett*



Class 50050 races through Goring with a Network SouthEast Oxford-London Paddington service. *Michael Bennett*



Class 40 No. D200 stands at Andover on October 26th 1987 with a charter working. *Michael Bennett*





From the Archives



Class 60 011 nears Grateley with a crew training run. *Michael Bennett*



Following an influx of modern photos taken at Leyland, here is a black and white contribution taken on a Kodak 620 box camera! The scene has changed somewhat, but on October 3rd 1959 'Black 5' No. 45464 departs Leyland with a Blackpool – Manchester semi-fast.

Christopher Baldwin

Class 31 454 and 31 452 race through Andover on their way to Minehead on April 12th 2005.

Michael Bennett

