



Tesco
Cheese & Onion
£0.85
150g
100g = 57p



Walkers
Cheese & Onion
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150g
100g = 67p



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Cheese & Onion
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150g
100g = £1.10



Co-op Irresistible
Cheese & Onion
£1.76
150g
100g = £1.17





DRIVER-ONLY OPERATION

How did we get to the current disputes about changing rules for on-board staff?

CLASS 08 PRECURSORS

Full story of the issues that led to the first '08' being born 85 years ago



RAIL EXPRESS

'DELTAICS' THEN AND NOW

Savouring their performance in BR days and preservation

■ Nos. 55016 and 55022 sold to a new owner!



JOIN US ON OUR CLASS 50 TOUR
See page 10

RAIL EXPRESS NOV 2017 **£4.50** (including postage)



MODELLING SECTION

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Everything new at the show
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The new diesel loco in depth
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Two new versions reviewed

ORDSALL CHORD OPENS

Scheduled services start using the new cross-city link in Manchester



100 Years

In the face of continuing
transition across the
country to driver only
operation (DOO),
this special express looks at
the history of changing
crew roles and the
issues surrounding the
recent disputes.

In the era of steam traction,
absolute block signalling and slam-
down rolling stock, the role of the
fireman and guard were clear cut
responsibilities defined in the rule
book. The replacement of steam
locomotives in the 1960s heralded a change.
On electrified lines, a fireman was
no longer required and the
role of a motorman, a term that was
used on the third-rail electrified
lines in the Southern Region, became
obsolete. Then as overhead line
power was installed, firemen were
eliminated but the designation of
fireman was retained.

The guard remained in place to
ensure trains were safe to depart and
to manage absolute block signalling (one train
per section of track) remained at many
stations. In addition, train protection duties were
retained in both the rule book and
operational regulations. The proximity
of signal boxes to the section of line
controlled resulted in a rule book
requirement for the guard to physically
visit the signal box and sign the train
book as a method of reminding
the staff of the presence of a
train in their section. Train
protection duties were also



and in 1965 a Court of Inquiry was set
up to examine working conditions given
the advent of faster passenger services
and trainload freight operations. The
findings are of interest 50 years later,
and reflect how hard it was to improve
productivity.

There was focus during the inquiry
on the length of driving turns. The 1967

Above: The introduction of High Speed Train sets to the Western and Eastern Regions
in the mid to late 1970s brought about the first widespread use of trains running
above 100mph, which first required two drivers to be rostered until it was realised one
could cope alone. Power car No. 43066 gets some interest from young enthusiasts at
Darlington on August 27, 1980, as it waits to head south to King's Cross.

Below: Electrification of the Midland Main Line suburban route between Bedford and
St Pancras/Moorgate introduced the first move to driver-only operation of passenger
trains in the form of newly built Class 217 EMUs. These were introduced in 1981, but



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