



Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 164

We start with the new look to the magazine, which I would actually call a 'refresh' as it isn't quite as radical as it seems. Believe it or not the previous change was about four years ago, so I have taken this opportunity to restyle slightly and as always feedback is much appreciated. And a change to the usual format for this and subsequent issues, with the country still in 'lockdown', and the inevitable reduction in photos this month, we have a larger than usual archive section, and no preserved railways, and just a chance to catch up on a few charter photos from March railtours. I hope that the situation changes in respect of preserved railways soon, as without revenue their future looks bleak. However I am disgusted to see that a number of lines have been 'visited' by vandals, knowing that the premises would be unattended.

In the news this month, Good news for Class 158 fans with leasing company Angel Trains awarding Wabtec Rail a contract to undertake the C4 overhaul of 40 Class 158 diesel multiple-units. The contract includes 24 Transport for Wales units which require a full vehicle and bogie C4 overhaul, which will begin in August 2020 and is planned for completion by December 2022. It also covers 16 East Midlands Railway units which

require a C4 bogie overhaul, which will commence in June 2020 and is planned for completion by November 2021. Work on the vehicles will be undertaken at Wabtec's E2 workshop in Doncaster, with the bogies, components and wheels also to be overhauled at Doncaster. Wabtec Rail undertook the previous C4 overhaul of the DMUs under an agreement with Angel Trains which dates back more than 10 years.

Possibly the biggest news this month though was that on April 15 the Department for Transport gave project promoter HS2 Ltd approval to issue its four main works civils contractors with Notice to Proceed with full detailed design and construction of the 225 km London – West Midlands Phase 1 of the high speed network. This marks formal approval for the launch of the construction phase, and the point at which contractors transition from scheme design and preparatory work to full detailed design and construction. 'Following the decision earlier this year to proceed with the project, this next step provides thousands of construction workers and businesses across the country with certainty at a time when they need it, and means that work can truly begin on delivering

this transformational project', said HS2 Minister Andrew Stephenson. HS2 Ltd estimates that Phase 1 will create 400 000 supply chain contract opportunities, of which around 95% would be won by UK-based businesses, with around two-thirds of these being SMEs. The High Speed Rail Group welcomed the Notice to Proceed announcement. 'At a time when the country is facing such enormous challenges, this is very welcome news', said director Will Roberts 'We must continue to look to the long-term, and there is no project which will do more to transform the long-term prospects of UK plc than HS2.'

And finally, the Association of Community Rail Partnerships has been rebranded as the Community Rail Network in April. Community Rail Network has a growing membership of 70 community rail partnerships, as well as around 1 000 station friends groups and other community-based organisations, volunteer groups and social enterprises which aim to increase access, promote sustainable travel and create a sense of local pride and cohesion locally.

Stay safe
Andy



Front Cover

Class 37 667 and 37 521 pass Winwick with a Tyne Yard - Crewe ECS move on March 11th. [John Sloane](#)

This Page

April 7th sees Class 66 050 in charge of the 09:07 Knowsley to Wilton Efw terminal, pass Cheadle Village Junction, Stockport. [Barry Longson](#)



A couple of Virgin Voyagers are seen crossing Crawford Viaduct with a Birmingham - Glasgow Central service. *Greig Gibson*

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These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies,

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Charter Scene Railway Touring Company

The Cumbrian Coast Express

On March 14th, Class 86 259 passes Standish with a London Euston - Carlisle 'Cumbrian Coast Express' charter. *John Sloane*



Charter Scene Saphos Trains

The White Rose

On March 7th, BR Standard Class 7 No. 70000 'Britannia' storms through Swinton hauling the 1Z72 Shrewsbury - York, with Class 47 No. D1924 tagged on the rear. *Steve Thompson*



On March 14th, Class 47 593 and No. D1924 pass Standish with a Crewe - Appleby charter.

John Sloane



Charter Scene Statesman Rail

Settle & Carlisle Luncheon Statesman

On March 14th, Class 47 593 and No. D1924 pass Euxton with the return Appleby - Crewe charter. *John Sloane*



Charter Scene Railway Touring Company

The Yorkshireman

LNER A4 No. 60009 leads the 1Z35 Ealing Broadway - York charter through Swinton on March 7th. *Steve Thompson*



Charter Scene Branch Line Society

The Power of Aire

On March 14th, Class 37 706 arrives at York with a BLS railtour to lines around the Drax and Ferrybridge area. Class 47 832 was on the rear. Brian Battersby



Charter Scene Spirit of the Lakes

The Liverpool Pullman

On March 14th, Class 47828 stands at Scunthorpe working the 1Z85 Cleethorpes - Liverpool charter, With 47828 looking particularly smart, on the rear was 47746, probably feeling a little left out, seen here (Inset) with the return working also at Scunthorpe. *Steve Thompson*



The day after the Liverpool charter, March 15th, the ECS goes back home. Here is the very smart-looking Class 47 828 top and tailing with 47746 on 5Z88 Cleethorpes - Carnforth, passing Frodingham Junction. This must have been one of the last charters before everything shut down. 'It's life, Jim, but not as we know it'.
Steve Thompson



▶ Class 57 313 and 57 601 top'n'tail a Northern Belle ECS through Charnock Richard on March 16th working from Southall - Carnforth.
John Sloane

▶ On March 21st, LMS Stanier Class 5 4-6-0 No. 45212 is seen at Coppull with a Southall - Carnforth move - possibly the last steam move before lockdown? *John Sloane*

▶ Class 37 667 and 37 521 pass Burgs Lane on March 19th with 5Z17 11:11 Crewe HS to Newport Docks (Sims group). *Keith Davies*



▶ Class 47 712 working a Crewe - Wigan light engine move is captured passing Prescott on March 11th. *David Wood*

▶ Class 47 501 leads 47 805, 87 002 and a rake of Statesman stock through Worting with an Eastleigh to Crewe move on February 28th. *Michael Bennett*

▶ Class 47 593 with a Tyne Yard to Crewe move, passes Newton le Willows. *David Wood*



Avanti West Coast

▶ An unknown Class 221 speeds past Walcot with the 1B68 15:24 Shrewsbury - London Euston service on March 20th. *Keith Davies*

▶ An Avanti Pendolino speeds south through Euxton on March 4th with a London Euston bound service. *John Sloane*

▶ Class 221 114 heads past Balshaw Lane Jct. on March 4th with an Edinburgh bound service. *John Sloane*



Avanti West Coast

Avanti are slow to apply their livery to the Pendolino fleet with only two sets done so far, one such set is Class 390 155 and is seen passing Heaton Chapel on April 11th with the 14:35 Manchester Piccadilly to London Euston service. *Lee Stanford*



Avanti West Coast employees help local communities and key workers during COVID-19 crisis

Avanti West Coast staff are supporting NHS workers and local communities in response to COVID-19 crisis

Employees from across the network pitching in with donations and volunteering to help

Avanti West Coast employees have been helping the communities they serve on the West Coast Main Line by providing assistance to those who need it most during the COVID-19 crisis.

Working together, frontline staff at stations, onboard, and those in office-based roles, now working from home, have arranged initiatives including food collections and donations of essential items to support communities

and NHS workers near to Avanti West Coast's routes.

Their efforts to help are being undertaken alongside their day-to-day duties, as the inter-city operator continues to provide vital services for those travelling including key workers and customers making essential journeys.

These include the team at Glasgow Central station who have bought, and donated toiletries, food and essential items for staff at Royal Alexandra Hospital. This was organised by Train Manager Marie-Claire Duffy who is planning on more donations.

Food, toiletries, board games and activity books donated by the staff at Carlisle are being used to make packages

for residents of local care homes.

In the West Midlands, the teams based at Birmingham New Street, Birmingham International, Coventry and

Rugby have donated chocolate to young patients at Queen Elizabeth Hospital and essential items and care packages to other hospitals nearby.

At Preston, 110 biryanis and 50 pizzas were delivered to NHS workers at Royal Preston Hospital by Train Manager, Hussain Master, as part of his role volunteering at a charity in Lancashire. Colleagues based at Preston continue to donate essential items, including toiletries to healthcare workers.

Other staff at Avanti West Coast have dedicated their time by signing up to volunteer between shifts or outside of their normal working hours.

