



Railtalk Magazine

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# Welcome

Welcome to Issue 160 and your monthly roundup from across the UK.

Well December has come and gone, the new year and the new decade is here and we still have chaos on the railways in certain areas. Talk of franchises being stripped from operators or huge fines are the norm at the moment and I'm not going to comment on the politics, but as a traveller, all I want is that I can look at a timetable and pick a train and know that it is going to turn up, is that too much to ask?

From the headlines this month includes the news that a few days ahead of the January 1st deadline for ensuring compliance with tighter accessibility standards, the Department for Transport has granted limited dispensations for operators to keep in service for up to one year trains which do not meet the requirements of the Technical Specification for Interoperability - Passengers with Reduced Mobility. Some examples of rolling stock covered by the DfT dispensation are Northern's Class 142s now have until May 31st, and the Class 144s until August 31st. TFW Class 142s and 143s are extended until July 31st. East Midlands Railway's current HST sets are approved for use until July 28th and the Scotrail unmodified HST sets have until the end of the year. Writing to the Rail Delivery Group, Rail Minister Chris Heaton-Harris said it was 'extremely disappointing' that the rail industry and train operators would fail to meet the deadline to provide accessible

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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 through 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 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

From a distance, 'British India Line' puts on a wonderful sight and sound in freezing conditions on the climb to Shap summit with the 'Santa Special' on December 1st. *Shep Woolley*

### This Page

On December 3rd, Class 31 128 passes Worting with the 5Z31 to Burton on Trent Wetmore Sidings. *Michael Bennett*

### Next Page

LNER's farewell to the HST, 'Lets go round again' charter speeds towards Retford on December 21st, day four of the charter heading from Leeds to London King's Cross. *Class47*



trains for every passenger and every journey by the end of the year'. While acknowledging 'the efforts the industry has made so far to achieve compliance', and accepting that 'delays in the delivery of some new trains by manufacturers has affected the industry's ability to meet the deadline', the letter fails to acknowledge that in some cases the failure to modify trains had been due to operators and vehicle owners awaiting DfT guidance on the future of certain fleets or approval to order replacement vehicles. Noting that the Secretary of State's powers to permit non-compliant vehicles to continue in operation 'have not been used lightly', Heaton-Harris accepted that the withdrawal of all non-compliant trains would have 'a disproportionately negative effect on the provision of services for passengers'. He had therefore 'reluctantly agreed to issue strictly time-limited dispensation notices to a number of operators for around 1200 carriages'.

Also this month the news that the Scottish government will not take up an option for Abellio's ScotRail franchise to run for the full term, the Cabinet Secretary for Transport, Infrastructure & Connectivity confirmed in mid December. The contract started in April 2015 with a minimum term of seven years, plus an option to extend it to 10 years by mutual consent after five years. The government said that 'following considerable analysis and careful consideration', ministers had decided that the proposed 'significant' increase in subsidy would not secure 'commensurate benefits'. Ministers had therefore served a No Rebasing Notice, and the franchise is now expected to come to an end in March 2022.

All the best for the month ahead and please do keep sending in those photos.

**Andy Patten**  
Editor

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Railtalk Magazine Charter Scene

West Coast Railway Co.  
Santa Special

On December 1st and although the light faded due to late running having been held at Carlisle, SR Merchant Navy Class No. 35018 'British India Line' is seen going well at Shapbeck Gate with the return 'Santa Special'. *Shep Woolley*



Railtalk Magazine Charter Scene

West Coast Railway Co.  
Santa Special

'Merchant Navy' Class Pacific No. 35018 'British India Line' tackles the gradient at Mealbank with WCRC's Santa Special on December 1st. *Gerald Nicholl*



Railtalk Magazine

Charter Scene

West Coast Railway Co.  
Santa Special

Stanier 4-6-0 No. 46115 'Scots Guardsman' hauls WCRC's Santa Special away from Clapham on December 15th. *Gerald Nicholl*











Railtalk Magazine

Charter Scene

Vintage Trains  
The Polar Express

LMS Stanier Class 5 4-6-0 No. 45305 heads into Birmingham Moor Street on December 14th with a 'Polar Express' working from Tyseley. *Richard Hargreaves*







Railtalk Magazine

Charter Scene

**Spirit of the Lakes**  
Flying Scotsman Christmas Dalesman

Approaching Batty Moss Viaduct, 'Flying Scotsman' leads the first of this year's 'Christmas Dalesman' railtours, December 4th.  
*Shep Woolley*



Railtalk Magazine

Charter Scene

**Spirit of the Lakes**  
Flying Scotsman Christmas Dalesman

LNER A3 No. 60103 'Flying Scotsman' crosses the River Ribble at Helwith Bridge with Riley & Son (E) Ltd's 'Christmas Dalesman' from Liverpool to Carlisle on December 14th. *Gerald Nicholl*



Railtalk Magazine Charter Scene

**Spirit of the Lakes**  
Flying Scotsman Christmas Dalesman

LNER A3 Pacific No. 60103 'Flying Scotsman' with Riley & Son (E) Ltd's Manchester to Carlisle 'Christmas Dalesman' climbs away from sunny skies near Salt Lake Cottages on December 4th.  
*Gerald Nicholl*









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Charter Scene

**Saphos Trains**  
The Pennine Moors Christmas Explorer

LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' passes Huncoat with the 1Z41 14:10 Blackburn - Crewe return charter on December 7th. *John Balaam*





LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' heads past Standish with Class 47 No. D1942 'CREWE DIESEL DEPOT' on the rear working 'The Pennine Moors Christmas Explorer' 1Z41 from Blackburn - Crewe on December 7th. *John Sloane*



On December 30th, the 1Z63 London King's Cross - Cleethorpes, via Barton and the Grimsby District Light Railway sees a nice uniform rake of chocolate and cream Mk1 stock, top and tailed by Pullman-liveried Class 67 024 and 67 021 pass Knabbs Bridge.  
*Steve Thompson*





Railtalk Magazine Charter Scene

**Steam Dreams**  
London to Bath Christmas Market

The 1Z22 London Victoria to Bath passes Apsley with LNER B1 No. 61306 in charge, with a lot of smoke and steam, December 1st.  
*Michael Bennett*









## Charter Scene

### UK Raitours LNER HST Farewell

▶ The retro liveried HST with power car No. 43112 leading is seen approaching Bentley with the 11:01 Leeds to London King's Cross on December 21st. *Lee Stanford*

▶ On December 20th, power car No. 43112 is seen departing a wet York heading to Leeds. *Steve Thompson*

▶ Power cars Nos. 43112 and 43006 are seen at Sandal on December 21st with the final LNER HST passenger working, the 11:01 Leeds to London King's Cross. *Steve Chapman*





## Charter Scene

### UK Raitours LNER HST Farewell

▶ The 1Z43 Leeds - London King's Cross HST Farewell special is seen passing through South Elmsall with No. E43112 leading and coupled to the first class end with W43006 on the rear.  
*Steve Thompson*

▶ Power car No. 43112 is seen arriving into a packed London King's Cross and journeys end.  
*Jon Jebb*

▶ Power car No. 43006 heads the 16:15 London King's Cross - Craigentenny ECS through Welwyn Garden City on December 21st. *Chris Morrison*







## Charter Scene

### Pathfinder Tours The Grotto Grid

▶ Class 56 113 is seen on Appleby Bank with 66 171 on the back. *Steve Thompson*

▶ On December 14th, 1Z25 ran from Trowbridge to Roxby, Class 66 099 handling the first leg of the tour. From Chaddesden, 56 113 took over, with 66 171 tucked inside. It is seen here passing Howsham, on the approach to Barnetby. *Steve Thompson*

▶ On arrival at it's destination, the train reversed, with Class 66 171 leading the way back to North Lincoln and into Anchor Sidings. From there, the 56 was again in charge, returning the tour to Trowbridge and is seen at Frodingham Junction, taking the Down Arrival/Up Departure Line towards the Outward Line, avoiding the station. *Steve Thompson*







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Charter Scene

Northern Belle  
Northern Belle

Class 57 314 and 57 601 pass Walcote with the 1Z90 12:06 Coventry - Chester Northern Belle charter on December 17th. *Keith Davies*





Railtalk Magazine

Charter Scene

**Branch Line Society**  
The Bootle Brush

'The Bootle Brush', run by the Branch Line Society and touring a lot of the north west, crawls north along the slow line at Winwick on December 8th. Motive power was provided by West Coast's Class 47 245 and 47 826. *Jeff Nicholls*















# Avanti West Coast

▶ Unbranded Class 390 050 working a Blackpool North - London Euston service passes Winwick on December 30th. *Alan Rigby*

▶ Class 221 110 passes Winwick on December 30th working a Glasgow Central - London Euston via Birmingham New Street service. *Alan Rigby*

▶ Unbranded Pendolino Class 390 005 speeds past Farington Jct. working the 9M55 12:00 Glasgow Central - London Euston service on December 16th. *John Balaam*





# Avanti West Coast

On December 12th, Class 390 155 is seen departing Preston working a Glasgow - London Euston service. *Michael Lynam*

Class 390 156 stands at Birmingham New Street on December 14th working a service to London Euston. *Richard Hargreaves*

Class 221 142 passes sunny Walcote on December 17th with the 5G14 13:04 Shrewsbury - Wolverhampton ECS. *Keith Davies*



## First Trenitalia chooses Hitachi Rail to build new InterCity trains for Avanti West Coast

## Avanti West Coast

First Trenitalia, whose new Avanti West Coast rail service started on Sunday 8 December, has awarded a contract worth more than £350m to Hitachi Rail to provide and maintain 23 new intercity trains (135 carriages), to be built at its County Durham factory. Bringing additional capacity to services along the West Coast Main Line and in North Wales, these new, state of the art intercity trains will start operating in 2022. The trains will be a mix of ten seven-carriage electric trains and 13 five-carriage bi-mode trains, with the ability to switch seamlessly between electric and diesel power. The electric trains will operate between London, the West Midlands and Liverpool while the bi-mode version will serve the London to North Wales route. These are fast-accelerating 125mph trains which draw from their Japanese bullet train heritage. As a result of their modern design, passengers will enjoy a quieter journey compared to the diesel-only trains they will replace. The new trains will have better and more reliable free Wi-Fi, at-seat wireless inductive charging for electronic devices, plug sockets and USB slots; a brand-new catering offer and a real-time passenger information system that can advise customers of connecting rail services.

There are 453 seats on a 7-car service and 301 seats on a 5-car service increasing capacity compared to the Class 221 Voyager trains they replace (which have 258 seats). The seven-carriage version of the electric trains will have similar numbers of seats to a nine-carriage Pendolino, owing to the longer 26 metre carriages of the Hitachi trains. The bi-mode trains will run for most of the journey using electric power only, switching to diesel power for those parts of the network that are not electrified – for example, the North Wales Coast Line to/from Holyhead.

Due to the high environmental standards of their diesel engines, the new trains are cleaner and more efficient than the trains they are replacing. Particulate matter emissions are reduced by more than 90% and NOx (nitrogen oxide) emissions are reduced by more than 60% compared to the engines currently in service. The introduction of these new trains will help to support the UK's drive for a cleaner, greener environment. Bi-mode technology is an important first step in de-carbonising rail and achieving

'no net emissions'.

By running on electric rather than diesel power for the vast majority of the route is expected to reduce CO2 emissions by around two-thirds across the franchise. Passengers using locations such as Birmingham New Street and Glasgow Central will benefit from cleaner air within the station due to fewer diesel train services. The new trains will be built at Hitachi's factory at Newton Aycliffe in north-east England, supporting thousands of jobs across the country. Hitachi Rail prioritises UK suppliers whenever possible, including with servicing and maintenance operations. This approach has resulted in Hitachi Rail spending more than £1.6 billion with UK suppliers since 2013. To date, wheelsets have come from Manchester; windows from Newcastle, door handles from Leeds, and overhead panels from County Durham, amongst many other parts made in Britain.

Commenting on the new trains contract, Steve Montgomery, Managing Director, First Rail, said: "These new trains will help us really improve travel for passengers with more services, more seats, a better journey experience, enhanced catering and added comfort."

Ernesto Sicilia, Trenitalia UK Managing Director, said: "We are pleased to announce this new fleet which highlights our commitment to innovation and desire to constantly improve our services. We are delighted to provide more efficient and modern trains which are sustainable and environmentally friendly, reducing CO2 emissions by 61%, including new comfortable seats for an improved customer experience."

The investment in these new trains is being financed through Rock Rail West Coast, a joint venture between Rock Rail and Aberdeen Standard Investments. Rock Rail West Coast will own the trains and lease them to First Trenitalia. As with Rock Rail's previous new rolling stock deals, debt will be provided by institutional investor organisations (pension funds and insurance companies).

Mark Swindell, Chief Executive Officer, Rock Rail and Director, Rock Rail West Coast, said: "Rock Rail is delighted to be working with First Trenitalia and Hitachi and our institutional investor partners to bring these trains to the region and deliver step changes in the travelling experience for so many rail passengers across the country.

"This new state-of-the-art Hitachi fleet represents Rock Rail and Aberdeen Standard Investments' fourth new rolling stock deal in the UK, and across all deals combined sees investment by the institutional investor sector of just under £2.5 billion in the UK railway. This long term, highly competitive funding enables significantly enhanced value for money to rail passengers and tax payers over the life of the trains, along with significant improvements in passenger, environmental and operational features."