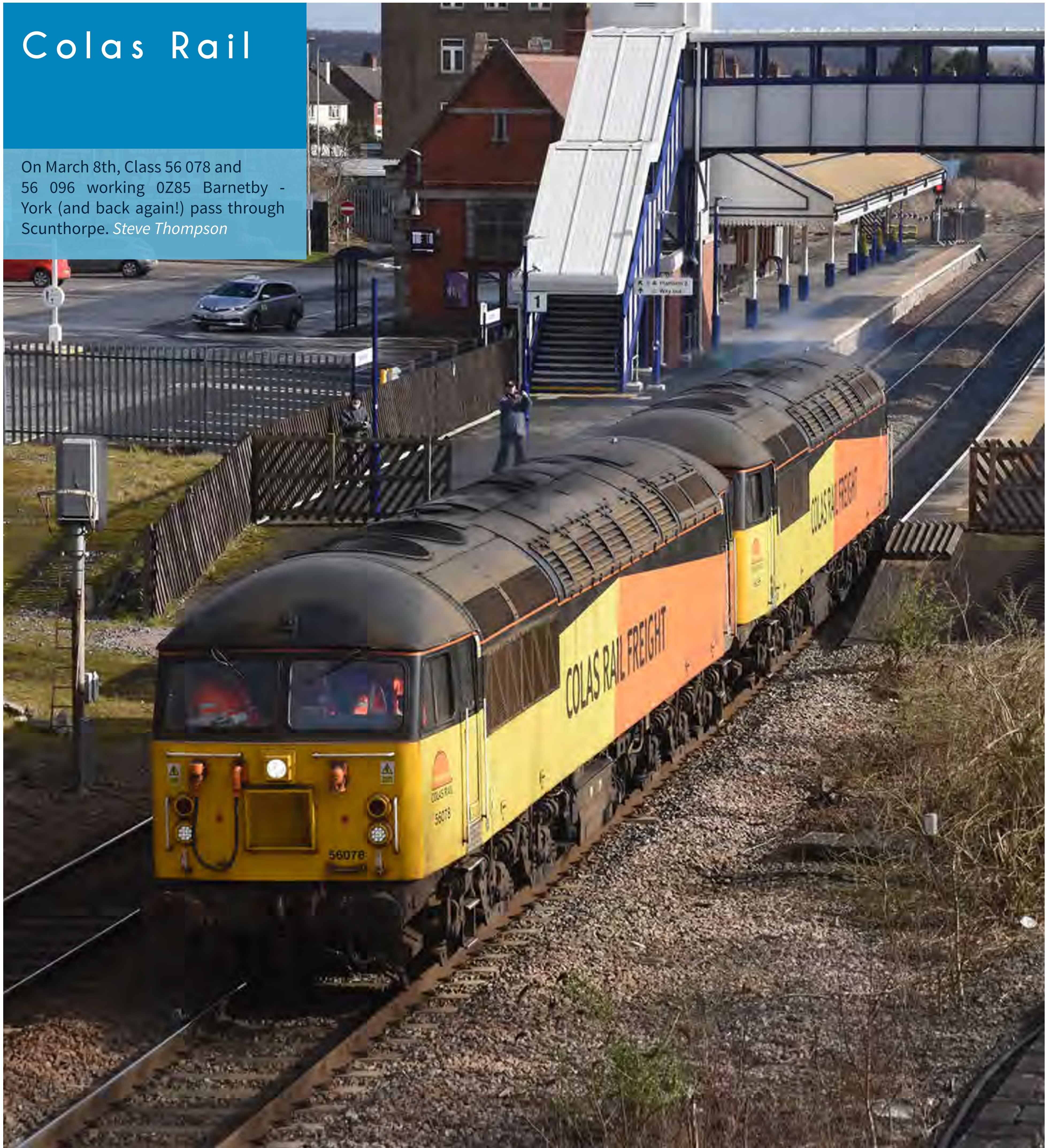
Managing Director of Avanti West Coast, Phil Whittingham, said: "It comes as no surprise to me that our people on the frontline and behind the scenes have been doing so much to help their communities.

"Not only are they keeping the railway running to ensure key workers can make essential journeys, but they are pitching in to help others at this difficult time. I can't thank them enough for what they are doing and it's testament to their professionalism and character."



Colas Rail

On March 8th, Class 56 078 and 56 096 working 0Z85 Barnetby - York (and back again!) pass through Scunthorpe. *Steve Thompson*



Easter Weekend Works at Guildford



Colas Rail UK's Business Units were mobilised over the Easter period, where they undertook a 10-day blockade as part of the South Rail System's Alliance Track renewal works in Guildford. Their Strategic Plant team kick-started operations by installing 82 panels, 60 of these were installed over the course of 4 days working with the Kirow 1200.

The Infrastructure and Signalling teams handed back the line on time and at a line speed of 85mph and successfully installed:

- 14 HW2000's
- 2 HPSS's
- 41 EBI200 track circuit conversions
- 9 new location units
- 8 signals
- 13 TPWS's
- 2 bidirectional AWS's
- 17 new tiles for the signal panel alterations
- 336 joints welded
- Site fully stressed
- 140m of platform modifications
- 2500m of new ETE cabling installed

The team also upgraded all the points heating on the Switch and crossings, which included 4 new PHCC, 2 LV distribution panels, transformers and new strips. Other works included 40 hours and 1500m of track tandem tamping from two of our Tampers and utilising 3D control and GPS for any

dozing related activities. In total, 4650 tonnes of spoil, 1848 tonnes of sand and 5640 tonnes of ballast were used to facilitate construction.

Network Rail's Senior Asset Engineer, David Norcutt said "A huge thank you from me for the successful delivery of Guildford. It's been a tricky and huge undertaking from all involved and its success it a massive achievement."

Speaking about the challenges on site Operations Manager, David Thomas said "The job was not made easy by the current situation of COVID-19. The team worked hard on the social distancing aspect of this, PPE was worn and even though all staff had been issued bottles of handsanitisers, we installed a sanitiser dispenser on one of the crane's outriggers so all staff could use it throughout the shift."

The site was also visited by Colas Rail UK's Chief Commercial Officer, James Quinnell who said "The site demonstrated committed and professional subcontractors and 24-hour cleaning from Southdown. Everyone was fully focused on delivering but exercising the required distancing and other control measures. The whole works and visit were inspiring and as humbling as ever."

The South Rail Systems Alliance is made up of Colas Rail UK, Network Rail and AECOM.

On April 6th, whilst en route for our daily exercise during this current emergency, the 3Z12 weed killing train had been to Barton On Humber and was returning to Knottingley and is seen on Appleby Bank. The MPV, Nos. DR98955/05, was being top/tailed by Class 66 025 and 66 165 in order to provide social distancing between the driver and operator. *Steve Thompson*



DB Cargo

▶ Class 66 135 passes Walcot on March 12th with the 6F52 12:24 Donnington RFT - Arpley Yard.
Keith Davies

▶ Class 66 128 passes Leaton on March 23rd with the 6M86 10:30 Margam - Dee Marsh Reception Sidings.
Keith Davies

▶ Class 66 089 passes Daresbury on April 20th working the Knowsley - Wilton Efw bins.
Mark Enderby



DB Cargo

On March 14th, engineering work elsewhere saw some tank trains diverted through Scunthorpe, one of them was good old 6M00 HOR - Kingsbury, hauled by Class 60 001.
Steve Thompson



DB Cargo

▶ Class 90 028 and 90 040 pass Euxton on March 4th working the 4M25 Mossend - Daventry intermodal. *John Sloane*

▶ On March 15th, the day of the takeover of the contract for the BSC iron ore and coal by DBC finally arrived, having been delayed from June last year by the protracted sale of the steelworks. The first train was 6T24 Immingham Bulk Terminal to Santon Foreign Ore Terminal, worked by Class 66 105. *Steve Thompson*

▶ Class 66 011 is seen passing Kempsey on March 12th with the 6V75 09:30 Dee Marsh Reception Sidings - Margam. *Keith Davies*



A DB Cargo Class 90 leads 3x Class 325 postal units south on the WCML at Crawford. *Greig Gibson*



New rail freight service launched despite economic downturn



DB Cargo UK and CEMEX delivered a positive boost to the UK's rail freight sector with the launch of a brand-new service.

Despite the ongoing economic uncertainty caused by the Coronavirus pandemic, a train carrying 1,684 tonnes of aggregates made its inaugural journey from CEMEX's site at Peak Forest in Derbyshire to Small Heath in Birmingham.

The train consisted of 22 MMA box wagons carrying aggregates for use in Birmingham's construction sector and the development of HS2. The launch of the new weekly service at a time when the industry is experiencing a general downturn in traffic due to Coronavirus restrictions is being seen as a really positive sign that the future continues to look bright for rail freight.

DB Cargo UK's Head of Sales Roger Neary said: "It's great to be in a position to continue to offer our customers new opportunities in the current economic climate. The construction sector has for a long time been a key market for DB Cargo UK and we are determined to do whatever we can to support our customers through these challenging times."

The current crisis really has underpinned the important role DB Cargo UK and other rail freight companies have to play in keeping the country's supply chains running in hard times. We're proud of the role our people are playing."

CEMEX's UK Supply Chain Director Dave Hart said: "We are very pleased to have added this new service to our aggregates supply chain, as it quickly and efficiently ensures our product can get where it is needed. This is more important than ever during these difficult times as our materials are needed for vital infrastructure to keep the country going. Rail is an integral component of our transport strategy and we are planning to develop our portfolio further as we look to make our operations as sustainable as possible."

DB Cargo

Class 66 094 on an Eastleigh to St. Denys engineers is seen near Whitchurch on May 2nd.
Michael Bennett



DB Cargo

On March 9th, with DB having taken over the contract from Freightliner, the new order is represented by Class 66 149 and 66 128 working 4N22 Entrance C - Tees Yard, comprising 38 former National Power HKAs. These would be loaded at Redcar OT to run back to Scunthorpe as a 'jumbo' coal train for the CHP. *Steve Thompson*



DB Cargo UK, working with its DB Cargo group partners at Transfesa Logistics, operates a new express rail freight service between Spain and Britain.

DB Cargo UK and its sister company Transfesa Logistics have successfully launched a new express 72-hour rail service to transport essential hygiene, medical and food products from the terminals in Valencia and Murcia to London. To respond to the needs of fleets with special characteristics, such as those for perishable supplies, this type of traffic is carried out in refrigerated boxes, thus expanding the activity that Transfesa Logistics had so far operated on a national and international scale. Currently, these lines serve various companies in the sector to transport fruits and vegetables.

The objective is to develop these railway operations with a daily train. For this purpose, a lighter box, of the UNIT 45 type, has been incorporated, which allows around 30 containers per train to be moved. In this way, more products can be included, and the capacity of each operation can be expanded.

For Bernd Hullerum, CEO of Transfesa Logistics said: "This is another step in the development of our international

corridors, thus expanding services to a strategic segment. In Valencia we have also just opened a 2000m² warehouse for food products. The railway is, now more than ever, the most sustainable and reliable means of transport."

The new services operate into DB Cargo UK's Barking Intermodal Terminal in London which is strategically connected to the High Speed 1 (HS1) rail link. Rail freight is one of the most sustainable modes of transport, emitting less CO₂ with each of these rail services removing 30 HGVs from the road network.

Hans-Georg Werner, CEO of DB Cargo UK said: "DB Cargo UK are delighted to be working with our DB Cargo group partners at Transfesa Logistics to deliver essential rail freight services across the continent in these challenging times. Rail freight has a vital role to play in the sustainable transportation of international goods and it's more important than ever that we ensure these supplies reach the UK."



DB Cargo

A rather scruffy Class 66 005 heads through Scunthorpe on March 8th with the 6T53 Wrawby Jct. - Up Decoy and its train of spoil and stone.
Steve Thompson



Looking very smart, Class 60 028 passes through Scunthorpe station on March 17th, hauling it's equally smart rake of new JNAs loaded with spoil from Angerstein Wharf to Roxby.
Steve Thompson



Class 60 028 working the 6Z91 Westbury to Southampton Up Yard passes Dunbridge on April 21st.
Michael Bennett



Direct Rail Services

Class 88 006 is captured at Bradley on March 5th working the 4M27 Mossend - Daventry.
John Sloane

Class 88 004 heads past Winwick on March 11th with a Daventry - Mossend working.
John Sloane

Class 66 421 passes Standish with a late running Daventry - Mossend intermodal.
John Sloane



Direct Rail Services

Class 88 003 is seen here at Mossend waiting to run light engine to Carlisle.
Greig Gibson



Direct Rail Services

Class 88 002 departs Euxton Balshaw Lane on March 14th with an additional Daventry - Mossend working.
John Sloane



Direct Rail Services

Class 66 422 is seen here sitting at Mossend Down Yard after working the Tesco service from Inverness to Mossend Eurocentral. *Greig Gibson*



Direct Rail Services

Class 68 016 and 68 020 are seen here at Mossend Eurocentral after working the Tesco express from Daventry. There is a five hour turn around time before the return service departs Eurocentral bound for Daventry. *Greig Gibson*



Direct Rail Services

Class 37 218 is seen stabled in the parcels sidings at York on March 14th.
Brian Battersby



Direct Rail Services

Class 68 022 and 68 016 sit waiting at Mossend Eurocentral for the TESCO train to be made up and shunted, prior to departure to Daventry.
Greig Gibson



DRS - helping to keep the country rolling

The team at Direct Rail Services (DRS) has pulled out all the stops to make sure it can carry on delivering essential services throughout the Covid-19 outbreak.

The specialist rail freight company, a subsidiary of the Nuclear Decommissioning Authority (NDA), provides rail transport to a range of vital sectors, including nuclear power stations, logistics and distribution for supermarkets, passenger rail as well as helping maintain the UK's rail network.

The Carlisle-based firm has enacted its business continuity plans and put in place extra layers of safety and protection for all its staff working across the UK – from train crew to engineering and maintenance teams through to train planners and the essential office-based staff that keep the trains running on time.

Chris Connelly, Managing Director, said: “We have an important role to play to help keep the country going during these difficult times. DRS’ services make sure the country’s nuclear power stations can keep working, food

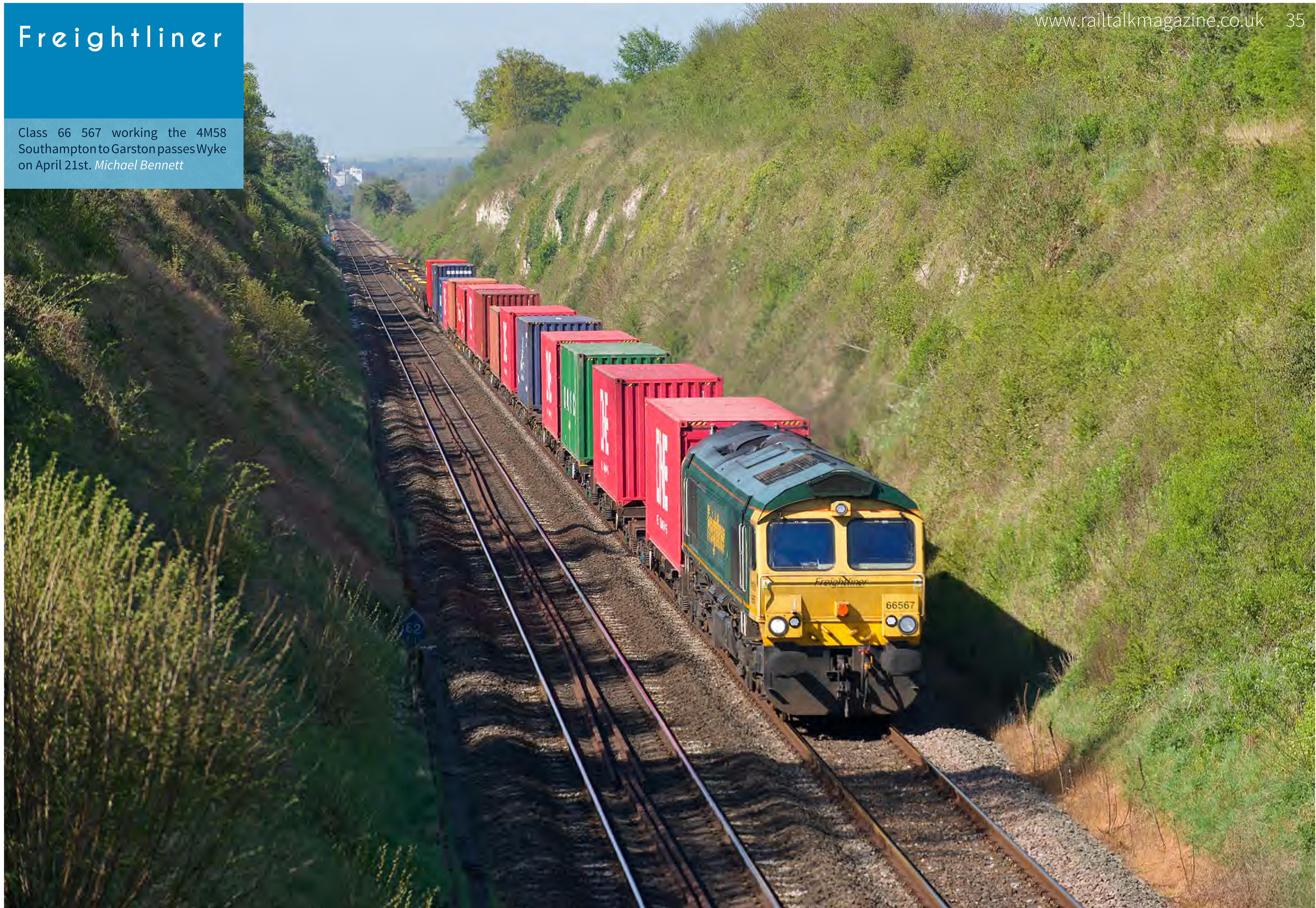
and other goods are available on supermarket shelves, key workers can get to their place of work, and the rail infrastructure can be maintained. “Everyone at DRS is doing an absolutely fantastic job – all our colleagues have pulled together to ensure we can carry on working at the same time as helping protect each other.”

DRS’ intermodal work has been crucial, delivering vital supplies for supermarkets up and down the country. Their distinctive locomotives are moving thousands of shipping containers every week – with DRS initially

running some of its longest trains to keep up with demand.

NDA Chief Executive, David Peattie, said: “DRS plays a crucial role in the NDA’s mission – safely transporting materials across the UK to support nuclear decommissioning and EDF Energy’s operating power stations. Their non-nuclear work, keeping the supermarket shelves full and helping keep the rail network running for key workers, has never been more important.”

Class 66 567 working the 4M58 Southampton to Garston passes Wyke on April 21st. *Michael Bennett*



Class 66 543 with the Acton to Merehead passes Pewsey on March 2nd. *Michael Bennett*



Class 66 418 on the Banbury Road to Whatley empty stone train passes Pewsey on March 2nd.
Michael Bennett



Class 70016 passes Charnock Richard on March 13th with a Hardendale - Tunstead working. *John Sloane*



▶ Class 66 607 is seen at Hadnall on March 8th with 6V10 16:23 Crewe Basford Hall to Moreton on Lugg. *Keith Davies*

▶ On a wet March 5th, Class 66 623 passes Andover with the Woking to Merehead empties. *Michael Bennett*

▶ On March 9th, for the last time before the expiry of the contract, an empty coal set is worked from Hunslet Yard to Immingham Bulk Terminal. Class 66 953 is seen heading 4C73 through Scunthorpe station. *Steve Thompson*



Class 70016 passes Winwick on March 11th with a Hardendale - Tunstead working. *John Sloane*



Rail freight helping to keep the country running during the COVID-19 pandemic.

Rail freight has a critical role to play during these challenging times, not only in delivering vital goods for supermarkets and medical supplies for hospitals, but in providing pivotal services to keep the country running.

One such example is the transportation of waste from the streets of city centres such as Manchester.

Each day, Freightliner operates three trains a day on behalf of customers Suez, moving around 1,500 tonnes of domestic waste from the streets of Manchester to the energy-from-waste (EfW) plant in Runcorn where it is recycled into high quality raw materials and renewable energy.

Mike Nuttall, Communications and Partnership Manager, Recycling and Recovery UK, Suez comments: "Everyone in the waste industry is working hard to make sure we are able to maintain essential services for residents across the country during these extremely challenging circumstances. Freightliner is one of SUEZ's key partners in the north west, and they are a vital link

in the management and transportation of domestic waste in Greater Manchester. We rely on the Freightliner team every day to move tons of material from our waste handling and processing facilities across the region to the energy from waste plant in Runcorn, ensuring we are able to maintain the provision of key services to communities and local authorities across Greater Manchester."