Andrew Barr, Group CEO, Hitachi Rail, said: "Based on Japanese bullet train technology, our new trains have proven to be the modern intercity train of choice, increasing passenger satisfaction wherever they run. We're delighted to continue our excellent relationship with FirstGroup and Trenitalia, for whom we've delivered hundreds of trains across Italy and the UK. This new order, which will be built at our factory in the North East, is another vote of confidence in the success of our trains, which are both green and reliable."

The contract announced also includes an agreement for aspects of the 23 new trains to be maintained by Hitachi Rail. First Trenitalia have also signed a Maintenance Agreement with Alstom enabling the fleet to be maintained by a joint team from Hitachi and Alstom at the existing Oxley depot in Wolverhampton, supporting highly-skilled engineering jobs.

Class 221 101 and 221 108 arrive at Crewe on December 14th working a service to London Euston. *Richard Hargreaves*

## Avanti West Coast



▶ Sporting its new livery, Class 390 156 passes north through Winwick on December 11th with the 09:43 London Euston - Glasgow via Birmingham service. *Jeff Nicholls*

▶ Class 390 156 speeds through Acton Bridge on December 28th with a London Euston - Glasgow Central service. *Brian Battersby*

▶ Avanti West Coast Class 390 156 working the London Euston to Glasgow press launch special on December 9th approaches Balshaw Lane Junction at speed. *John Sloane*







## Colas Rail



On December 8th, looking very colourful, Class 56 302 works through Scunthorpe on 6C80 Kirton Lindsey - Belmont Yard conveying 12 MXAs loaded with spoil, the fruits of the previous night's labours. *Steve Thompson*

Class 70 801 passes Charnock Richard on December 6th with a Mountsorrel - Carlisle working. *John Sloane*

Class 66 850 and 70 810 are seen stabled at Eastleigh on December 28th. *John Sloane*



## Colas Rail



On December 28th, Class 70 813 is seen stabled alongside Eastleigh station. *John Sloane*



On December 2nd, Class 56 094 and 56 087 work the 6E32 Preston - LOR bitumen tanks through Scunthorpe. *Steve Thompson*



On December 12th, Class 70 816 passes Helwith Bridge working light engine from Carlisle - Barnetby. *Michael Lynam*





## Colas Rail



▶ Class 56 087 passes Thornhill LNW Junction on November 28th with the 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*



▶ Yes, that is Colas liveried Class 56 090 under that coat of filth! Heading south through Winwick on December 11th with ICA wagons from Workington to Arpley Yard. *Jeff Nicholls*



▶ Class 70 811 passes Winwick at speed on November 29th in charge of the 09:36 Mountsorrel to Carlisle New Yard. *Barry Longson*

## CrossCountry



▶ Class 170 111 waits departure time at Nottingham on December 7th working a service to Birmingham New St. *Brian Battersby*



▶ Class 221 131 approaches Moorthorpe on December 21st working the 1S41 Plymouth - Edinburgh. Somehow, it's not quite the same as seeing it at Dawlish! *Steve Thompson*



▶ Power car No. 43378 passes Cockwood Harbour with a Plymouth bound service. *Phil Martin*





# DB Cargo



▶ Class 90 040 leads 90 037 through Acton Bridge on December 16th working a Mossend - Daventry intermodal. *Alan Rigby*

▶ On December 12th, Class 90 040 and 90 037 pass through Preston working a Mossend - Daventry intermodal. *Michael Lynam*

▶ Class 66 005 leads an intermodal through Doncaster on November 22nd. *Brian Battersby*





## DB Cargo

▶ On December 7th, Class 60 020 heads through Lincoln with a Kingsbury-Lindsey rake of tanks.  
*Richard Hargreaves*

▶ Class 66 063 approaches Altrincham on December 20th working a stone train to Bow East.  
*Michael Lynam*

▶ Class 66 094 passes Peak Forest on December 16th powering a working from Dowlow to Wembley.  
*Bryan Roberts*



## DB Cargo



▶ Even though its just turned 15:00 hours, the shadows almost cross all 4 lines on Stockport viaduct as Class 66 176 passes with the 14:29 Ashburys to Mountsorrel on December 3rd.  
*Barry Longson*

▶ Class 66 077 passes through Altrincham on December 20th with a bin train from Knowsley - Wilton Efw. *Michael Lynam*

▶ Class 66 113 heads towards Acton Bridge on December 28th hauling a Knowsley - Wilton bin train. *Brian Battersby*





## DB Cargo



▶ Class 60 091 has just passed Skelton Junction on the approach to Timperley in the Manchester suburbs on December 4th, while in charge of the 09:27 Arpley sidings to Tunstead.

*Barry Longson*

▶ Class 66 024 working a Knowsley Freight Terminal - Wilton Efw bin train passes Acton Bridge on December 16th.

*Alan Rigby*

▶ Class 60 040 pauses for a driver change at Nottingham on December 7th, heading to Kingsbury.

*Brian Battersby*





## DB Cargo



Still in its old EWS colours, Class 66 174 powers past Moore on December 4th, with the 10:41 Knowsley to Wilton loaded binliner.

*Barry Longson*

Class 90 036 'Driver Jack Mills' and 90 040 pass Cathron on December 3rd working the 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd.

*Derek Elston*

Class 60 091 'Barry Needham' on a working from Warrington Arpley to Tunstead passes 56 312 at Peak Forest on December 16th.

*Bryan Roberts*





# DB Cargo



▶ Class 66 068 with the 6C03 binliner passes Woodborough on December 23rd.  
*Michael Bennett*



▶ Class 66 125 passes an almost deserted Coryton Cove with a working to Exeter Riverside.  
*Phil Martin*



▶ On a bright but bitterly cold December 9th, Class 66 125 passes Mauldeth Road with the 13:15 Trafford Park to London Gateway intermodal service.  
*Barry Longson*





## DB Cargo



On a sunny December 30th, Class 90 028 and 90 036 keep good time as they pass Winwick with the 06:06 Mossend to Daventry intermodal service. *Barry Longson*



On December 20th, Class 60 020 creeps through York almost unnoticed with MBAs from Newbiggin to Tees Dock. *Steve Thompson*



On December 14th, Class 66 075 approaches Tamworth with a Dollands Moor - Ditton freight. *Class47*



## DB Cargo



▶ With the old winding wheels of Hatfield colliery still extant, Class 66 023 is seen passing Hatfield and Stainforth station with the 08:35 Lindsey to Neville Hill fuel tanks. *Lee Stanford*



▶ Class 66 113 rounds the curve at Winwick on December 30th, in charge of the 10:40 Knowsley to Wilton loaded binliner. *Alan Rigby*



▶ Class 66 194 is seen after passing through Scunthorpe station with the 09:40 Drax to Immingham empty Biomass working on December 11th. *Lee Stanford*







## DC Rail Freight



▶ Class 60 055 hauling the 6Z90 Southampton Up Yard to Westbury passes through Dunbridge on December 10th. *Michael Bennett*



▶ On December 9th, Class 56 103 and 56 091 attack the gradient of Appleby Bank with 6Z41 Angerstein Wharf-Roxbywaste. *Steve Thompson*



▶ Class 60 055 passes Bapton with the 6Z90 Eastleigh to Westbury on December 17th. *Michael Bennett*

## Direct Rail Services



▶ A misty morning at Winwick as Class 88 002 with the 'Tesco Express' thunders northwards on December 18th. *Jeff Nicholls*



▶ Class 88 002 'Prometheus' and 88 003 'Genesis' lead the 4M27 05:48 Mossend Down Yard to Daventry International Raifreight Reception Fl as it passes Cathiron on December 3rd. *Derek Elston*

▶ On December 12th, Class 57 309 is captured stabled at Preston on 'Thunderbird' duties. *Michael Lynam*



# Direct Rail Services

Now almost standard fare on the 12:16 Daventry to Mossend service, Class 88 008 heads north at Winwick on a sunny December 30th. *Barry Longson*

## Direct Rail Services



▶ A filthy Class 37 423 'Spirit of the Lakes' leads Greater Anglia's 90 008 'The East Anglian' through Northampton with the 08:42 Norwich Crown Point to Crewe IEMD on December 23rd.  
*Derek Elston*

▶ Class 88 003 passes Coppull with a Daventry - Mossend working on December 20th.  
*John Sloane*

▶ Running 20mins early, Class 88 001 'Revolution' leads the 4S44 12:16 Daventry International Railfreight Reception to Mossend Down Yard as it passes Cathron on December 3rd.  
*Derek Elston*





## East Midlands Railway



On December 7th, power car No. 43059 stands at the rear of a service to London St. Pancras at Nottingham. *Richard Hargreaves*



Power car No. 43050 arrives into Nottingham on December 7th with a service from London St. Pancras. *Richard Hargreaves*



Power car No. 43081 is seen at Lincoln on December 7th on the rear of a service to Nottingham. *Richard Hargreaves*









## East Midlands Railway



Scotrail liveried Class 156 503 leads 153 357 into Lincoln on December 7th. *Richard Hargreaves*



On December 21st, former Greater Anglia Class 156 406 stands at Manchester Oxford Road on the rear of a service to Liverpool Lime St. *Brian Battersby*



Class 158 773, in all white livery, stands at Nottingham on December 7th. *Richard Hargreaves*

## Freightliner



On December 1st, Class 66 565 and 66 502 are seen at Leeds Midland Road depot alongside a line of stored Class 70s. *Michael Lynam*



On December 20th, Class 66 558 passes through Altrincham with an empty bin train from Runcorn, heading to Brindle Heath, whilst Metrolink No. 3001 arrives with a service from Bury. *Michael Lynam*

Class 66 587 is seen at Oakenshaw Junction on December 4th with the 6M89 Dewsbury to Earles cement empties. *Steve Chapman*

## Freightliner



Class 59 005 passes Crofton locks with the 7C77 Acton to Merehead on December 23rd.

*Michael Bennett*



Class 66 603 and 70 004 are seen stabled at Midland Road depot on December 1st.

*Michael Lynam*



Class 86 638 leads a classmate through Tamworth on December 14th with a Crewe - Felixtowe liner. *Class47*



## Freightliner



Class 66 615 is seen on Battlefield Bank with the 6Y45 04:13 Bridgend - Crewe Basford Hall on December 9th. *Keith Davies*



On December 30th, Class 66 554 passes Knabbs Bridge, New Barnetby with the 4C73 Scunthorpe CHP - IBT coal empties. *Steve Thompson*



Class 70 002 leads the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. passing Cathron on December 3rd. *Derek Elston*



# Freightliner



Class 66 617 hauling a Fiddlers Ferry - Tunsted passes Acton Bridge on December 16th.  
*Alan Rigby*



Class 66 604 passes Charnock Richard on December 6th with a Hardendale - Tunstead working. *John Sloane*



Class 59 204 is seen hauling the Acton TC to Merehead empties in very low sun on December 4th. All the Class 59/2s have lost the DB logos.  
*Michael Bennett*

## Freightliner



▶ Class 66 520 hauling the 6C75 IBT - Scunthorpe CHP coal ascends Appleby Bank on December 9th. *Steve Thompson*



▶ Class 66 528 passes Knabbs Bridge on December 30th with the 6K23 Santon FOT - IBT empty iron ore tipplers. *Steve Thompson*



▶ December 10th was a desperately dull day, but a major rarity, a class 70 on the Ipswich tanks, never been known before! Class 70 001 has hardly had to exert itself with it's load of 3 discharged TDAs as it passes through Scunthorpe on 6E50 Ipswich SS - LOR. *Steve Thompson*



# Freightliner



On December 4th, Class 59 204 is seen about to enter Hungerford loop with a Merehead to Acton working. *Michael Bennett*



Class 86 639 and 86 632 running light engine from Crewe Basford Hall - Garston pass Acton Bridge on December 16th. *Alan Rigby*



Class 70010 on a light engine move passes Peak Forest on December 16th. *Bryan Roberts*



## Freightliner



▶ Class 59 202 on the Merehead to Colnbrook FosterYeoman passes Crofton Pumping Station on December 18th. *Michael Bennett*



▶ The 12:12 Lawley Street F.L.T. to London Gateway service passes Cathiron with Class 66 531 in charge on December 3rd. *Derek Elston*

▶ At last, some sunshine!, on November 29th, Class 66 564 ascends Appleby Bank on 6C75 IBT - CHP coal, complete with recruitment poster on the bodyside. *Steve Thompson*

## Freightliner



▶ Class 59 206 passes Hungerford Common on December 4th with a rake of stone empties. This was the first time this loco had worked for about two months. *Michael Bennett*



▶ Class 66 511 and 66 598 are seen stabled at Southampton Maritime on December 24th. *John Sloane*



▶ Class 66 537 on the Banbury Road to Whatley stone, passes Crofton on December 18th. *Michael Bennett*



# Freightliner



Class 66 599 eases through Northampton on December 23rd working the 08:20 Birch Coppice to Felixstowe North F.L.T. *Derek Elston*



Class 66 533 is seen over the pit at Southampton Maritime on December 28th. *John Sloane*



Class 66 617 passes Coppull on December 18th with the Hardendale - Tunstead. *John Sloane*



▶ Class 66 702 passes Oakenshaw Junction on December 4th with 6M31 Doncaster to Arcow stone empties. *Steve Chapman*