Class 66 588 with a diverted Crewe to Southampton liner is seen near Whitchurch, May 2nd. *Michael Bennett*



Class 70 003 hauling the
Bredbury - Runcorn bins,
passes Ashley on March 10th.
David Wood



Freightliner

Class 86 610, 86 605, 86 609 and 86 613 are seen stabled at Mossend awaiting their next turn of duty. *Greig Gibson*



Class 66 713 passes a Network Rail access point at Countess Street, Ashton on the approach to Stalybridge with the diverted 10:14 Tuebrook to Drax Biomass on April 24th.
Barry Longson



Diverted away from its normal route, April 23rd sees Class 66 713 haul the 10:14 Tuebrook Sidings to Drax Biomass through Ashburys, Manchester. *Barry Longson*

Class 66 767 passes Standish on March 14th hauling a Gloucester - Clitheroe rake of cement tanks. *John Sloane*

On March 21st, Class 66 721 is seen at Coppull with an Avonmouth - Clitheroe working. *John Sloane*





GB Railfreight thanks Capt. Tom Moore for his NHS fundraising with loco naming



GB Railfreight, one of the UK's leading rail freight operators, has thanked Captain Tom Moore for his fundraising efforts for the NHS with a birthday surprise – a freight locomotive named in his honour. A 129-tonne, Class 66 freight locomotive, has been named 'Captain Tom Moore', with the added inscription 'A true British inspiration'. The name plates were produced by Procast,

one of which has been kindly donated by Neil Booth, Director of Railwayana Auctions UK Ltd, as a thank you for Captain Moore's amazing efforts.

The naming took place to coincide with Captain Moore's 100th birthday on April 30th. The name plate which will now adorn the locomotive, was unveiled by GB Railfreight Managing Director John Smith, with Captain Moore watching the ceremony from home. Captain Moore won the hearts and minds of the nation, raising over £30,000,000 for the NHS. GB Railfreight was keen to do its bit to thank NHS workers for their extraordinary efforts during this period and decided to paint a locomotive with a message of gratitude from GB Railfreight to the NHS. Given Captain Moore's inspirational story, it was decided to name the locomotive after him. GB Railfreight is playing its part in supporting the UK's COVID-19 response by helping to keep essential services running across the country and

ensuring that warehouses and supermarkets remain stocked, and vital medical supplies are transported across the country whilst ensuring all of our team are being kept as safe as possible.

John Smith, Managing Director of GB Railfreight said: "Happy birthday Captain Tom! On behalf of myself and the whole team at GB Railfreight I wanted to offer a huge 'thank you' for your fantastic efforts in raising money for the NHS. We are in awe of your achievement. We thought we were good at fundraising but you have achieved a level that is quite simply inspiring. Last week we unveiled one of our freight locomotives in thanks to our wonderful critical workers at the NHS by painting it in their colours. In honour of your efforts, we are very proud to name this locomotive after you." "After today, it will be pulling crucial rail freight throughout the country helping to supply the NHS. It will also help deliver food to people's tables and kick start the country's economy

as we move forward from the current difficulties. Thank you again for all of your efforts."

Lifelong rail enthusiast Neil Booth, Director of Railwayana Auctions UK Ltd, said: "I was inspired by the sheer tenacity and conviction of the fundraising task for the NHS that Captain Tom Moore had set himself and thought that it would be a wonderful idea to name a locomotive in his honour on his 100th birthday. Once we had his family's permission to do so, we very quickly had the nameplates cast, had Sir Peter Henty CBE, Chairman of Network Rail and John Smith, Managing Director of GBRf on board along with his management team and staff who have bent over backwards in providing a more than suitable locomotive to be honoured in this way. I just can't thank everyone enough for their sterling efforts in making this happen within just seven days."

▶ The Liverpool to Drax Biomass are currently travelling via the Standedge route across the Pennines so are making the rare sight of freight trains on the former Woodhead route as far as Guide Bridge. On April 7th, Class 66 722 leads the 09:18 Liverpool Biomass Terminal to Drax through the rarely photographed Fairfield station. *Lee Stanford*

▶ On April 20th, Class 60 021 passes through Guide Bridge with the 09:10 Liverpool BT to Drax working. *Barry Longson*

▶ Running a little early, as are most trains at the moment, Class 60 021 is about to cross Chat Moss with the 09:18 Biomass service from Liverpool to Drax on Good Friday, April 10th. *Jeff Nicholls*



Class 66 708 is seen on Hencote Bank hauling the 6M42 09:06 Avonmouth Hanson Sidings - Penyffordd Cement, March 23rd. *Keith Davies*



GB Railfreight Contract Renewal with Etex Building Performance

GB Railfreight (GBRf) is delighted to announce Etex Building Performance (EBP) has renewed its contract for three years from 1 August 2020 to 31 July 2023, for the transportation of gypsum to the plasterboard producer's factory in Ferrybridge.

At present, GBRf is delivering the fifth term of their contract for EBP. When the initial contract commenced in 2015, the operation was for flow from Cottam and West Burton Power Stations to EBP's plants in West Yorkshire and Portbury. The closure of Cottam Power Station and the reduced activity at West Burton resulted in a reduction in contract volume.

Despite this, GBRf continued to work with EBP for high quality rail solutions into their operations, providing reliable services and maintaining a strong customer relationship. The contract renewal which will now run until 2023, will see GBRf continue to provide services to and from Ferrybridge.

Managing Director of GBRf John Smith said: "As an industry, rail freight works hard to support the efficient movement of goods for the UK supply chain and GB Railfreight is proud to help to keep this country's construction sector moving. The GBRf team are thrilled that our contract with EBP has been renewed for three years. We strive to always deliver the best possible

service for our customers, and the continuation of our partnership with EBP demonstrates the success of our operations, providing effective rail freight solutions, continually meeting the needs of our customers and surpassing expectations."

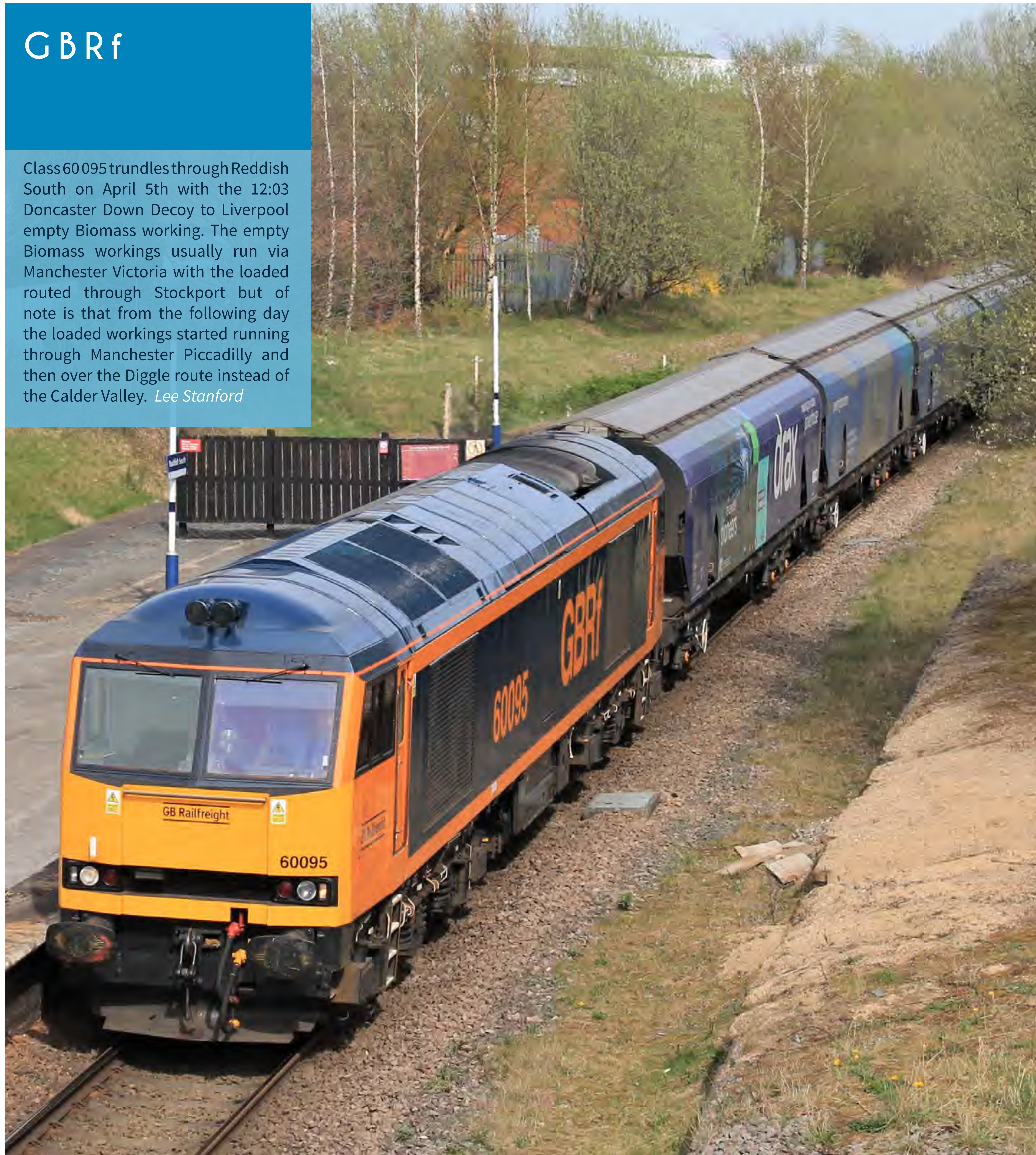
Purchasing Head of Etex Group UK/IE Paul Brown said: "EBP is proud to be working collaboratively with GBRf who again prove to be a truly valued partner in delivering outstanding service needs to our operational facilities. This in turn has ensured that EBP is able to deliver on the promises to our customers, which will be more prevalent given the current market dynamics."



Class 66 741 'Swanage Railway' joins the mainline at Heaton Norris Junction with the empty 15:29 Salford Hope Street to Peak Forest hoppers on April 16th. *Lee Stanford*



Class 60095 trundles through Reddish South on April 5th with the 12:03 Doncaster Down Decoy to Liverpool empty Biomass working. The empty Biomass workings usually run via Manchester Victoria with the loaded routed through Stockport but of note is that from the following day the loaded workings started running through Manchester Piccadilly and then over the Diggle route instead of the Calder Valley. *Lee Stanford*



GB Railfreight trials express delivery trains for vital NHS supplies

GB Railfreight, one of the UK's largest rail freight operators, has successfully trialled using former commuter trains for the express delivery of parcels. A service was run into Euston station earlier this month using a 100mph, Class 319, EMU train, which until recently was providing commuter services in the West Midlands.

The trial showed the trains could successfully be loaded and offloaded with standard roll cages at most mainline stations across the UK and when seats are removed the carriages can carry significant volumes of parcels.

This is the first time that successful trial of using a converted commuter train has been undertaken in the UK and GB Railfreight is in discussion with Government about how the service could play a role in helping with the logistical challenge of delivering supplies to UK hospitals.

As well as strengthening supply chains during the current crisis, a return of parcel delivery services to mainline stations would provide online retailers with a more sustainable and reliable options for overnight parcel deliveries, bringing deliveries into the heart of major cities.

John Smith, Managing Director of GB Railfreight said: "We are committed to continuing to help the UK get through this period by ensuring that vital supplies are delivered. Railfreight has the advantage in being able to efficiently move very large volumes of goods in a safe and reliable way.

This successful trial shows how the railways can play their role in helping the speedy delivery of vital supplies and we are keen to be able to do our bit to help the NHS meet the logistical challenge of keeping our hospitals supplied during this period of huge demand.



The railway network used to be extensively used for parcel deliveries between stations, but apart from specially designed trains used by the Royal Mail between dedicated terminals, parcel delivery by train disappeared decades ago.

Post-crisis these services could play a role in reducing air pollution and carbon emissions associated with parcel deliveries. With deliveries being brought into the heart of cities by train overnight and last mile deliveries then undertaken by electric powered vehicles."

▶ Class 66 708 is seen at Bayston Hill with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on March 22nd. *Keith Davies*

▶ Class 60 021 is seen approaching Stalybridge with the 10:09 Tuebrook sidings to Drax Biomass working on April 21st. *Lee Stanford*

▶ On May 2nd, Class 66 783 heads through Andover, running 30min early hauling the 6E34 Southampton to Doncaster. *Michael Bennett*



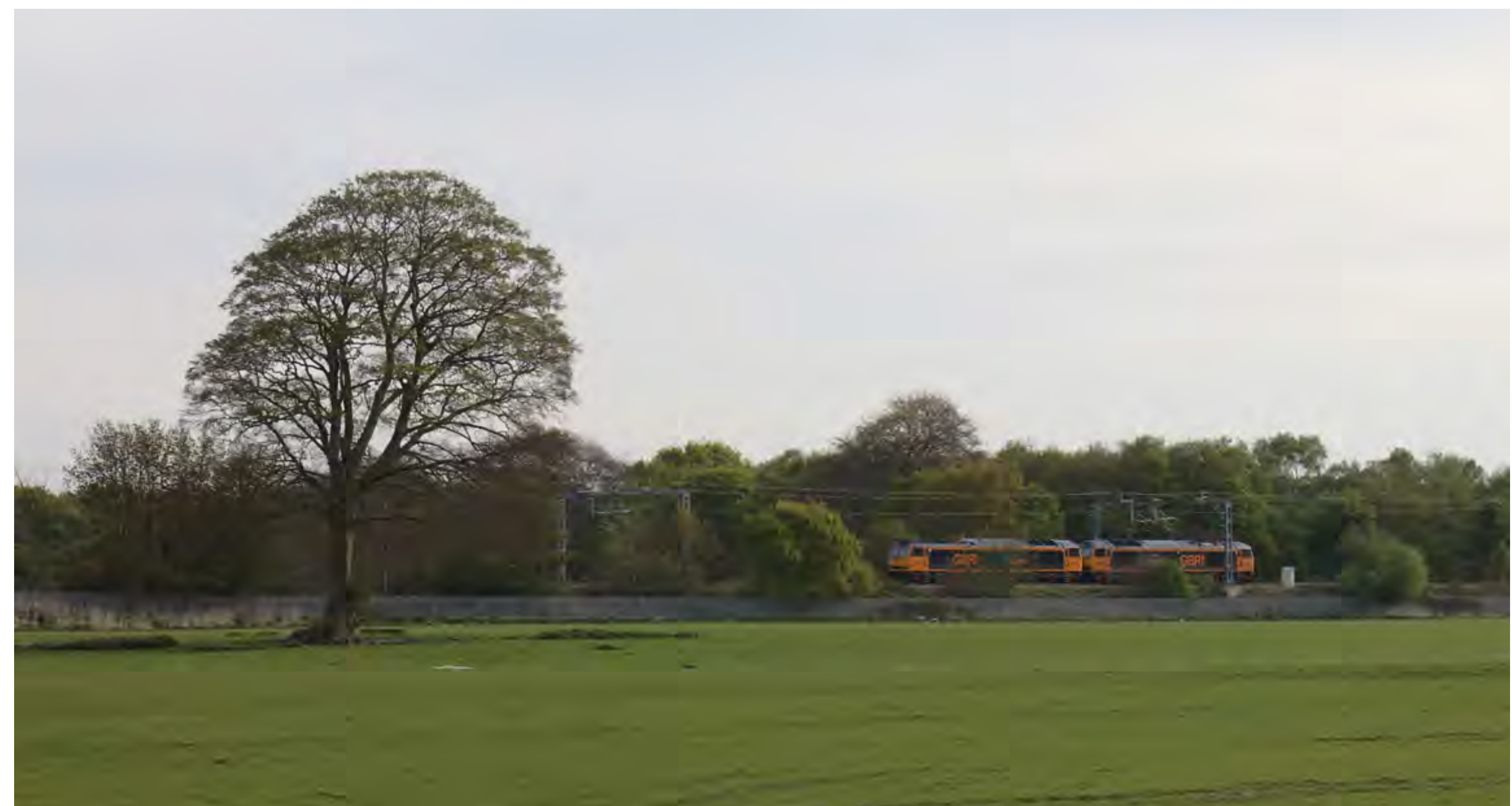
Class 66 708 passes Walcot on March 2nd with the 6M42 Avonmouth Hanson Sidings - Penyffordd Cement.
Keith Davies



▶ Class 60 085 'Adept' takes the 6E10 Liverpool Bulk Terminal - Drax power station Biomass through Winwick on the bi-directional slow, March 20th. *Dave Harris*

▶ A matched pairing of Class 60 021 (right) and 60 095 pass through Glazebury on a light engine movement from Tuebrook to Doncaster Roberts Road, presumably signalling the end of their use on the Liverpool - Drax circuit, April 23rd. *Jeff Nicholls*

▶ Celebrity 66747 'Made in Sheffield' leaves Chat Moss at Culcheth on the sunny evening of April 16th with the 16:15 Biomass empties bound for Liverpool Docks. Photograph taken (painfully!) from behind a palisade fence. *Jeff Nicholls*



On March 11th, the ever-decreasing sight of a GBRf coal train as Class 66 783 hauls 23 HTAs through Scunthorpe as 4N77 Immingham Mineral Quay - Tees Yard, all pure EWS of course. *Steve Thompson*



GB Railfreight and Drax helping to 'keep the lights on' during Covid-19 crisis

TEAMS at GB Railfreight (GBRf) are continuing to work closely with Drax to maintain supplies of the sustainable Biomass needed for the UK's largest power station to generate electricity needed by millions of homes and business during the Covid-19 crisis.

Severe storms and flooding in the area near Drax in February resulted in damage to the rail tracks. GBRf has been working closely with Drax to reschedule rail deliveries and maximise capacity on the rail link while the repairs are completed – maintaining the vital supplies of biomass needed for Drax to generate enough renewable electricity for up to four million households. The rail planners who helped rework the timetable to accommodate the new train timings combined forces with train drivers, signal controllers, Network Rail train marshals and Drax logistics specialists to speedily restore flows of sustainable Biomass to the power station.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is playing its part in supporting the UK's Covid-19 response by helping to keep essential services running across the country. Our partnership with Drax power station in Yorkshire is proof of this. We are delivering vital supplies of sustainable Biomass which are transported across the country by rail to Drax, which supplies five percent of the UK's electricity needs. GB Railfreight stops at nothing to get vital supplies from one part of the country to the other – as we saw during the recent floods near Drax. We will be redoubling our efforts to ensure we keep the country going during these trying times."

Drax CEO, Will Gardiner, said: "The teams who are working tirelessly across the UK rail freight system and also within our power stations to keep the lights on

and keep the country going during this Covid-19 crisis are doing a tremendous job. As teams work around the clock to keep generating the power the country needs, their health, safety and well-being are vital. Across all our sites we have implemented strategies to reduce the chances of spreading the virus and have operational plans in place to ensure continued delivery of power into the grid. GBRf's rail deliveries are an important part of our global supply chain for sustainable Biomass that supports thousands of jobs and has delivered economic growth across the north of England."

Nick King, Group Director, Network Services for Network Rail, said: "The railway plays a crucial part in keeping Britain running, particularly in these challenging times and strong teamwork across the rail industry is absolutely key in keeping freight services moving. Recent flooding in this area brought additional challenges to



keeping services moving, however the hard work and dedication of our people has meant that vital supplies of sustainable Biomass have continued to be transported."