▶ Class 66 743 is seen at Thornhill LNW Junction on November 28th with the 6E09 Liverpool to Drax Biomass. *Steve Chapman*

▶ On December 12th, Class 66 733 shunts empty cement tank wagons at Castle Cement, Clitheroe having arrived earlier as 4N00 from Carlisle. *Michael Lynam*

## GBRf



▶ On December 28th, Class 60 047 approaches Acton Bridge hauling a Liverpool-Drax Biomass. *Brian Battersby*



▶ On December 20th, Class 60 096 passes through Altrincham with a Biomass train from Liverpool Biomass Terminal - Drax AES. *Michael Lynam*



▶ Class 66 783 'The Flying Dustman' in Biffa colours passes Peak Forest on a working from Wellingborough to Tunstead, December 16th. *Bryan Roberts*

## GBRf



▶ Class 66 743 approaches Thornhill LNW Junction on December 4th with the 6M36 Drax to Liverpool Biomass empties. *Steve Chapman*

▶ Class 66 743 in filthy Belmond Royal Scotsman livery on a Liverpool BT - Drax working, rumbles through Mills Hill on November 28th. *Bryan Roberts*

▶ Class 66 740 stands at Eastleigh on December 24th with a engineers working. *John Sloane*



## GBRf



▶ GBRf celebrity Class 66 789 coasts down the bank at Appleby on 4R79 Down Decoy - HIT coal empties, December 9th. *Steve Thompson*



▶ Class 66 737 approaches Thornhill LNW Junction on December 4th with the 6M37 Arcow to Pendleton stone. *Steve Chapman*



▶ Class 66 785 has arrived at Dewsbury stone terminal on December 4th with 6D28 from Rylstone and the stone is now being unloaded. *Steve Chapman*



# GBRf



▶ Class 66 760, 66 740 and 66 754 are seen stabled in Eastleigh Yard on December 24th.  
*John Sloane*

▶ Class 59 003 has recently returned to working on the Westbury to Eastleigh engineers trains, seen here passing Sherrington light engine on December 17th. *Michael Bennett*

▶ Class 66 737 heads south near Ribbleshead station on the Settle - Carlisle line, with service 6M38, the loaded mineral train from Arcow Quarry, near Horton-in-Ribblesdale, to Bredbury, December 3rd. *Ben Bucki*



## GBRf



▶ Class 66 773 sweeps around the curve at Winwick on December 30th, for a different sun and rainbow shot, while in charge of the 11:15 Liverpool Bulk Terminal to Drax loaded Biomass. *Alan Rigby*



▶ Class 66 778 has charge of the 11:15 Liverpool Bulk Terminal to Drax loaded Biomass at Winwick on November 29th. *Barry Longson*



▶ Class 60 056 working a Liverpool Bulk Terminal - Drax AES loaded Biomass passes Acton Bridge on December 16th. *Alan Rigby*



## GBRf celebrate longstanding employee with loco naming

GB Railfreight are thrilled to announce the naming of a loco after longstanding colleague Chris Hopcroft MBE on Thursday 5 December. Managing Director John Smith named a new Class 66 loco after Chris, with the ceremony taking place at Bristol Temple Meads station. Chris, accompanied by his wife and two children, was met by 50 of his closest friends and colleagues. Chris spent the last 60 years on the railways, providing outstanding work and dedication to all his roles, the most recent as a train manager for GBRf. Throughout his long career he has trained up colleagues and passed on vital technical knowledge of operations. His passion for, and service to, the railways was recognised in 1994 with an MBE for services to the safety of young people. Throughout his career, Chris has worked tirelessly to ensure every job he's ever had was done to the best of his ability. The commitment that he has demonstrated every day since first starting has shown him to be an exemplary figure and inspired colleagues across the industry.

GBRf Managing Director John Smith said: "It was my pleasure to name this Class 66 loco after Chris. Having started off at the bottom of the ladder and worked his way up, Chris has boundless experience, and knows the sector better than anyone. As a 42-year railway person, I am a mere beginner when compared to the iconic Chris Hopcroft who has clocked an amazing 60 years. I'm not sure in the modern world that this will ever be bettered. Not only has Chris contributed to our industry over a huge period of time, he has been the consummate professional throughout and has the wonderful habit of reverting to happy when things are going slightly awry.

"He has a reputation in the industry for being a highly reliable and skilled colleague who makes time to pass on his expertise and support modernisation in all aspects of the railway. We are proud to name this loco after him."

Chris Hopcroft said: "This has come as a complete surprise! Words cannot describe how much this means to me. Trains are not just a job for me – they're my life and passion. I love being part of the GBRf family and I am delighted so many of my colleagues were able to attend this special day. I am over the moon and cannot thank John enough for this."



Wearing Cemex livery, Class 66 780 struggles through Golborne Junction with its heavy load of china clay bound for Irvine on December 4th.  
*Jeff Nicholls*





## Great Western Railway

▶ The 1C81 London Paddington to Taunton service passes Hungerford on December 4th.  
*Michael Bennett*

▶ A London Paddington to Exeter St. David's service passes Crofton on December 18th.  
*Michael Bennett*

▶ Class 165 137 leads the 1F08 Portsmouth to Cardiff service part Bapton on a very dull morning, December 17th.  
*Michael Bennett*





## Great Western Railway

▶ Class 802 013 and 802 018 pass Teignmouth with a service from London Paddington to Plymouth. *Phil Martin*

▶ IEP Class 802 021 and 802 022 pass Cockwood Harbour with a London Paddington service. *Phil Martin*

▶ Class 802 022 and 802 014 pass Cockwood Harbour (with the tide in) with a London Paddington - Plymouth service. *Phil Martin*





# Great Western Railway

Powercars Nos. 43155 and 43192 work a 'Castle' set past Cockwood Harbour. *Phil Martin*



Class 165 137 passes Southampton Maritime on December 24th leading a Portsmouth Harbour - Cardiff Central service. *John Sloane*



Class 800 024 passes Hungerford Common on December 4th with the 1K14 London Paddington to Bedwyn. *Michael Bennett*



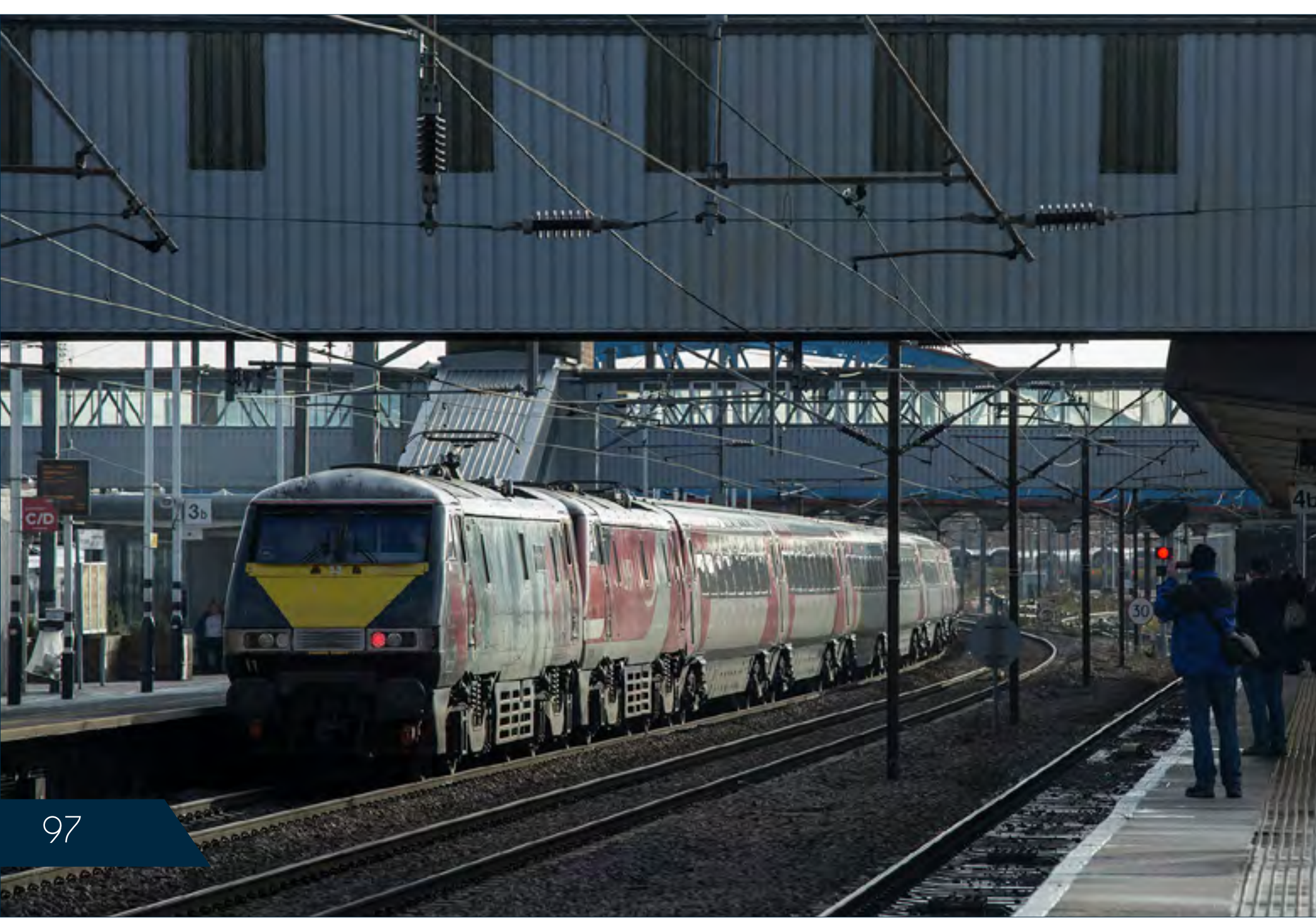




## L.N.E.R.



▶ Power car No. 43272 approaches Doncaster on November 30th with a London King's Cross to Leeds service. *Richard Hargreaves*



▶ Class 800 201 is seen at Lincoln on December 7th. *Richard Hargreaves*

▶ Class 91 111 and 91 106 are seen departing Peterborough with a service to London King's Cross. *Richard Hargreaves*

## L.N.E.R.



▶ Class 91 114 stands at Peterborough on December 21st working a service to London King's Cross. *Jon Jebb*



▶ LNER Azuma Class 800 203 stands on the blocks at The Cross having arrived with the 1A22 10:15 Leeds to London King's Cross service on December 28th. *Derek Elston*



▶ Class 91 116 is seen at London King's Cross on December 21st. *Jon Jebb*

## L.N.E.R.



▶ Power car No. 43309 stands at Doncaster on November 30th, working a service to Leeds. *Richard Hargreaves*



▶ On December 21st, Class 91 112 stands at London King's Cross. *Richard Hargreaves*



▶ Power car No. 43314 departs York on November 30th with a London King's Cross - Aberdeen service. *Richard Hargreaves*



## L.N.E.R.



Class 91 111 is seen propelling failed sister 91 106 through Bentley with the 10:45 Leeds to London King's Cross on December 21st.

*Lee Stanford*

At York on December 20th, Class 91 113 is seen ready to propel the 13:00 Edinburgh to London King's Cross service. *Barry Longson*

Class 91 115 arrives at York in pouring rain on December 20th, with the 13:06 terminating service from London King's Cross. *Barry Longson*



# Highland Chieftain welcomes Azuma to the clan

London North Eastern Railway (LNER) is celebrating the arrival of Azuma services on its Highland Chieftain route between Inverness and London King's Cross. Inverness is the latest destination in Scotland to benefit from the arrival of the world-class Azuma trains, which are transforming travel for customers and communities along the East Coast route.

David Horne, Managing Director of LNER, said: "As our northern-most destination we are proud to be introducing our revolutionary Azuma services on this key route connecting Inverness, the capital of the Scottish Highlands, with Edinburgh and London."

"Renowned for their magnificent mountains, mysterious lochs and ancient castles, the Scottish Highlands are famous throughout the world for their rich history and proud traditions and what better way to travel there in style and speed than on our Highland Chieftain service with our Azuma trains."

LNER operates The Highland Chieftain service in both directions every day between Inverness and London King's Cross. The new bi-mode Azuma trains are replacing LNER's diesel High Speed Trains (HSTs) which have served the Inverness route for more almost four decades.

The Azuma boasts some of the most innovative features of modern passenger trains, offering customers ergonomically designed seats for comfort, as well as a system making it even easier to identify available and reserved seats. The train also offers the very best in on-board catering for customers in First Class or Standard.

Customers can look forward to an extra 7cm of legroom in Standard Class with plug sockets and window blinds at every seat.

One enhancement being introduced in the coming weeks to the long-distance Anglo-Scot services is the addition of extra luggage spaces. This will use specially designated areas where some non-reservable seats are currently located, offering extra onboard luggage storage while not inconveniencing any customers already booked to travel.



LNER launched the new Highland Chieftain Azuma service with the inaugural departure featuring the specially designed 'Celebrating Scotland' livery, featuring the striking LNER tartan. The tartan has been specially commissioned by LNER in Scotland to represent the colours and communities of the East Coast route.

LNER is replacing all 45 of the existing trains in its fleet with 65 new Azuma trains, which will be completed by June 2020.