Photo: A GBRf Biomass train makes its way from Drax power station after February floods. © Chris Davis



Grand Central

▶ Class 90 019 and 90 036 top'n'tail a Blackpool - Crewe test run through Charnock Richard.
John Sloane

▶ The shape of things to come on the WCML. The new short sets for Grand Central with DVT No. 82231 leading the 3P52 Blackpool North - Crewe training ECS through the up fast at Winwick with Class 90 036 propelling, March 20th.
Dave Harris

▶ Class 90 036 (with 90 019 on the rear) pass Standish on March 4th with a Crewe - Blackpool test run. *John Sloane*



Grand Central

On March 5th Class 90 036 and 90 019 top'n'tail a Crewe - Blackpool test run through Bradley. *John Sloane*



Network Rail

Power cars Nos. 43062 and 43013 take the NMT through Charnock Richard on March 4th with a Craigentenny - Crewe working. *John Sloane*



▶ Class 73 951 and 73 952 pass The Oaks with 0Z73 14:00 Derby RTC - Coleham Yard Isu on March 2nd. *Keith Davies*

▶ On March 7th, the 1Q86 Peterborough - Derby, via a couple of trips over the GN & GE Joint, arrives with Class 37 610 leading the track recording vehicles. Class 37 612 was on the rear and will lead the return back south. *Steve Thompson*

▶ Class 73 964 'Jeanette' plus 4 coach SERCO and 73961 'Alison' bringing up the rear, worked down through Daisy Dell Footbridge, Andover on April 22nd having missed a large part of their proposed route due to a points failure a Guildford. Return was due via Andover but it ran via the main line through Eastleigh, possibly due to a points failure at Redbridge, ending up 2 hours early in Woking. *David Lindsell*



Class 37 610 carrying what could be described as large logo blue but without the large logo passes Heaton Chapel on Easter Monday with the 11:30 Carlisle High Wapping sidings to Derby RTC. *Lee Stanford*



Network Rail

On March 14th, a bit of a wet morning heralded the arrival on 1Q86 Doncaster - Derby RTC, via the usual circuitous route which included reversal at Scunthorpe. Class 37 099 is seen getting ready for departure back towards Doncaster, the once-usual loco on the other end having been replaced by a DBSO. *Steve Thompson*



TransPennine Express

On March 19th, Class 185 117 and 185 145 arrived at Scunthorpe on 1B82 Manchester Airport - Cleethorpes over an hour late. The train was at a stand for some considerable amount of time west of Keadby Canal after the leading unit had activated the HABD for the umpteenth time. The train was cancelled at Scunthorpe and drawn forward to Frodingham Junction, where it was stabled on the Up Goods. Class 185 145 returned to the station and formed the 19:08 to Manchester, but 185 117 remained on the Up Goods for several days before being taken away to Ardwick Depot. Here it is on March 21st, pondering its next move. *Steve Thompson*



TransPennine Express

Class 185 128 is seen on the approach to Davenport station on April 22nd working the 12:18 Manchester Piccadilly to Cleethorpes service. *Barry Longson*

Class 185 129 passes Charnock Richard on March 16th working a Glasgow - Manchester Airport service. *John Sloane*

Class 185 104 passes Countess Street, Ashton approaching Stalybridge on April 24th, working the 12:17 Manchester Piccadilly to Hull service. *Barry Longson*



Transport for Wales

▶ Class 67 001 is seen propelling a Holyhead - Manchester service past Winwick on March 11th. *John Sloane*

▶ April 22nd sees Class 175 007 pass Cheadle Hulme on the approach to Stockport on working the 07:14 Carmarthen to Manchester Piccadilly. service. *Barry Longson*

▶ On St. George's Day, and still sporting its old colours, a Transport for Wales Class 175 crosses Chat Moss with the 07:38 Chester - Manchester Piccadilly service. In 'normal' times this train would be Class 67 worked. *Jeff Nicholls*



Transport for Wales

On April 16th, Class 175 111 is seen between Adswold Road Junction and Edgeley Junction Stockport, working the 09:55 Shrewsbury to Manchester Piccadilly service. The bridge support towards the rear of the train used to carry the Stockport avoiding line between Davenport and Cheadle Village Junctions, which was lifted around 1970. *Barry Longson*



Transport for Wales

An empty Class 158 829 races across Chat Moss with the 13:57 from Manchester Piccadilly to Chester on April 9th. *Jeff Nicholls*



Transport for Wales

Class 158 832 passes Leaton with the 1D13 15:08
Birmingham International - Chester service on
March 23rd. *Keith Davies*



Transport for Wales

▶ A colourful combination of units led by Class 150 282 carrying the old Arriva livery with Class 153 321 carrying EMR livery and 153 329 in the latest TfW livery pass Heaton Chapel working the 14:30 Manchester Piccadilly to Milford Haven service on April 11th. *Lee Stanford*

▶ Class 67 014 on a Manchester Piccadilly - Holyhead service passes through Llanfairpwll, Anglesey *David Wood*

▶ Class 153 321, 153 XXX and 150 XXX pass Kempsey on March 22nd working the 1W07 10:06 Bridgend - Manchester Piccadilly service. *Keith Davies*



Units: DMUs and EMUs

▶ Newly delivered to Northern, CAF EMU Class 331 025 stands at Davenport in the Stockport suburbs on April 21st, working the 10:27 Blackpool North to Hazel Grove service.

Barry Longson

▶ Northern's Class 195 118 speeds through Charnock Richard with a Manchester Airport - Windermere service. *John Sloane*

▶ Northern's Class 319 381 approaches Euxton with a Blackpool North - Liverpool Lime St. service. *John Sloane*



Units: DMUs and EMUs

Newly refurbished Northern DMU Class 150 105 makes its booked stop at Davenport on April 21st, working the 12:08 Manchester Piccadilly to Buxton service. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's recently refurbished EMU Class 323 229 departs Ashburys, working the 11:03 Manchester Piccadilly to Hadfield on a sunny April 23rd. *Barry Longson*

▶ Northern's Class 323 233 passes Winwick on March 11th working a Warrington Bank Quay - Liverpool Lime St. service. *John Sloane*

▶ Northern's Class 195 126 passes Standish on March 4th with a Manchester Airport - Windermere service. *John Sloane*



Units: DMUs and EMUs

▶ Northern's refurbished Class 323 238 arrives at Heaton Chapel passing the replica sign installed by the Friends of Heaton Chapel with the 15:01 Manchester to Crewe service on April 11th. *Lee Stanford*

▶ Northern's Class 195 125 is seen at Euxton on March 4th working a Barrow - Manchester Airport service. *John Sloane*

▶ Northern's Class 150 226 passes under catenary erected in 1954 to carry the original Manchester to Sheffield 1500v electrification, as it approaches Ashburys with the 11:35 Manchester Piccadilly to Rose Hill Marple service on April 23rd. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's Class 142 065 and 142 071 are seen in the bay at York on March 14th on route learning duties between York and Scarborough.

Brian Battersby

▶ Northern's Class 319 383 passes Standish on March 14th with a Liverpool Lime St. - Blackpool North service. *John Sloane*

▶ Northern's Class 155 342 is seen at York on March 14th having arrived with a service from Hull. *Brian Battersby*



Units: DMUs and EMUs

▶ Northern's bi-mode Class 769 442 passes Coppull with a Springs Branch - Preston test run. *John Sloane*

▶ Northern's Class 319 385 departs Euxton Balshaw Lane with a service to Blackpool North. *John Sloane*

▶ Northern's Class 150 222 makes its booked stop at Guide Bridge on April 25th, while working the 14:35 Manchester Piccadilly to Rose Hill, Marple service. *Barry Longson*



Units: DMUs and EMUs

West Midlands Trains' Class 170 360
passes Walcot with the 1J62 14:34
Birmingham New St. - Shrewsbury
service on March 2nd. *Keith Davies*



Class 156473 is seen here at Hairmyres working the 12:34 service from East Kilbride to Glasgow Central.

Greig Gibson



Scotrail

▶ Class 314 214 is seen here arriving at Patterton Station with a service to Neilston. These units were withdrawn in 2019. *Greig Gibson*

▶ Class 156 505 is seen between duties at Glasgow Central. *Greig Gibson*

▶ At Partick station, Class 318 214 calls with a service to Dalmuir whilst 334 002 operates a service to Edinburgh. *Greig Gibson*



A pair of Class 320s with 320 315 on the rear are seen here sitting in the Braidhurst loop at Motherwell.

Greig Gibson



On March 22nd, Class 800 106 crosses the River Tay with a diverted Aberdeen via Perth - Edinburgh - London King's Cross service. *Richard Jones*



Class 314 214 is seen at Newton station. These units worked the Glasgow Suburban lines for over 40 years before being withdrawn in December 2019. *Greig Gibson*





Community and rail partnership is transforming lives

The Essex and South Suffolk Community Rail Partnership (CRP) and Acorn Village Charity have celebrated their partnership with a video about their work. Terri Ryland, Community Rail Officer and Kate Williams, Development Coordinator of Acorn Village – a Manningtree based charity for adults with learning disabilities – have worked together for four years to transform the lives of the people in Acorn Village’s care. One of those is Morag who has been helping Terri on some of Greater Anglia’s rural branch lines which are supported by the work of the Essex and South Suffolk CRP – and Morag is now the star of a video about the benefits of the project.

For the past few years, Terri has helped Morag to gain more confidence and independence by giving her a role in Community Rail - helping at stations, putting up posters and doing some gardening, to helping on special event trains where she helps to decorate the trains and give out treats to passengers on board. More widely, the residents of Acorn Villages have produced art works that now adorn stations – including a series of scenes that are making the underpass at Manningtree station more welcoming, and a mural of the Mayflower ship - which are also featured in the video.

Terri Ryland says of the partnership with Acorn Village, “It makes such a huge difference to us, and such a huge different to Morag. We’re always looking at new ways we can work together for the benefit of the residents and the whole community. The railway offers an excellent place for community projects to flourish and we are grateful to have Greater Anglia’s support for our initiatives.”

Kate Williams of Acorn Village said, “To actually be able to give something back to the community is a great achievement. We get a lot of support from the community so for Morag to be able to go out there and give back by helping on the trains, helping hand out flyers doing the gardens, which the community appreciates, it makes such a difference.”