Photo: Azuma on Culloden Viaduct ©Graeme Elgar / LNER



▶ DVT No. 82214 is at the head of 1A25 Leeds - London King's Cross as it passes through South Elmsall on December 21st. *Steve Thompson*

▶ On December 20th, Class 91 111 stands to attention in Doncaster West Yard under the gaze of the works offices clock. What does the future hold for both of them, I wonder? The clock face was made, so the story goes, from a steam locomotive smokebox door!

*Steve Thompson*





## Network Rail



On Friday December 13th, unlucky for some, like these 20s, making their final appearance this year, and maybe for good, who knows? Class 20 305 and 20 314 descend Appleby Bank on 3S13 Wrenthorpe - Grimsby Town RHTT.

*Steve Thompson*

Class 20 305 and 20 314 are pictured at Crigglestone on December 4th with the 3S14 Grimsby to Bridlington RHTT.

*Steve Chapman*

Class 56 090 and 56 113 work the North Wales RHTT through Chester on November 16th.

*Brian Battersby*





## Network Rail



▶ A rather filthy Class 56 090 top'n'tails an equally dirty 56078 as the pair enter Crewe with the 21:20 Shrewsbury Coleham RHTT on November 30th. Unfortunately both locos were also showing signs of a graffiti attack. *Barry Longson*

▶ Class 66 040 is seen on the rear of a Peterborough bound RHTT working at Lincoln on December 7th. *Richard Hargreaves*

▶ On December 23rd, Class 37 219 and 37 612 pass Purton Common working the 1Q15 heading for Swindon with the Colas liveried loco leading. At Swindon the train reversed and 37 612 lead the train to Gloucester. *Ken Mumford*







## Network Rail



▶ Class 20 314 heads towards Scunthorpe with the last Grimsby to Bridlington RHTT working of 2019. Probably the last ever to be worked by a Class 20. *Lee Stanford*

▶ Class 20 305 leads the 11:17 Grimsby to Bridlington past the site of the former yard at Scunthorpe on December 11th. *Lee Stanford*

▶ Class 20 305 approaches Hatfield and Stainforth on December 13th with what could be the last ever Class 20 operated RHTT service from Wrenthorpe sidings to Grimsby. *Lee Stanford*



## Network Rail



▶ On December 9th, Class 20 311 and 20 314 climb Appleby Bank with the 3S14 Grimsby Town - Bridlington RHTT. *Steve Thompson*



▶ Class 70 805 passes Kempsey on December 16th with the 6Z70 10:15 Bristol Kingsland Road - Shrewsbury Coleham ISS. *Keith Davies*



▶ On a dull and dreary November 25th, the 20s were apparently a bit thin on the ground as Class 37 218 leads 3S13 Wrenthorpe - Grimsby Town RHTT through Scunthorpe. Class 20 305 was on the rear. *Steve Thompson*



## Network Rail

▶ Class 67 023 and 67 027 pass Coppull on December 11th with a Slateford to Crewe test train working. *John Sloane*

▶ Class 66 706 'Nene Valley' and 66 753 'EMD Roberts Road' top'n'tail the 3J01 10:50 Bescot T.M.D. to London Euston RHTT as they head north through Cathiron on December 3rd. *Derek Elston*

▶ Class 37 610 passes Coppull on the rear of a Carlisle - Derby test train working, December 20th. *John Sloane*





## Rail Operations Group

▶ Class 37 608 passes Coppull on December 17th with a Leicester - Skipton light engine move.

*John Sloane*

▶ On December 20th, looking somewhat dishevelled, Class 57 305 stands in Doncaster West Yard, having worked in with some stock from Worksop, a far cry from the glamour of the 'Northern Belle'. *Steve Thompson*

▶ Class 37 601 'Perseus' and 37 611 'Pegasus' top'n'tail 710 107 working 5Q58 12:35 Crewe C.S. to Old Dalby stock move on December 3rd.

*Derek Elston*



## TransPennine Express



▶ Running a mere ten minutes late, the 07:34 service from Scarborough arrives at Liverpool Lime Street station on a wet December 19th.  
*Jeff Nicholls*

▶ Class 68019 has just arrived in York with the 12:56 from Liverpool Lime Street to Scarborough on December 5th and prepares for its customary noisy departure. *Jeff Nicholls*

▶ Class 68 028 crosses Sankey Viaduct with the late running 12:56 from Liverpool Lime Street to Scarborough on a sunny December 4th.  
*Jeff Nicholls*



## TransPennine Express



▶ Class 68 030 is pictured at Ravensthorpe on November 28th with the 10:41 Scarborough to Liverpool Lime St. service. *Steve Chapman*

▶ An unidentified Class 68, well it was nearly dark, passes Culcheth with the 15:52 from Liverpool Lime Street to Scarborough service on December 22nd, the shortest day. *Jeff Nicholls*

▶ Class 68 029 and West Coast's Class 37 706 are seen stabled at York on November 30th. *Richard Hargreaves*





# TransPennine Express



Class 68 028 is seen on the rear of the 09:41 Scarborough to Liverpool Lime Street at Ravensthorpe on December 4th. *Steve Chapman*

Class 70 003 passes Bradley on December 17th with a Longtown to Crewe LNWR stock move. *John Sloane*

Two of TPE new CAF units, Nos. 397 010 and 397 007 pass Winwick working the 09:38 Carlisle to Crewe CS test run on a sunny November 29th. *Barry Longson*



## TransPennine Express

▶ On December 9th, Class 185 107 climbs Appleby Bank whilst working the 1B77 Cleethorpes - Manchester Airport service. *Steve Thompson*

▶ Class 802 218 passes through Ravensthorpe on December 4th whilst working the 10:02 Newcastle to Liverpool. *Steve Chapman*

▶ An unidentified Class 802 catches the low winter sunlight on Sankey Viaduct with the 12:25 from Liverpool Lime Street to Newcastle on December 4th. Amazingly for TPE, this train was on time! *Jeff Nicholls*



# Transport for Wales



On November 30th, Class 175 002 sporting the new Tfw livery, arrives at Crewe working the 13:31 Manchester Piccadilly to Pembroke Dock service. *Barry Longson*

Class 175 110 passes Winwick on December 30th working a Manchester Airport - Llandudno service. *Alan Rigby*

Class 175 107 working a Llandudno - Manchester Airport service unit in the new livery passes Winwick on December 30th. *Alan Rigby*





## Transport for Wales

### TfW announce Sunday Railway Revolution across Wales

Sunday railway timetables across Wales were transformed this December with a 40% increase in services across the network, a significant step toward the creation of a truly 7-day railway. An additional 186 Sunday services will provide an economic boost throughout the country, providing essential links between cities, towns and villages. Rail passengers have seen the introduction of a Sunday service to Maesteg for the very first time, services doubled between Cardiff Central and Swansea, additional seasonal services will now run all year along the North Wales Coast as well as increased frequencies on valley lines. Expected to help boost the tourism industry in Wales, TfW will create new Sunday services between Llandudno Junction and Blaenau Ffestiniog creating an all year-round Sunday service. There will be four services in each direction providing vital links to tourist destinations in the area. The Cambrian coast will also see a huge benefit, going from one Sunday service a day in each direction between Machynlleth and Pwllheli to five in each direction.

Ken Skates, Minister for Economy and Transport said: “Transport is fundamental to the success of our economy in Wales and this dramatic increase in the number of Sunday services will increase connectivity between our cities, towns and villages. These services will improve access for social, recreational and educational opportunities, as well as employment opportunities. Later services will also increase options for people attending late night events across the country.”

Customer Experience Director for Transport for Wales, Colin Lea, said: “We’ve committed to giving customers the service they deserve on a Sunday and are delighted to be able to make these improvements. Some lines which never had a Sunday service before, will now be connected, giving greater leisure and economic benefits to so many areas. A huge amount of hard work has gone into developing this timetable for our customers. We’ve seen some fantastic collaboration with our partners in Network Rail in securing access for earlier and later services, by moving planned maintenance times and I’d like to thank all involved for their hard work.”

James Price, Chief Executive for Transport for Wales said: “This significant increase in Sunday services is an important commitment that we made when we launched our new rail service over a year ago, and follows the successful launch of our May 2019 timetable, where we introduced direct services between Liverpool and Wrexham for the first time in decades. We hope that our customers and potential customers will welcome these services as an important step in building a transport network that the people of Wales can be truly proud of.”

Philip Evans, chair of Conwy Valley Rail Partnership added: It’s great news that Transport for Wales have demonstrated their commitment to the Conwy Valley by introducing winter Sunday rail services while simultaneously giving a regular link from Llandudno to the network every day of the week. This move addresses local calls and recognises the all year round impact of the tourism offer in the area.”

The confirmation of the extra Sunday services, follows TfW’s announcement about increased capacity for weekday services, which include:

- Valley lines will see more four-carriage trains on peak services and combined with other rolling stock changes, will provide space for up to 6,500 more commuters every week
- Passengers between Cheltenham and Maesteg, and between Cardiff and Ebbw Vale will have the benefit of modern Class 170 trains with more space, onboard passenger information systems, accessible toilets, air conditioning, Wi-Fi and power sockets
- Long distance passengers on some services between North Wales and Manchester will be traveling on more modern ‘Mark 4 Intercity’ carriages

Still looking a little out of place at Liverpool Lime Street, Class 175 009 departs with the 10:36 to Chester via the Halton Curve on December 19th. *Jeff Nicholls*



## Units: DMUs and EMUs

West Midlands Trains' Class 170 507 passes Walcote with the 2J58 12:34 Birmingham New St. - Shrewsbury service on December 17th.

*Keith Davies*

On December 21st, Northern's Class 144 001 departs Moorthorpe working the 2N15 Sheffield - Leeds.

*Steve Thompson*

The 5Q23 12:36 Northampton Tc Up Sidings to Northampton Tc Up Sidings formed of TFL's Class 315 833 and 315 859 get a run out whilst being stored at Northampton, December 23rd.

*Derek Elston*





## Units: DMUs and EMUs

▶ On December 4th, Northern's Class 142 066 arrives at Crowle working the 2P07 Doncaster - Scunthorpe. *Steve Thompson*

▶ The shuttle service from Wigan Wallgate to Kirkby used to use the bay platform at Wallgate station but with the advent of the December timetable change the train will run to and from Manchester. On the last day of the hourly shuttle Northern's Class 150 149 gets ready to depart Wigan with the 12:58 to Kirkby. *Lee Stanford*

▶ Northern operated Class 319 371 in unbranded livery, works the 11:10 Warrington Bank Quay to Liverpool Lime Street service past Winwick on November 29th. *Barry Longson*



## Units: DMUs and EMUs



▶ Northern's Class 195 units are now spreading their wings and also getting a bit more weathered, No. 195 123 is seen at Winwick with a Chester to Leeds service on November 29th.

*Lee Stanford*

▶ The new Northern Class 331 EMUs have started to appear on south Manchester workings after a period of driver training. On December 3rd, Class 331 015 sits between such duties just an hour or so before sunset.

*Barry Longson*

▶ Great Northern's Class 387 112 stands at Peterborough on December 21st having arrived from London King's Cross.

*Jon Jebb*

## Units: DMUs and EMUs



▶ A Northern dispatcher checks the time on his tablet on December 6th, as Class 142 046 and 142 055 are seen at Manchester Victoria ready to depart with the 17:23 service to Stalybridge. *Barry Longson*

▶ West Midlands Railway's Class 153 354 is seen at the head of a Birmingham New Street to Hereford service crossing Malvern Common on December 19th. *Neil Pugh*

▶ Merseyrail's Class 507 001 calls at Moorfields with the 14:50 Liverpool Central - Kirkby service on November 23rd. *John Balaam*





## Units: DMUs and EMUs



West Midlands Railway's Class 172 345 is seen departing Birmingham Moor Street on December 14th. *Richard Hargreaves*



Northern's Class 142 055 and 142 046 stand in platform 5 at Stalybridge on December 6th, ready to work the 18:00 to Manchester Victoria. *Barry Longson*



On November 23rd, Merseyrail's Class 507 010 arrives at Ellesmere Port with 2Y15 from Liverpool. *John Balaam*



## Units: DMUs and EMUs



▶ Northern's Class 331 104 arrives at Doncaster with a local service from Leeds on December 4th. *Lee Stanford*



▶ On December 6th, Northern's Class 142 089 sits at the departure end of platform 1 at Manchester Piccadilly, ready to work the 18:19 service to Chinley. *Barry Longson*



▶ Refurbished Class 323 234 in new Northern livery, stands under the impressive roof at Manchester Piccadilly on December 6th, with the 18:01 to Crewe via Stockport. *Barry Longson*



## Units: DMUs and EMUs

Thameslink's Class 700 147 stands at Peterborough on December 21st with a terminating service from London.

*Richard Hargreaves*

Merseyrail's Class 507 019 calls at Rock Ferry on December 23rd with the 2Y10 10:07 Ellesmere Port - Ellesmere Port service.

*John Balaam*

Northern's Class 319 377 stands at Liverpool Lime Street on December 18th ready to work the 13:37 to Blackpool North. This is another Northern unit that has had its branding removed (ready to go off lease) as more Class 331s enter service in the North West.

*Barry Longson*



## Units: DMUs and EMUs



Off-lease Class 142 064, 142 052 and 142 037 head through York on November 30th with a Heaton to Workop working. *Richard Hargreaves*



Northern's Class 195 008 passes over Thornhill LNW Junction on December 4th with a Huddersfield to Workop ECS move. *Steve Chapman*



Mills Hill on a wet day, November 28th, as Northern's Class 153 316 'John Longitude Harrison' and 150 114 approach on a Clitheroe - Rochdale stopping service. *Bryan Roberts*

## Units: DMUs and EMUs



▶ Class 323s have taken over from Class 319s on many of the services from Liverpool Lime Street to Crewe via Manchester, and to Warrington Bank Quay. An unidentified class member crosses Sankey Viaduct on a sunny December 4th with the 12:29 from Liverpool to Crewe.

*Jeff Nicholl*

▶ SouthWestern Railway's Class 159 005 leads the nine car 15:41 service to London Waterloo as it stands at Andover on December 9th.

*David Lindsell*

▶ Heading into the sunset, Class 142 011 departs Doncaster on November 30th with a service to Sheffield. *Richard Hargreaves*



## Units: DMUs and EMUs



▶ Northern's Class 142 084 is seen near Crowle on December 4th working the 2P06 Scunthorpe - Doncaster service. *Steve Thompson*



▶ On November 23rd, Class 507 030 calls at Rock Ferry with the 2Y11 10:37 Ellesmere Port - Ellesmere Port working. *John Balaam*



▶ The driver of Northern EMU Class 331 001 has just entered his cab, as the guard rushes down the platform to the rear of the 17:48 Crewe to Manchester Piccadilly service on December 18th. *Barry Longson*



## Units: DMUs and EMUs

Merseyrail's Class 507 029 stands at Hamilton Square on November 16th working a service to Liverpool Central. *Brian Battersby*



Northern's Class 323 233 runs past Winwick on December 30th with the 14:00 from Liverpool Lime Street to Warrington Bank Quay. *Barry Longson*



Viewed from the temporary footbridge, Northern's Class 195 103 passes Mills Hill in the rain, bound for Leeds on November 28th. *Bryan Roberts*

## Units: DMUs and EMUs



▶ A Northern Class 158 heads north at Helwith Bridge, near Settle on December 3rd with service 2H90 from Leeds to Carlisle. *Ben Bucki*

▶ Thameslink's Class 700 109 stands at Peterborough on December 21st working a service to Horsham. *Jon Jebb*

▶ Now in plain white livery, London NorthWestern Railway's Class 350 115 stands at Crewe on December 7th. *Brian Battersby*







## Units: DMUs and EMUs

▶ At Clapham (North Yorkshire), Northern's Class 144 019 crosses the impressive viaduct east of the station as it arrives with service 2H16 from Leeds to Morecambe on December 3rd.

*Ben Bucki*

▶ Thameslink's Class 700 134 departs Peterborough on December 21st with a London bound service. *Jon Jebb*

▶ A Northern Class 158 crosses Ribbleshead Viaduct on the Settle - Carlisle line with service 2H86 from Leeds to Carlisle, December 3rd.

*Ben Bucki*



## Units: DMUs and EMUs

▶ Beatles liveried Class 508 111 calls at Hamilton Square on November 16th working a service to Liverpool Central. *Brian Battersby*

▶ Great Northern's Class 717 009 departs London King's Cross on December 21st working a service to Welwyn Garden City. *Jon Jebb*

▶ A lone Pacer, Northern's Class 142 047 departs Hunts Cross with the 10:55 stopper from Liverpool Lime Street to Manchester Oxford Road on December 19th. *Jeff Nicholls*



## Units: DMUs and EMUs



On December 12th, Northern's Class 319 369 departs Preston with a service to Manchester Airport. *Michael Lynam*



Old and new stand side by side at Liverpool Lime Street on December 4th, in the form Class 319 381 and 331 013. *Derek Elston*



On December 17th, Northern's Class 195 110 departs Blackburn working a York - Blackpool North service. *Michael Lynam*

## Units: DMUs and EMUs



▶ Former TPE Class 350 404, now with London NorthWestern, rolls into Northampton working the 2Y04 08:05 Liverpool Lime Street to London Euston service on December 23rd.

*Derek Elston*

▶ Scotrail's Class 156511 passes Charnock Richard on December 6th with a Landore - Kilmarnock move.

*John Sloane*

▶ On December 12th, Northern's Class 150 201 departs Pleasington with a service to Colne.

*Michael Lynam*



## Virgin Trains



▶ Class 221 102 working the 1A33 12:35 Chester to London Euston service passes Cathron on December 3rd. *Derek Elston*



▶ Class 390 127 speeds past Charnock Richard on December 6th. *John Sloane*



▶ On November 19th, the last built Pendolino, No. 390 157 was still carrying original Virgin trains livery and was seen at Crewe with a Manchester to London Euston service. *Lee Stanford*

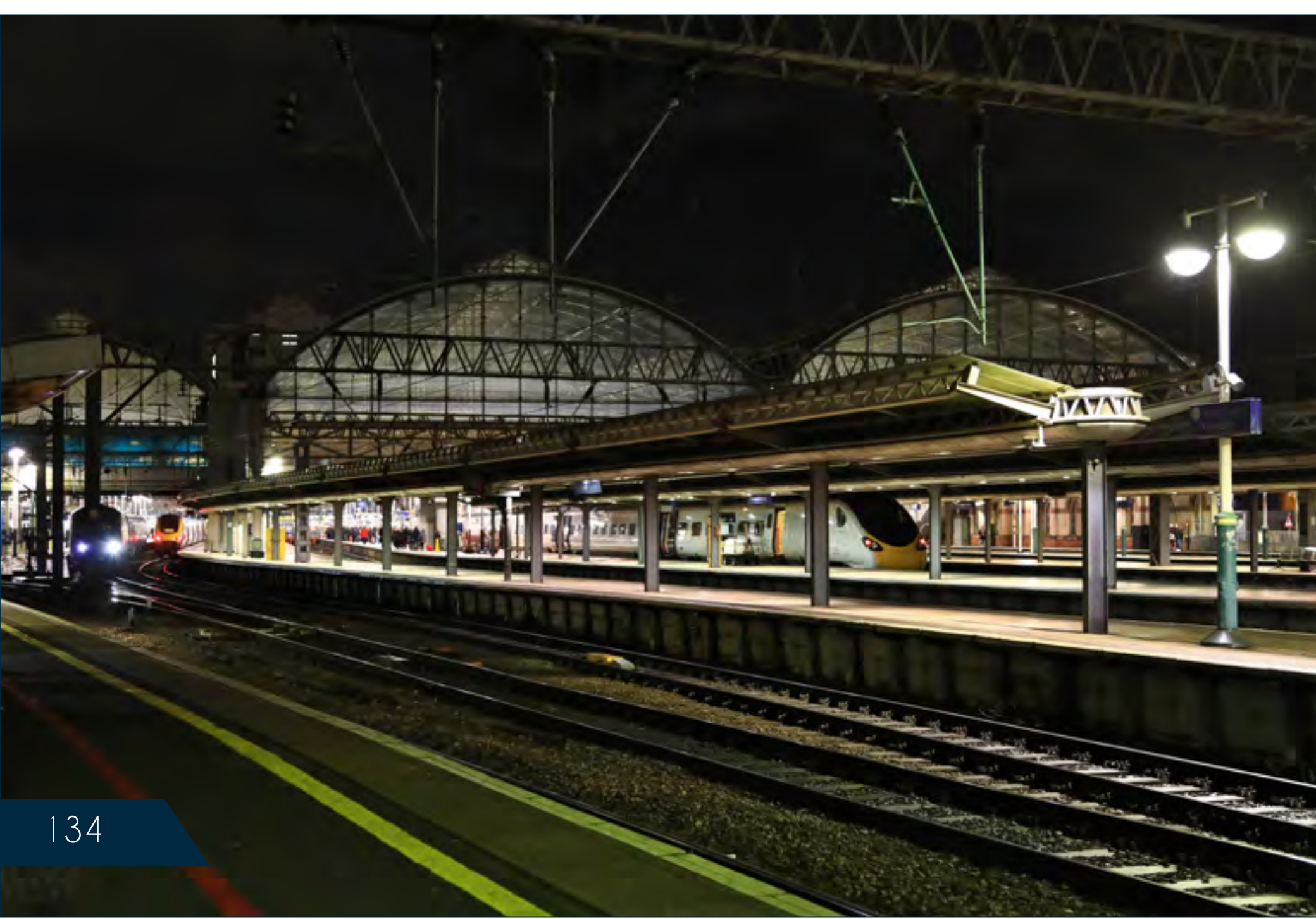
## Virgin Trains



▶ On the last day of Virgin Trains, December 7th, Class 220 110 stands at Chester with a service to London Euston. *Brian Battersby*

▶ Pendolino Class 390 046 was still carrying Virgin markings as late as November 29th and was caught passing Winwick with an Edinburgh to London Euston service. *Lee Stanford*

▶ Photographed from platform 13 at Manchester Piccadilly, passengers disembark Pendolino Class 390 050 after a 15 minute late arrival on December 6th. *Barry Longson*





## Manchester Metrolink



On December 20th, tram No. 3019 stands at Altrincham in a advertising livery for Lightopia being held in Heaton Park. *Michael Lynam*



Metrolink trams Nos. 3008 and 3036 stand at Altrincham on December 20th working services to Piccadilly and Bury respectively. *Michael Lynam*



Tram No. 3001 on a service to Bury, passes No. 3021 heading to Piccadilly on December 20th at Altrincham. *Michael Lynam*











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## Blackpool Trams



Blackpool tram No. 002 'Alderman E E Wynne' arrives at Cleveleys with the 11:15 Starr Gate - Fleetwood Ferry service on December 1st.

*John Balaam*



Tram No. 018 stands at Cavendish Road on December 1st with the 11:45 from Starr Gate.

*John Balaam*



Tram No. 013 with the 11:00 Starr Gate - Fleetwood Ferry passes No. 015 working the 11:20 Fleetwood Ferry - Starr Gate at Cleveleys on December 1st. *John Balaam*

# Greater Anglia announces changes to first class arrangements

Greater Anglia is no longer selling first class tickets for journeys on regional routes across the network. New longer trains with more seats and no first class seating area have replaced older trains on the Norwich to Cambridge and Ipswich to Cambridge routes and will shortly start running on the Ipswich to Peterborough line. First class tickets on other routes across the network will remain on sale until 6 September 2020, from when they will only be available on the intercity route between Norwich and London. By September, Greater Anglia's new Bombardier trains should have replaced many older electric trains which run between Essex, Cambridgeshire, Hertfordshire, Ipswich and London Liverpool Street. The new Bombardier trains, which are all either five or ten carriages long with many more seats than the company's existing trains do not have first class seating areas. The first Bombardier train is expected to go into passenger service in the spring.

Bombardier has ramped up production at its Derby factory, after production of the new trains has taken longer than Bombardier originally expected, which has had a knock-on effect on Greater Anglia's schedule. From September 2020, first class seating will only be available on Greater Anglia's

brand-new intercity trains, made by Swiss manufacturer, Stadler. First class seating will be "declassified" on any existing old trains still on the network from 6 September. First class annual season ticket-holders will be able to change over to a standard class season ticket at any time without financial penalty.

Martin Moran, Greater Anglia commercial, customer service and train presentation director, said: "After listening to customer feedback and analysing growing passenger numbers and railway capacity, we've taken this step to make journeys better for the vast majority of our customers.

Our new trains are all longer and more modern than our old trains. They have more seats, USB and plug points, free fast wifi and better passenger information screens, creating a better travelling experience for everyone. We planned to bring in these changes across the network from January 2020, but since we have more of our old electric trains on the network than predicted, we've pushed it back until we expect to have a large number of new trains in passenger service."



## Fares Advice with RailUK

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

### Missed connections with long gap to booked TOC's next service

Q: As I understand it, if making a multi-leg journey, and a connection for a leg with an operator-specific ticket is missed, then

(a) The railway is obliged to get you to your destination or provide overnight accommodation before doing so the next day

(b) You can be obliged to wait for the next service operated by the TOC that your ticket is specific to, even if other operators' services depart previous to that.

This can be frustrating if it means you have to wait, say, an hour for your train whilst multiple other ones depart to your destination, but is there any limit (other than the end of service) to how long you can be made to wait?

eg. a late running inbound service means you miss a booked train departing at 9am, and that operator's next service to your destination isn't until 9pm, do you have to wait for 12 hours, or does some notion of "reasonableness" kick in? And if your service is a once-daily one, can they decide to tell you to wait 24hrs and provide you with overnight accommodation, instead of buying you a new ticket that will be valid with other operators? It's the general principle I'm interested in, but here is an example:

I am travelling from Elgin to Edinburgh, on split tickets:

- Scotrail ticket Elgin 0640 - Aberdeen 0804
- Crosscountry advance ticket Aberdeen 0820 - Edinburgh 1054

The Scotrail train is delayed and I miss the 0820 Crosscountry service. The next Crosscountry service leaving Aberdeen is not until 2135.

In this scenario I think no-one would consider it reasonable that I were asked to wait 13 hours and 15 minutes, when there are many Scotrail services I could take to complete my journey. But is there some kind of cut-off? If the next crosscountry service were 1 hour later, I might be asked to wait for that, even if there were a Scotrail service before it. What if the next Crosscountry service were 2 hours later, or 3, or 4 hours?