Terri adds, “We’ve been working with Acorn Village for about four years and it’s really evolved, and it’s been really good because it’s the people here that have created what they wanted to create, starting with the murals in the tunnel.”

The partnership has also seen Acorn Village’s residents take part in rail safety training, learning how to use platforms safely, buy tickets, and feedback to Greater Anglia how to make rail travel easier for people with learning disabilities. This has led to alterations to the positioning of the station help buttons to make them easier for everyone to reach.

Greater Anglia’s Community and Customer Engagement Manager, Alan Neville, said, “The CRP and Acorn Village’s partnership is a wonderful example of a project with real community benefit and we are delighted to be a part of that. Long may it continue to offer new opportunities to the residents of Acorn Village. We are really grateful for their involvement at our stations and proud to display the fantastic art works that they create.”

Fares Advice with RailUK

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

Peak restrictions during lockdown

Q: I would normally hold an annual season ticket for my commute Braintree to London Zones 2-6.

As it looks like any return to work is going to be partial at best, I’m currently trying to work out the most beneficial way for me to commute. Current thinking is that I may well be working in the office one week and the next week at home so an annual season doesn’t make sense to me - at least in the short term.

Based on National Rail’s website only, if I were to travel out from Braintree at 09:05 an off-peak return to Stratford is £23.60 and I would PAYG the remainder of the journey on the tube. Critically, there seems to be no restrictions on returning home in the peak right now though.

Does anyone know whether peak return restrictions are currently lifted? In normal times, I’m pretty sure an off-peak return would have restricted by return journey to before 1600 or after 1900 so the prices I’m seeing now may not be an accurate reflection once we start to return to normal.

A: An Off Peak Day Return from Braintree to Stratford does not have afternoon time restrictions. The restriction is simply on trains arriving in London before 1000.

Rumour has it that the notion of easing normal time restrictions had been specifically rejected at an internal industry forum. If I were you, I would not plan on any easing of restrictions. The current timetable has trains leaving Braintree at xx.05 for the most part of the day as they run as a shuttle to Witham only.

The restriction for this fare (Braintree to Stratford Off-Peak Day Return) is based on your train’s arrival time at Liverpool Street; it must be at 10:00 or later. In the normal timetable, the train that leaves Braintree at 09:00 arrives at Liverpool Street at 10:03, so you will be fine. Most trains have a bit of padding in the timetable between Stratford and Liverpool Street and I think this works in your favour here.

How long can you have a break of journey for?

Q: Quick question about break of journey. So I have plans in future to go to Dover from St Pancras. If I had an off-peak ticket which allowed me to have a BoJ, and

I intended to have a BoJ at Rochester for an hour or two just to explore a bit before finishing my journey at Dover, would that be okay? If not, how long can I have a BoJ for, or what reasons can I have a BoJ?

A: Unless your ticket is for a specific service that is “named” by time then you can have a “BoJ” for as long as you like as long as the date on the ticket is valid.

You could for instance use the ticket to go off peak from A to B in the morning off peak then B to C in the evening off peak hours as no actual time of day is given. a 2hour break could not even be tracked, however getting into and out of the station barriers might be a problem, but travel validity wise its no problem at all. So, for example, if this is the return portion of an Off Peak Return (SVR) it would be up to a calendar month!

However tickets marked 8A Off Peaks are a bit odd, they are basically Anytimes but with the shorter outbound validity and no break of journey on either leg. They are progressively being replaced by Anytime Short Returns and the likes (one day out, one month back) because the concern is people using them like season tickets.

One example from TfW is that on a day return from Liverpool I can legally go for a pint at Chester en-route home, but on a period return I can’t! What chance have the public and staff got!

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!



Railway team sets up hand sanitiser bottling plant in campaign to keep services running

The Southern Railway team has turned one of its depots into a hand sanitiser bottling plant as they meet the needs of colleagues on the front line, who are helping keep services running for key workers during the Coronavirus outbreak. Set up in response to the pandemic in a matter of hours when normal suppliers started struggling to deliver, bulk deliveries of hand sanitiser have been decanted and packed into 1,000 bottles by the Horsham Maintenance Depot ready to be sent on to hubs around the rail network, across Southern, Thameslink and Great Northern. Empty bottles are returned for recycling. Significant extra efforts have also been made throughout the crisis at locations across the Govia Thameslink Railway network, with additional cleaning on trains and at stations.

Logistics Manager for the South Tessa Holme said: "We make sure each delivery we get is spread as far afield as possible, and in a few hours the team were able to run like a factory production line. We've been crazy busy, flitting between bottling, forklifts and deliveries. The team has been great, showing great diversification."

Once decanted the team distributes to locations from Gillingham, Ashford to Barnham, Brighton and London. Deliveries are also made to Thameslink and Great Northern's Letchworth Distribution Team for onward delivery to keep their teams stocked up.

Letchworth Distribution Manager Sarah Collett said: "For the past month we have been operating a full service supplying

all kinds of material from ticket stock, stationary, bags, boots, posters, leaflets, COVID-19 supplies including sanitiser, wipes, sprays, gloves and much more. I am so proud of my team for their contribution to ensuring stations are kitted out with their every need, on top of movement of IT equipment, lost property, water, furniture and still carrying out minor works on stations. They have continued working through these hard times ensuring that we keep up the normal day to day running of Letchworth Distribution Centre."

Steve White, Chief Operating Officer of Govia Thameslink Railway, said: "We are all incredibly proud of the efforts that everyone is making at Govia Thameslink Railway to operate our train service for key workers."

Greater Anglia test drivers learn to drive new trains on hi-tech simulators

Train drivers who will be test driving Greater Anglia's brand-new electric commuter trains have just started their initial training, using hi-tech simulators. Twelve experienced train drivers are being trained to drive Greater Anglia's new electric commuter trains which are being built by UK manufacturer, Bombardier. Two simulators – full-size replicas of the train cabs – have been installed at the company's training academy in Stratford.

The simulators enable drivers to learn how to use the new trains' hi-tech functions, including an improved Train Control Management System – the "brain" of the train which allows the driver to interact with the train's systems for the most efficient performance and the Train Protection and Warning System safety feature. Three routes have been programmed into the simulator – London Liverpool Street to Stansted Airport, Colchester and Southend Victoria – appearing on high-res screens in front of the driver, as if he or she was looking out of the windscreen. All weather conditions and potential situations from snow and high winds to cows on the line can be thrown at the driver at the press of a button.

Drivers must complete a three-day course – a mixture of classroom learning and practical experience on the

simulator, before they are able to complete their training on the real thing, still under the supervision of a driver instructor for a further two days.

Training started in April – with social distancing observed by using two classrooms and allowing only one person in the simulator at a time. Clive Bastin, senior driver training and simulator manager for Greater Anglia, said: "The new trains are much more hi-tech than our existing fleet. "During the simulator training we make sure that drivers are able to use all the train's different functions and features, so that they will be confident in any situation they might face when driving a real train. These new trains are great improvement for customers – but they're also better for drivers, with superior acceleration and braking."

Will Tanner, Communications Director for Bombardier said; "Starting driver training on these hi-tech simulators is another great step forward as we move closer to passenger service. Training Greater Anglia's drivers on our new British-built trains in this way is of course even more useful with social distancing measures in place." The new commuter trains will provide services into Liverpool Street from Essex, Cambridgeshire, Hertfordshire and



Ipswich. About 600 experienced drivers will be trained to drive the new trains, which will replace all of Greater Anglia's old electric trains on these routes.

Greater Anglia is getting 111 new five and ten carriage trains from Bombardier. All are longer, with more seats, plug and USB points, air conditioning combined with

underfloor heating, improved passenger information screens and better accessibility features.

New bi-mode trains, which run on diesel and electricity, have replaced the company's old diesel trains and are now in passenger service on all of Greater Anglia's rural/regional services.

The company's old intercity trains have also been replaced with new electric trains, made by Swiss manufacturer, Stadler - which has also made ten new electric trains for the Stansted Express route, which are due to start going into passenger service in the summer.

The new electric commuter trains from Bombardier are due to start to go into passenger service later this year. Production at the Bombardier's Derby factory was halted for a few weeks due to coronavirus but has now re-started. Just under 50 of the five-carriage trains have already been built.

National Rail

Class 73 952 and 73 951 rescue an ailing 97 303, seen here at Sutton Bridge with 0Z73 11:00 Coleham Yard Isu - Derby RTC on March 3rd.
Keith Davies



Govia Thameslink Railway offers free train travel to victims fleeing domestic abuse

Domestic abuse is increasing during lockdown

Together train companies are offering free travel for people to reach safe refuges

Rail Delivery Group
National Rail

women's aid
until women & children are safe

GTR is offering domestic abuse victims free train travel to refuge accommodation Govia Thameslink Railway is supporting a nationwide initiative to help domestic abuse victims reach refuge accommodation by offering free train travel.

GTR's Chief Operating Officer Steve White said: "We are pleased to be helping vulnerable victims take

the very brave step of fleeing their perpetrator. We understand it takes a lot of courage to flee and we want to ensure the potential barrier of travel costs is alleviated so more women feel supported in their decision to seek refuge. As a train operator, our role is very much about supporting the communities we serve."

Greater Anglia improves WiFi speeds on its new fleet of trains

The free WiFi on Greater Anglia's fleet of new trains is now even faster thanks to an upgrade. The train operator has worked with its provider to increase the bandwidth on the new Stadler trains which operate on regional routes in Norfolk, Suffolk, Cambridgeshire and Essex, the Norwich - London mainline and will be running Stansted Express services. Before the coronavirus outbreak, Greater Anglia recorded an increase in the number of people using the WiFi on these trains.

Himesh Patel, Head of Greater Anglia's IT Service Delivery team, said, "The reliability of the WiFi on our new train fleet is much better than on our old fleet, so more people will be using it to work, use social media or stream while they're travelling with us. To ensure that they still enjoy fast browsing speeds, we've increased the bandwidth to ensure it keeps pace with demand and delivers a good experience."