A: *Notwithstanding instances where someone is reasonable beyond what is incumbent on them (e.g. you bring this to a member of platform staff at Aberdeen and they endorse your tickets for the next ScotRail Edinburgh service), I don't think you incur any new or*

*special rights in this situation. Your rights are as stated in N.R.C. of T. [9.4] - to travel on the next train service provided by the operator from whom you bought the advance tickets. Naturally, you would be able to claim Delay Repay against your split ticket itinerary, and you would have the right to demand overnight accommodation or alternative transport if the next train was not on that day. Beyond staff or the T.O.C. 'choosing to be nice', as it were, though, you don't have a right to take an earlier service run by another T.O.C. or demand alternative transport simply because it's a long wait for the next train. The NRCOT does make mention of the consumer rights act and rights where a service is not performed with reasonable care and skill. Would asking me to wait 13 hours amount to failing to provide a service with reasonable care and skill?*

*I'm not sure who exactly would be failing to perform the service in the example I give - would it be Scotrail, having caused the delay, refusing to offer me onward travel on their own services? There would be a slightly different situation if the Elgin-Aberdeen leg had been provided by a hypothetical third operator, who did not operate on the Aberdeen-Edinburgh route.*

Here's some context:

*I did Manchester to Aberdeen - TransPennine to Edinburgh Waverley, LNER to Aberdeen. The TPE was cancelled at Carlisle so I had no hope of catching the LNER at Edinburgh. The next LNER train to Aberdeen was 4 hours away.*

*Staff will apply common sense and allow you to travel on the next train, even if it is a different TOC (in this case ScotRail). I received no official endorsement on the ticket, but the guard was absolutely fine on the ScotRail ticket. It would be unreasonable for any staff member to ask you to wait more than hour for a connection on a specific TOC. Often, speaking to the guard on the platform beforehand will afford you the right to travel, as there is mutual respect there for asking before instead of just jumping on and assuming.*

### 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!

Thanks again to the wonder of 6400 ISO as LMS Royal Scot Class No. 46100 'Royal Scot' is captured thundering through a gloomy Culcheth some fifteen minutes late with 'The Pennine Moors Christmas Explorer' on December 7th. Jeff Nicholls

Polos, starting from £14.00 each, minimal order of 3.



10+ Price: **£11.75** EACH

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



10+ Price: **£26.50** EACH

**Budget Hoodies**  
£18.10 EACH For 5 plus. (Not shown)

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



10+ Price: **£25.50** EACH

Morf's (neckwear), starting from £9.00 each, minimal order of 3.



15+ Price: **£8.35** EACH

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



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



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If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing, Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

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On December 20th, usually tucked away nearly out of sight, Class 47 703 was parked up at Doncaster Wabtec in full view of the station platform, and what a sorry sight it is. *Steve Thompson*

No. 46115 'Scots Guardsman' makes a terrific sound as it accelerates through Hest Bank on a WCRC Lancaster - Carlisle Santa Special on December 8th. *Colin Kennington*

## New trains start passenger service on Ipswich-Lowestoft route

Brand new longer trains with more seats entered passenger service on one of Greater Anglia's fastest growing routes on Monday 2 December. Two of Greater Anglia's new state-of-the-art Swiss-built trains were put in service on the Ipswich-Lowestoft line, which in the last year has seen a four per cent growth in passenger journeys, with just over 725,000 passenger journeys a year

The new trains have more seats, plug and USB sockets, free fast wifi, air conditioning, better passenger information screens and improved accessibility features.

They are powered by diesel and electricity, and are much greener than the existing diesel trains, with lower emissions, and modern brakes which release less brake dust into the environment.

In recent weeks, Greater Anglia has introduced new four-carriage trains on the Norwich-Sheringham, Ipswich-Felixstowe and Ipswich-Cambridge routes.

They are also in service on the Norwich-Great Yarmouth, Lowestoft and Cambridge routes.

On Thursday November 28th the first of Greater Anglia's new three-carriage trains went into passenger service, on the Ipswich-Felixstowe line.

Jamie Burles, Greater Anglia managing director, said: "We are seeing increasing numbers of people use our services on route between Ipswich and Lowestoft, so it's brilliant that we're now able to run our new longer trains on this line.

"The new trains should make a big difference to customers' journeys – with more seats and all the mod-cons people expect of a 21st-century train.

"This route is important for customers travelling for business, leisure and education, and we're confident the new trains will be a big boost to the area."

Martino Celeghini, technical project manager at Stadler, said: "It is great to see more and more bi-modes enter passenger service, and we are working closely with our client, Greater Anglia, to release trains on to the network as efficiently as possible.

"Designed for comfort and style, they are technologically sophisticated, environmentally-friendly and very safe. We are confident they will go down well with the travelling public in East Anglia."

Greater Anglia is replacing every single train on its network with brand new trains. The roll-out started in July this year on regional routes. The train company is getting 58 trains from Stadler, including 38 bi-mode trains and 20 electric trains – ten for the intercity route between Norwich and London and ten for the Stansted Express route.

Safety and performance tests are being carried out on the Stadler electric trains on both the Norwich - London and Stansted Airport - London routes.

A total of 111 trains are being made by UK train manufacturer Bombardier, who have now made over 20 of Greater Anglia's new electric commuter trains which will run on routes between Liverpool Street and Essex, Ipswich, Cambridge and Hertfordshire.

The bi-mode trains are part of a £600m investment in new Stadler trains for the region which have been financed by Rock Rail East Anglia and will be leased to Greater Anglia for the life of the franchise.



◀ Royal Mail liveried, DB operated Class 325 002 leads two sister units working the 08:50 Mossend to Crewe ETMD past Winwick on December 30th. *Barry Longson*



# Husband and wife praised for life-saving rail intervention



A husband and wife have been praised for their life-saving actions while on their way to pick up their daughter from her first day at nursery.

Burgess Hill couple Paul and Agy O'Brien were walking near Wivelsfield railway

station when Agy spotted a man standing between the train tracks. Agy approached the young man and managed to get him talking, signalling to Paul that he was distressed so that Paul could raise the alarm with railway staff.

Paul, a Multi Skilled Team Leader at Gatwick Airport railway station, got straight on the phone to colleagues at the control centre and advised them of a potentially suicidal man and requested that all trains through the area were cautioned.

Paul also alerted Sussex Police and organised to meet them nearby to take them to the location, which otherwise would have been difficult to find. By the time Paul and the police arrived, Agy had managed to get the young man to a less dangerous spot. But the young man started running away when he saw Paul and the officers approaching.

Concerned he would return another time to do himself harm, Paul chased after him and was able to catch up with him after about 300 metres. Paul said: "I told him 'we're here to help – I know you need help and I will get you that help.' After a couple of minutes the young man broke down. I said 'these guys [the police] are here to help you. You're not in trouble.'"

Paul was able to leave the young man in the care of the police, who had also by that point built a rapport with him. After picking up their daughter, they walked back past the group and Paul double-checked everyone was OK.

Paul and Agy, who is a Project Manager for Retail, both work for Govia Thameslink Railway (GTR). They have since been recognised by GTR for their life-saving intervention earlier in the year during a special ceremony held at GTR headquarters.

Thameslink and Great Northern Managing Director Tom Moran, who hosted the ceremony, said: "We are really proud of Paul and Agy who went above and beyond to ensure the safety of a vulnerable young man. They are both real credits to the business who showed kindness and professionalism in helping him."

GTR Driver Manager Lisa Stacey, who nominated them, said: "I have known Paul since I joined Southern five years ago when I worked alongside him at Gatwick. He consistently puts his customers at the heart of everything he does. Being a first aider, he is always first on the scene and very confident at dealing with all kinds of incidents and accidents, so much so we named him Dr Paul. Paul certainly goes the extra mile in customer service and lifesaving."

Praising his wife, Paul said: "Agy is a volunteer with the Rail Care Team and she's very good at being a shoulder for everyone. She has a very soft here-to-help approach and it worked well in this situation because the young man started opening up."

During his 13 years working on the railway, Paul has dealt with four fatalities, three electrocutions, nine cardiac arrests and eight suicide preventions.

Photo: Burgess Hill couple Paul and Agy O'Brien have been praised for their life-saving intervention © GoviaThameslink



On December 17th, LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' heads through Andover with a London Victoria to Salisbury charter. *Ken Mumford*

WestCoast's Class 47742 is seen pushing hard at the rear of a Lancaster to Carlisle Santa Special after an operational stop at Oxenholme on December 1st. 'British India Line' was leading. *Colin Kennington*

# Network Rail completes vital project to improve Grantham's railway



The work began after the last service on Christmas Eve and completed before the first service on Friday, 27 December. As no services run on Christmas Day and Boxing Day, it meant that this length of track could be replaced over 53 hours, instead of the nine overnight weekend shifts it would have taken usually, meaning passengers can feel the benefit of the work more quickly. Collectively, Network Rail and supply partners spent over 5500 hours on the project.

To complete the work, Network Rail staff used the specialist engineering train, which is a third of a mile long and typically relays half a mile of track per shift. It works around the country all year round, mostly overnight so that passenger services aren't disrupted. It removes the old rail and sleepers and then replaces them with the new rail and sleepers straight away. The work ensures the new track infrastructure is fit for a faster and heavily used railway.

Grantham is on the East Coast Main Line, which is currently undergoing a £1.2billion upgrade. The busy line carries over 20 million passengers a year. The upgrade will allow more trains to run and deliver quicker, more reliable journeys.

Ben Brooks, High Output alliance director for Network Rail said, "Completing this work over the Christmas break and causing no impact to services means passengers benefit from a smoother and more reliable railway more quickly."

"This has been a significant investment into the railway in Grantham which will help to improve services and keep trains

A £2.1million investment by Network Rail took place over Christmas to renew parts of the track just south of Grantham. running reliably for years to come."

Using a specialist train called the TRS (Track Renewal System) Network Rail replaced almost 4km (2.4 miles) of track just south of Grantham, which will provide a smoother and more reliable service for passengers for years to come.



▶ The final WCRC Santa Special on December 15th went to Blackburn instead of Carlisle with 'Scots Guardsman' providing the power. It is seen at Keer Holme not long after leaving Carnforth. *Colin Kennington*

▶ A dirty Class 66 161 arrives at Peak Forest Cemex with a working from Wembley, with Class 66 730, 56 312 and 66 134 in the loading sidings. *Bryan Roberts*

# CodingCats wins HackTrain VI with algorithm to improve operational performance on rail network

CodingCats – a group of innovators from the tech sector – wins Hack Partners' sixth HackTrain event

Its algorithm could allow the rail industry to unlock spare capacity by providing more detailed information on how long trains spend through congested parts of the network and the impact to services

Eight ideas from the event to be taken forward by Network Rail and hackers as part of a post-Hackathon acceleration initiative, generating results much faster than before

A new algorithm, combining track circuit and signal berth data to more accurately identify a



train's location at any given time, was the winning entry at this year's HackTrain VI event – powered by Hack Partners and Network Rail. The solution – created by CodingCats – found that there was spare capacity in parts of the rail network, providing opportunities for more accurate timetabling and improvements in the operation of the railway.

Other finalists' ideas combined existing Network Rail data sources with the new developments in data technology. Solutions included a tool providing a 3D model of our railway assets through captured image data and a passenger-facing solution allowing passengers to access different travel options during disruption.

The event was opened by Network Rail chief executive Andrew Haines, who challenged over 80 innovators in the room to create new solutions for rail that would put passengers first. Subject matter expertise was provided from Network Rail and the wider industry, while Hack Partners worked to drive innovation and recruit the brightest and best to deliver new ideas for the railway.

Andrew Haines, Network Rail chief executive, said: "With more trains running on the network than ever before, we have a real challenge on our hands to improve services for the growing number of passengers who want to travel by train. It is vital that we, as an industry, find and implement new technologies at pace to meet this challenge.

"HackTrain provides us with a unique opportunity to think outside the box and make innovative ideas a reality. I'd like to thank everyone who took part."

River Tamoor Baig, Hack Partners founder, said: "I'm very impressed with the winning team. This idea isn't just impactful for unlocking more capacity, but also rail operations. It's a fantastic solution that could really make a difference in several parts of the network. We're excited to collaborate with Network Rail to take this and other ideas forward."

Network Rail identified eight ideas as part of a design contest which will be taken forward in the post-Hackathon acceleration initiative, receiving dedicated development resource and funding. The approach forms part of continued efforts within Network Rail to reduce the barriers to innovation by making itself easier to work with.



On December 12th, Castle Cement's pair of resident shunters are seen stabled at the depot. *Michael Lynam*

On December 3rd, the Middleton Railway's S11 Peckett 0-4-0ST No. 2103 awaits collection from the Northampton & Lamport Railway at Boughton Crossing. *Derek Elston*



Class 66 120 passes Cockwood Harbour with a rake of China Clay tanks. *Phil Martin*

## Improvement work continues at stations on the Penistone line

Network Rail is working with Northern to extend the platform at Honley station and both platforms at Shepley station. This will mean longer trains with more seats can call at both places, providing a better experience for passengers on the Penistone line.

Work started on Saturday, 4 January to lengthen platforms 1 and 2 at Shepley station and is expected to be completed by Wednesday, 26 February. Work to extend the platform at Honley station began on Monday, 6 January and is expected to be completed by Tuesday, 31 March.

None of this work will impact on train services, and Network Rail is working closely with Northern to minimise any disruption for passengers and residents who live near the railway. The upgrades are part of a wider project to extend more than 100 platforms at over 70 stations across the North of England.

Matt Rice, Route Director for Network Rail, said: “This work to extend the platforms at Shepley and Honley means passengers will benefit from modern trains with increased capacity.”

“We are working closely with Northern as we extend seven stations on the Penistone line. I would like to thank people for their patience, and we will make every effort to minimise the noise whilst this work is carried out.”

Anna Weeks, Regional Director at Northern, said: “The work being carried out by Network Rail will allow us to run better, longer trains for our customers – giving them an improved journey experience. We are working with Network Rail to keep disruption to a minimum and I’d like to also give my thanks to our customers for their understanding while the work

takes place.”



# Historic canal's industrial past resurrected to help deliver railway for the future

The Leeds and Liverpool Canal will be brought back into industrial use when it is used to transport goods to help replace a Victorian railway bridge. Goods and materials will be transported by barge as part of work to replace the bridge between Rishton and Church & Oswaldtwistle stations. At the same time, a pontoon will also be placed on the canal at Rose Grove to create a safe working space for engineers to strengthen another railway bridge. The work is part of a £3.95m investment by Network Rail to improve journeys on the East Lancashire line which runs between Blackpool, Greater Manchester and West Yorkshire.

The vital work means sections of the railway between Blackburn and Colne, and Blackburn, Accrington and Todmorden will be closed between 15-23 February. Passengers are being urged to plan their journeys and check before they travel.

Sarah Padmore, scheme project manager at Network Rail, said: "We are always looking at innovative ways we can help provide a better railway while causing the least amount of disruption to passengers and local communities. Using the Leeds and Liverpool Canal was an obvious way to do this and we will be transporting material to and from site throughout the work."

"I'm grateful to passengers, canal users and local residents for their patience while this essential work is delivered and urge anyone who is planning to travel by train between 15-23 February to plan their journeys and check before they travel. Our work will help keep passenger services reliable and safe for decades to come."

Christopher Jackson, regional director at Northern said: "The vital work being carried out by Network Rail will provide our customers with a more reliable railway for many years."

"We will continue to work closely with colleagues across the rail industry to minimise the impact on our customers and I'd like to thank everyone for their patience while the work is completed."

Mark Overum, area operations manager from the Canal & River Trust, said: "It's great that Network Rail is using the Leeds & Liverpool Canal to transport goods along it instead of using the road and we're pleased to be working with them on this project. The Leeds & Liverpool Canal is a fantastic resource for all to enjoy so we encourage people to spend some time by the water as we know that improves

people's health and wellbeing."

As well as the bridge work, new drainage will also be installed in the Rose Grove area to help protect the railway during heavy rainfall. Track improvements will also be delivered at Townley Tunnel and Gannow Junction. There also will be two closures of the canal and its towpaths by Oswaldtwistle Golf Course from Monday 20 January until the Friday 13 March and at Rose Grove from the 27 January until 6 March.

The East Lancashire line is used by passengers travelling between Blackpool, Preston, West Yorkshire and Greater Manchester, via Accrington and Burnley.



Railtalk Magazine

National Rail

On a dull dark December 12th, Class 142 088, 142 093 and 142 096 arrive at EMR Kingsbury for breaking. *John Alsop*

On December 7th, Class 50 008 passes Swindon running 97 minutes late with the 5Z20 Bristol Barton Hill to Wembley. *Colin Pidgeon*



## Network Rail awarded for preserving its railway heritage

Network Rail has been awarded a National Railway Heritage award for its work on the refurbishment of the South Esk viaduct at Montrose. In the 40th anniversary celebration of the National Railway Heritage awards held in London, the prize was presented to Network Rail and contractor, Taziker Industrial by HRH the Princess Royal. South Esk viaduct was completed in 1883 and was one of last major bridges built in wrought iron using lattice girders – a Victorian design standard – in the UK. It was built by railway engineer William Arrol who was responsible for the construction of many iconic bridges including the Tay and Forth Bridges. Over a 16-month period, the 16 span (section), 440 metre, grade B listed structure was grit blasted, cleaned, repaired and repainted section by section in a project which completed in late 2018.

Preservation work on the bridge also included retaining shrapnel marks and bullet holes on the structure consistent with a bombing and a strafing attack by the Luftwaffe during World War 2. A bespoke scaffold system and walkway was put in place to enable the Network Rail project team and specialist contractor Taziker Industrial to access the structure and deliver the work safely. The viaduct was also ‘encapsulated’ to provide the right working environment in the exposed location as well as to stop any contaminants from leaking into the air and river below – particularly during grit blasting and painting.

Jeremy Spence, Network Rail’s programme manager, said: “We are delighted that our work on this structure has been acknowledged in this way. We take seriously our responsibility to maintain and preserve these historic structures, not just for the safe and efficient operation of the railway, but also how they look in their setting for those travelling on the railway or visitors to the area enjoying the beautiful views. The viaduct sits in a stunning location and the experience of working there over the duration of the project was both exciting and challenging. Getting the chance to see the viaduct up close gives you great respect for those who built this structure more than a century ago and we hope that our work has done justice to the legacy that we have been left by the Victorian railway pioneers.”

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

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

On December 16th, Class 56 081 explodes into life at Peak Forest, with 60039 stabled alongside.  
*Bryan Roberts*

# 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:

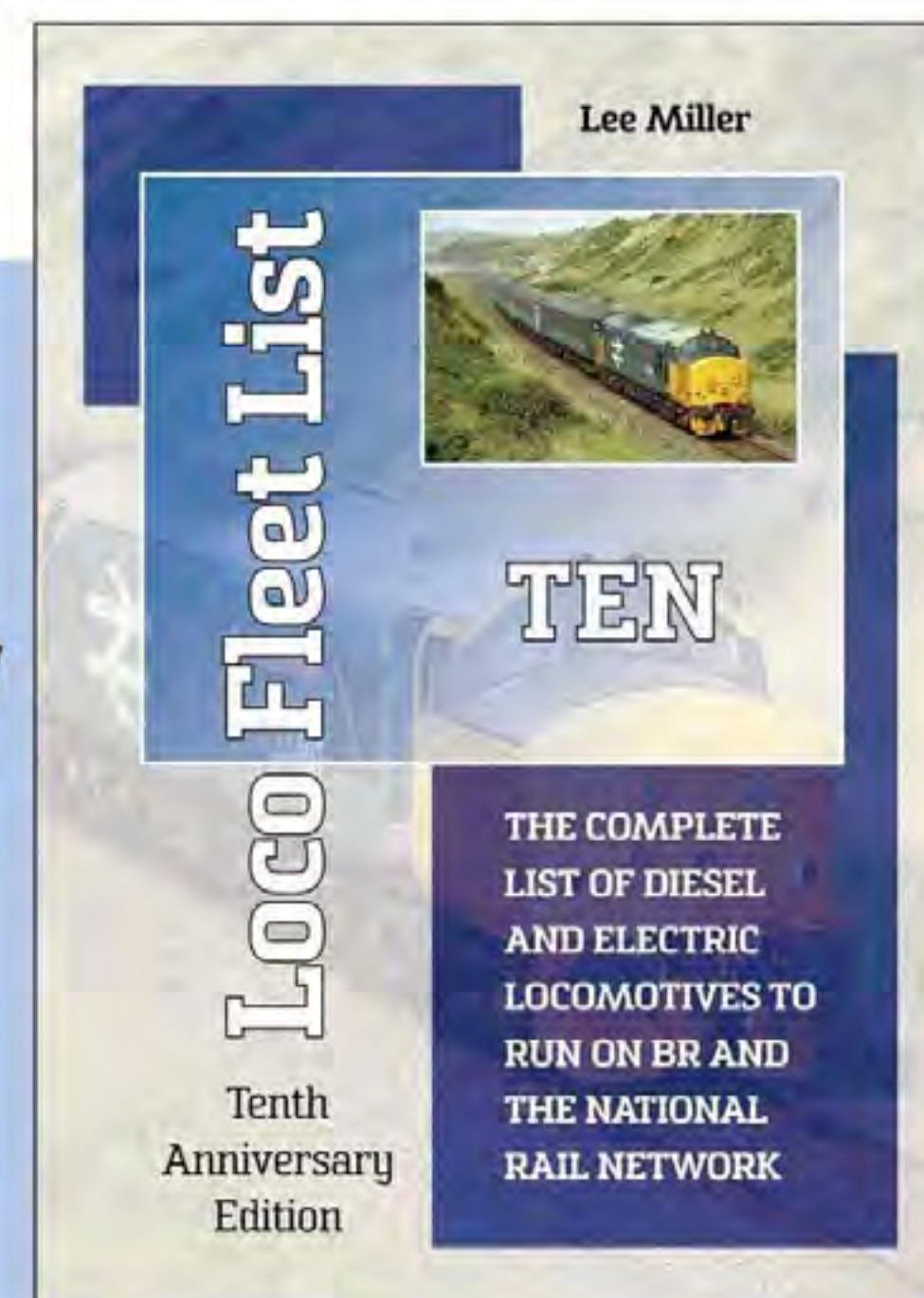
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives



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](http://www.locofleetshop.co.uk) Email: [lee@locofleetshop.co.uk](mailto: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



## The Nosh Report

### Harpenden commuters open specialist wine and craft beer shop at station



Photo: Platform Wines Store Manager Leon Gould has plenty of recommendations.

Harpenden station became the home of a new local business venture with the opening of a specialist wine and craft beer shop, Platform Wines, on platform 4. The shop, which can also be accessed through the ticket office, is the first of a pair opened by owners James Allsopp and Daniel Blake in time for Christmas – they opened another store at Berkhamsted station shortly afterwards.

Friends and fellow commuters James and Daniel were frustrated that they couldn't get a bottle of wine on their way home from the station.

James says: "About six months ago it came up in conversation that an upmarket wine shop might be a good business idea. We were confident that we weren't the only station users who would be interested, especially when we started planning in earnest. Our initial market research revealed that there was nowhere to buy wine on any routes towards the town's residential areas. The more we looked into it the more convinced we became – and the easier it became to make the business case to the bank! Neither of us had ever worked in the industry but we are both passionate about wine and craft beer so we did have a good idea of the kind of products we wanted to offer. We have brought in people with the right business experience and expertise to manage the shops and provide advice to customers, so Platform Wines now gives us the opportunity we always wanted to learn more about the industry while continuing with our own full-time jobs."

Platform Wines offers wines ranging from under £10 a bottle to £95 (a 2011 St Julien). Alongside these are a large selection of competitively priced craft beers and ciders, and spirits including wide varieties of whisky and flavoured gin. The snack shelves include muffins, flapjacks and olives.

Trade has been brisk from the start, with a lot of positive feedback from satisfied customers. "We are already establishing a surprising number of regular customers who are returning to say how much they enjoyed their first purchase and ask for more recommendations," says James.

Stock is currently supplied by specialist wholesalers in the UK but part of the partnership's ambition is eventually to source personally-chosen products directly from the countries of origin.

James said: "Our love of wine has already taken us on tasting tours of Australia and we relish the opportunity to discover more high-quality drinks around the world and bring them back for Harpenden enthusiasts to enjoy."

With Platform Wines now trading successfully at two stations, James and Daniel have a vision of expanding to create a chain of handy outlets for rail commuters where they identify sufficient demand and suitable premises.

Rovin Vaz, GTR's Business Development Manager, said: "We are delighted to attract such a high-quality locally based retailer to offer more choice and convenience to our passengers and the Harpenden community. We look forward to working further with Platform Wines when opportunities come up on our network."

#### Under £10

Elegant Frog Viognier, £8. This is an elegant yet rich white full of aromas and citrus.

#### Over £10

Gladiator cycles Zinfandel. Fantastic value at £20, a powerful wine with lot of fruit, red plums and blackberries.

#### Something special

The fine wine range includes a Gevrey Chambertin Louis Latour at £80. A light and fruity wine from one of the most respected wine regions in the world.

#### Non wine - Something light and refreshing

A Wildflower Elderflower Cider by Kentish Pip has a clean and fresh taste. It will work well with pre dinner dips and breads or cold meat platters and is priced at £2.75.

#### For the drivers

Leffe and a range of Infinite Session (IPA, Pale Ale and Pils) non alcoholic beers all priced at £2 and a selection of Folkington's including Ginger Beer and Rhubarb and Apple at £1.50.

## Longer platforms at Feltham to reduce crowding at station

The first part of a project to improve passenger journeys on a busy commuter line in Hounslow has been completed.

Platforms at Feltham station have been lengthened by 40 metres to allow 10 car trains on South West Railway (SWR) - which have been in operation for a while - from London Waterloo to Reading via Ascot to stop. This makes journeys better for passengers by reducing platform crowding.

The project to improve the station and the surrounding area started in August 2018. When complete next September, it will include a new station entrance linked directly to the bus stops by fully accessible ramps and the building of a dual-purpose bridge for cyclists and pedestrians which replaces the previous bridge that provided access across the railway and into the shopping centre

London Borough of Hounslow are upgrading the surrounding highway and widening Hounslow road bridge.

These improvements will help provide smoother passenger journeys and a safer railway environment. Feltham West level crossing was the second highest risk crossing of its type on the SWR network with a history of deliberate misuse.

Its closure in March 2019 removes the risk completely and improves safety at the station.

Mark Killick, Wessex route director, said: "The first part of the project to improve passenger journeys in Feltham is complete. It will bring much-needed relief for commuters and passengers on the busy Reading line from London Waterloo, and I want to apologise for the disruption while the work took place. We will press ahead, working with our partners to deliver better journeys for passengers."



## Did you Know - Ken Mumford

Some more of the nations oddities this month:

### Well Plastered

The curve out of Salisbury station in the Andover direction was often a challenge to unrebuilt Bullied Pacifics starting out with heavy trains. Such locomotives had a tendency to slip. The well-known railway photographer, George Heiron, was sitting in a café near to that station having a cup of tea.

He heard a Merchant Navy locomotive slipping quite violently which indicated that it was clearly having quite a lot of trouble getting its train on the move. The ground was shaking so much that the café's ceiling fell down. In addition the once dark-haired waitress serving became instantly covered with a head of pure white locks from the plaster dust that accompanied the falling ceiling.

### Lyme Regis

The Lyme Regis branch closed on November 29th 1965 - it was said to be making a clear profit of 5% including folk travelling on the branch from other stations other than on the branch. About 5 years later about 1½ miles of a 15 inch gauge miniature railway was begun to be laid at Combyne only to be abandoned because of lack of finance.

### Air Smoothed Bulleid

34023 'Blackmore Vale' was the first air-smoothed Bulleid to work in preservation



Railtalk Magazine

National Rail

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On December 12th, LNER A3 No. 60103 'Flying Scotsman' approaches Chatburn whilst working 'The Flying Scotsman Christmas Dalesman' 1Z48 from Manchester Victoria - Carlisle via the S&C. *Michael Lynam*





# A Different View

On November 5th, an LNER HST crosses the River Tay at Perth during a fireworks display. *Richard Jones*

## A Different View



East Midlands Railway's Mk3 HST stock is seen at Nottingham station on December 7th.  
*Richard Hargreaves*



Christmas light at Bridgnorth station.  
*Richard Hargreaves*

Sleepers - do not disturb! A pile of used sleepers are seen alongside the Swindon to Didcot section of the GW Main Line at Ashbury Crossing (near Shrivenham) on December 21st.  
*Ken Mumford*

## A Different View

◀ A Fireman's eye view from the cramped footplate of Midland 'Spinner' No. 673 in York's Railway Museum on December 5th.  
*Jeff Nicholls*



The line held the first of their popular Santa Special weekends on the 30th of November/1st December. On the Saturday however the Class 101 DMU was replaced with the recently-overhauled W&M Railbus, which is seen near Damems with a train for Keighley.  
*Ben Bucki*



# Preserved Railways

## Keighley and Worth Valley Railway

▶ Class 37 075 passes near Damems on December 1st with a Sunday afternoon service to Keighley.  
*Ben Bucki*

▶ On November 30th, LMS Black 5 No. 45212 is seen near Damems on the Saturday morning with the first Oxenhope bound train of the day.  
*Ben Bucki*

▶ On December 1st, the Class 101 was operating the regular public timetable, and the heritage DMU is seen passing through Damems station on its way to Keighley on the Sunday afternoon  
*Ben Bucki*



# AWARD FOR SIGNALLING SCHEME ENABLING TRAINS TO RUN ON THE NATIONAL RAILWAY NETWORK TO WAREHAM

An innovative signalling system – enabling trains to run from the Swanage Railway on the national railway network to Wareham – has won a national award for quality as well as the blend of heritage and modern technology.

Dedicated Swanage Railway volunteers won the Abellio Signalling Award at the National Railway Heritage Awards in London with the competition celebrating its 40th anniversary in the presence of Her Royal Highness, the Princess Royal.

The design, installation, testing and commissioning of the trail-blazing signalling system between Norden Gates level crossing and the main line Network Rail station at Wareham was a four-year project that took 3,000 hours of work by a dedicated team of Swanage Railway volunteers between 2011 and 2015.

A Swanage Railway volunteer for more than 20 years, Mike Walshaw from Swanage – a retired electrical engineer with the Ministry of Defence Scientific Civil Service – led the signalling

The Swanage Railway's Project Wareham director Mark Woolley said: "The glowing reports by the competition judges are fully deserved as is the award itself.

"I would like to thank Mike Walshaw and his team for the tremendous hard work and effort they have put into the Norden Gates to Wareham signalling project. It may be a team effort but the team is richly blessed by having people like Mike willing to lead by example in such an important way," he added.

When trains run from the Swanage Railway on to the national railway network at



project linking the heritage railway with the national railway network.

Mike said: "I was absolutely thrilled, especially to be given the award by Her Royal Highness The Princess Royal. The award is important because it recognises the key role of a properly signalled link with the national railway network, enabling us to operate services to Purbeck from Wareham and beyond.

"The biggest challenge of the project was meeting the very demanding standards imposed on us by Network Rail for operating in part on an electrified main line into Wareham station," he added.

Worgret Junction – or vice versa – they are signalled by the Corfe Castle station signal box which liaises with the Network Rail signalling centre at Basingstoke in Hampshire.

Swanage Railway signalling engineers installed Edwardian key-token signalling equipment at Wareham station, in Corfe Castle signal box as well as in a new signal box built at Norden Gates level crossing, west of Norden station.

Built in the style of the Victorian signal box at Lyme Regis station in west Dorset, Norden Gates signal box handles trains on the four miles of restored line between Norden station and Worgret Junction, a mile west of Wareham station.

In their report, one of the award judges wrote: "Here is an entry which stands out because it brilliantly combines the traditional with the most modern. The Swanage Railway deserves rich praise for keeping heritage alive in this way, a notable achievement which has been accomplished with dedication and finesse."

Another competition judge wrote: "This is a very well-designed and executed scheme. It combines the needs of a modern railway with the commendable use of heritage elements such as the key tokens and the instruments in the signal box at Corfe Castle and particularly the facilities at Norden Gates, all of which retain a heritage approach.

"The scheme also provides huge and lasting benefits going forward to the railway and the local communities through the facility for through running from Wareham. All concerned can be justifiably proud of what has been achieved and has been well worth all the hard work that has been involved," added the judge.

It is hoped to have a formal unveiling ceremony for the Abellio Signalling Award plaque on the Swanage Railway in the Spring of 2020. The award ceremony took place at the Merchant Taylors' Hall, in the City of London, on Wednesday, 4 December, 2019.

The National Railway Heritage Awards is an independent charitable trust while the signalling award sponsor Abellio is a leading national provider of train and bus services. 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](mailto:iwanttovolunteer@swanagerailway.co.uk).

Photos: © Andrew PM Wright



Railtalk Magazine Preserved Railways

Severn Valley Railway

On December 30th, GWR Pannier Tank No. 7714 passes Hayebridge with a service to Bridgnorth. *Phil Martin*









## Preserved Railways

### Severn Valley Railway

▶ On December 15th, Class 37 688 works a northbound service non-stop through Bewdley station heading towards Arley passing 33 108 on the tail end of a southbound service and 40 106 stabled in the station. *David Pratt*

▶ Class 40 106 simmers at Kidderminster on December 28th prior to working a service to Bridgnorth. LMS Ivatt Class 4 No. 43106 stands alongside, working the steam diagram. *Richard Hargreaves*

▶ On December 28th, Class 37 688 'Great Rocks' arrives into Kidderminster. *Richard Hargreaves*





## LET'S GET A TENDER BEHIND PRINCE OF WALES!

The project to build Britain's most powerful express passenger steam locomotive has announced that it had made significant progress in the construction of the tender for a new £5m Gresley class P2 No. 2007 Prince of Wales. The tender frame currently under construction by I D Howitt of Crofton, Wakefield is now structurally complete, the tender tank being manufactured by North View Engineering Solutions of Darlington is now substantially complete and the four tender wheelsets are now being painted at Darlington Locomotive Works. The A1 Steam Locomotive Trust's financial appeal to raise £450,000 through The Tender Club has also already raised almost £90,000.

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

The construction of the new 60-ton tender has made significant progress over the past few months at four different sites across the UK. All four wheelsets were assembled – using eight 4ft 2in wheels cast by the Trust's principal sponsor William Cook Cast Products Ltd of Sheffield - by South Devon Railway Engineering at Buckfastleigh and delivered to Darlington Locomotive Works in September. Here the wheels have been filled, painted and polished in preparation for balancing and the fitting of their roller bearings.

Work on the tender frame continues at ID Howitt of Crofton near Wakefield using axlebox and other castings produced by William Cook Cast Products. I D Howitt is making good progress with machining the tender horn blocks and the first pair have been trial fitted to the frame. The completed tender frame is scheduled to be delivered to Darlington Locomotive Works in April 2020.

Having been trial fitted to the frame, the base plate has been returned to North View Engineering Solutions of Darlington who have made rapid progress in erecting the coal slope and washplates, which prevent the water surging in the tender and potentially de-railing it. All four tender sides have now been fitted and the Trust's specialist contractor Ian Matthews has been blacksmithing the curved sections of the 2 inch half round beading, part of the 160 feet produced by Darlington Locomotive Works volunteers over the past three years. The completed tender tank is expected to be delivered to Darlington Locomotive Works before Christmas which will enable Ian Matthews to fill and prime the visible sides.

If the project is to remain on schedule to complete No. 2007 Prince of Wales within the next three years, the Trust needs to have united the tender frame and tank by spring 2020. Following the success of The Founders Club (to get the project to the point of assembling the frames), The Boiler Club (to fund the construction of the boiler), The Mikado Club (to wheel the locomotive), The Cylinder Club (to fund the design and manufacture the cylinder block), The Motion Club (to fund forging and machining of the heavy motion) and the Dedicated Donations scheme (to fund numerous components), the Trust decided to establish The Tender Club to fund the construction No. 2007's tender. The aim of The Tender Club is to raise £450,000 from 250 supporters each donating £1,500 (plus Gift Aid) to the project in up to 15 payments of £100 by standing order.

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

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
  - Reasonable access to No. 2007 at all times
  - Opportunity to buy exclusive Tender Club badge
  - Opportunity to join one of the teams building No. 2007
  - First choice of other components to sponsor
  - Special Tender Club day with Tornado
  - Special limited-edition print of Stephen Bainbridge's 'Locomotives of the Future' painting
- The Tender Club was launched in April 2019 and has already attracted 47 members who have generously donated almost £90,000.

The tender for No. 2007 Prince of Wales is based closely on the tender built for A1 class No. 60163 Tornado. The original P2 tenders were to the 1930s non-corridor design built for the new A3 Pacifics being built at that time. The water capacity of the original design was 5,000 gallons, which at a typical consumption of 45 gallons per mile would provide a range between water stops of 80 miles (with as safety margin). The tender for Tornado was re-designed to increase the water capacity to 6,250 gallons which increases the range to about 110 miles. The additional water capacity is at the expense of a reduction in coal capacity from 9 tons to 7½ tons.

The tender tank will be a fully welded structure made from weathering steel (as used on motorway bridges and the Angel of the North) to provide improved resistance to corrosion. The main visible differences with the new tender, when compared to that of Tornado will be the curving inwards of the side sheets at the front to match the shape of the cab sides, and the extensive use of half round beading along the front and top of the sides and the top of the back of the tank.

Whilst Tornado was based at Crewe Heritage Centre earlier this year, it came to Director of Engineering David Elliott's attention that they were in the process of scrapping some old accommodation bogies. Accommodation bogies are typically used to support vehicles undergoing overhaul whilst their own bogies are being repaired. The Trust had been on the lookout for a set of bogies to support major components of steam locomotives for some time, and a pair of bogies from Crewe were bought for their scrap value. Having brought them to Darlington Locomotive Works, they have been stripped, grit blasted, repaired and painted by volunteers so they are ready for their first major role to carry the tender tank when it is delivered towards the end of this year. On dismantling the wheelsets and axleboxes, several components have "CLR" stamped on them and one axle has "1920" stamped on it. This would suggest that the bogies are from very early Central London Railway (now Central Line) London Underground carriages which makes them historically interesting in their own right.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, almost £3.5m has now been donated or pledged. We have now turned our attention to the tender which is our current major manufacturing challenge. Significant progress has been made with all three key parts of the tender – the wheelsets, the frame and the tender tank. We now need to raise a further £360,000 through The Tender Club over the next few months. This will allow us to remain on-track for completion of the new locomotive within the next three years. I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Tender Club or a monthly 'P2 for the price of a pint of beer a week' Covenanter. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."









## From the Archives



Class 20 160 and 20 060 pass Coton Hill with the 6F79 WO 14:38 Aberystwyth - Stanlow tanks on July 3rd 1985. *Keith Davies*



Class 25 213 passes Whitchurch with the 6Z19 Crewe - Church Stretton driver training run on November 23rd 1985. *Keith Davies*



Class 141 110 railbus is seen arriving at Leeds in 1986. *John Sloane*





## From the Archives



▶ Class 31 242 climbs Crewe Bank with a Crewe Gresty Lane - Coton Hill ballast on October 17th 1990. *Keith Davies*



▶ Class 56 103 and several Class 37s line up at Immingham depot in 1986. *John Sloane*



▶ Class 47 254 heads through Reading in 1986 hauling a rake of parcel vans. *John Sloane*