Bandwidth refers to the amount of data that can be downloaded or uploaded, measured in bits per second. As

the number of users increases, this can cause browsing to run more slowly. By increasing the available bandwidth, Greater Anglia is ensuring that its customers can still enjoy faster internet connections, without the frustration of delays and buffering. Greater Anglia offers free on-board WiFi to help commuters enjoy more productive travel time and reduce personal data charges. The on-board wi-fi can be connected to by selecting it in a device's WiFi settings, then opening a web browser to sign in. Greater Anglia's new Stadler trains have more seats, USB and plug points, free fast WiFi, air conditioning, better passenger information screens and improved accessibility including a retractable step at every door which bridges the gap between the train and the platform, making it easier to get on and off with a wheelchair, buggy or heavy luggage. Those on the company's regional routes are 'bi-modes', which are powered by diesel and electricity. They are much greener than Greater Anglia's old diesel trains, with lower emissions, and modern brakes which release less brake dust into the environment.

SOUTHERN COUNTIES RAILWAY SOCIETY

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

www.southerncountiesrailwaysociety.co.uk

Govia Thameslink Railway re-brands trains to support NHS

Govia Thameslink Railway (GTR) has unveiled three re-branded trains paying homage to NHS staff across the UK fighting Coronavirus - one each for its Thameslink, Great Northern and Southern services. The re-branded NHS and Key Worker trains echo GTR's 'We're with You' promise and illustrate the operator's heartfelt support and gratitude to NHS staff and the 200,000 key workers who rely on GTR's rail routes each week. The Thameslink train, which is now running across the extensive Thameslink network, taking in locations such as Cambridge, Peterborough, Bedford and Brighton, stopped at London Bridge on Thursday last week for rail staff to applaud representatives from nearby Guy's Hospital as part of the nation's Clap for Our Carers'.

The Thameslink Class 700 train is unit number 700111 - selected to show thanks for the tireless efforts of the NHS's 111 advice line, with the Southern Railway unit number 377111 also celebrating the NHS service. The Great Northern train is unit 717011 (as there are only 25 in the fleet!).

Steve White, Chief Operating Officer at Govia Thameslink Railway said: "We are proud to be supporting the NHS, social care and emergency services during this crisis. We hope that our NHS and Key Worker trains show how grateful we are to those working so very hard to keep people safe and beat this virus. There are more than 50 hospitals across our network and we are carrying more than 200,000 key workers each week. The team at GTR appreciates each and every one of them. I am also really proud of our teams, key staff themselves, who have worked so hard to support this project."



The initiative was part-funded by Porterbrook Rail and Cross London Trains, with the new train liveries designed, created and installed in less than a week by the team from Aura Brand Solutions in close collaboration with the team at GTR.

Head of Engineering and Asset Management at GTR Dave Hickson said: "This has been a fabulous project that the teams have really embraced. Everyone wants to do their bit to show their appreciation for the NHS and carers."

Tim Locke, Rail Director at Aura Brand Solutions, added: "It's been a pleasure to work on this project with Govia Thameslink to help highlight and support the incredible work the NHS is doing during these unprecedented times. At Aura Brand Solutions, we have remained operational, albeit with a reduced workforce. It's enabled us to continue to support our customers providing essential services with items such as social distancing floor graphics, safety-critical labelling and livery for the core transport infrastructure and the emergency services across the UK. We wrapped the trains using the latest sustainable non-PVC branding technology from 3M."



Mary Grant, Porterbrook CEO said: "Porterbrook is proud to work with GTR and industry partners to show our support for NHS staff, as well as front-line railway colleagues who do so much to help safely move key-workers at this critical time."

Andy Pitt, CEO Cross London Trains added: "Cross London Trains is delighted to be able to support GTR and show our gratitude for all NHS staff and other key workers who are playing such a vital role during this very challenging time."



'LNER RESERVES' RALLY TO SUPPORT COMMUNITIES

LNER has launched 'LNER Reserves' enabling its people to volunteer to help the NHS, emergency services, charities and other organisations during the Coronavirus outbreak. More than one hundred staff have already signed up to LNER Reserves hoping they will help make a difference for other people in their communities.

LNER Managing Director, David Horne said: "We have formed the LNER Reserves as part of our response to the current

LNER apprentice, Rene Kotlar has begun volunteering with a charity that fights food hunger and is helping their delivery teams distribute food. He said: "I am really passionate about being an LNER Reserves volunteer. As a business, we have come together as a collective to try to make a positive difference by doing what we can to support those who need it the most."

After becoming an NHS Volunteer Responder, Customer Experience Host



pandemic. It is a way for colleagues to get involved in volunteering right across our route. At LNER we're doing all we can to keep key workers moving during this challenging time, and we also want to stay connected to the communities we serve and help to support them."

Among those who have signed up is Duty Team Leader Stuart Rawcliffe, who is also a part-time fire fighter. Through that role, he has recently been trained to drive ambulances and has been temporarily freed up from his duties by LNER so he can support the NHS. Stuart said: "I feel proud to be able to offer additional support to the ambulance service during the Coronavirus pandemic. It's great that the LNER Reserves helps people from around the business do the same."

Julianna Laszlo has been providing telephone support for people who are self-isolating. Julianna said: "I think that helping and being there for each other has never been so important in this difficult and extremely concerning time. I felt the urge to help and do what I can to assist my community and the NHS and show people that they are not alone."

The LNER Reserves is connecting staff with various organisations, including the NHS, emergency services, LNER partner charity Campaign Against Living Miserably (CALM), FareShare, The Trussell Trust, Age UK and NCVO

Photo: Duty Team Leader Stuart Rawcliffe ©LNER



National Rail

On April 22nd, Class 66 713 passes an empty Davenport station car park running light engine from Doncaster Decoy yard to Tuebrook sidings.
Barry Longson

Thameslink and Luton Council launch Bikes for Bedfordshire Health Heroes

Thirty key workers at Bedfordshire hospitals could soon be travelling to work on free bicycles, thanks to a partnership between Govia Thameslink Railway (GTR) and Luton Borough Council. The two organisations are each donating the 15 machines in the best condition from their stocks of abandoned bikes. The aim is to help hospital staff get to and from work, or to and from their train stations, while maintaining social distancing and getting some valuable extra exercise.

The "Bikes for Bedfordshire Heroes" project is one of a series of activities being run by Govia Thameslink to support staff, passengers and local communities during this challenging time.

GTR's Letchworth distribution centre delivered the rail company's 15 machines to Luton's bike recycling team this week. Through its long-

established recycling scheme the Council will ensure the bikes are in full, safe working order, offer them to Luton and Dunstable University Hospital, and deliver them for staff who want to take advantage. Bedford Borough Council are arranging the giveaway for Bedford Hospital staff through their contacts and have also offered their time to help distribute the bikes.

GTR have a steady stream of bikes abandoned at stations, and those that are in too good a condition to scrap are normally sold for local charities at periodic auctions, but the lockdown owing to the coronavirus pandemic has closed this outlet.

Cllr Paul Castleman, Luton Council's portfolio holder responsible for transport, said: "We all greatly appreciate the invaluable work the NHS staff are doing at this particularly difficult time and hope this project will benefit them as

they travel to work and back. We are happy to be working with GTR to deliver this recycling scheme and our sustainable travel team will ensure the bikes are fully refurbished and roadworthy for hospital staff to use."

Tom Moran, Managing Director for Thameslink and Great Northern, said: "We're delighted to be working with Luton Council to support Bedfordshire hospital staff at this challenging time. As key workers ourselves, we're proud to be supporting all the heroes who still need to travel to get to work."

Much thanks are due to the Council for getting all the bikes in good working order, and to Bedford Borough Council for helping with deliveries. I'd also like to thank the Bedford-St Albans Community Rail Partnership for their help in setting up this cooperative project."

National Rail

More work from the friends of Heaton Chapel is this plant carrying train called "The Bug" *Lee Stanford*



Edwardian railway footbridge restoration complete for passengers



An historic station footbridge on the Cumbria-Lancashire border has been completely overhauled for passengers. Work totalling £370,000 has been carried out refurbishing Arnside station's 110-year-old footbridge as part of the Great North Rail Project. Steelwork was repaired and replaced, and anti-slip flooring, new lighting, and repainting has brought the Edwardian-built bridge up to modern safety standards.

Ian Cockle, project manager at Network Rail, said: "This essential work to this much-loved feature at Arnside station means the footbridge will be safe and reliable for passengers for years to come. This bridge was built in 1910 and has been regularly maintained over the years, but to secure its long-term future it

needed a full-scale overhaul. I hope people are as pleased with the final result as we all are."

Chris Jackson, regional director at Northern, said: "It's fantastic to see the complete restoration on the bridge at Arnside. The bridge is an important part of the heritage of the railway in the area and it's great to see Network Rail and Northern working together to preserve our history and to help passengers."

Work on the bridge started in December and a temporary footbridge was installed for passengers to get to each platform. It's one of a number of similar bridge restorations by Network Rail to celebrate and restore structures important to Britain's railway heritage.

Major track and drainage upgrades on West Coast main line

Major improvements are taking place on the West Coast main line between Rugby and Milton Keynes at the beginning of May. The work will improve future journeys on Europe's busiest mixed-use passenger and freight railway line.

Between Saturday 2nd and Saturday 16th May the railway will be closed between Milton Keynes and Rugby so up to 150 essential maintenance jobs can be carried out.

They include track being replaced and major drainage improvements in the Victorian-built Kilsby tunnel near Daventry. This will stop tracks in the tunnel flooding during bad weather, making this key section of the West Coast main line more reliable for passengers and freight.

When complete a temporary speed restriction imposed because of poor track quality can be lifted, ending delays experienced by thousands of passengers on the route in recent years.

James Dean, Network Rail's West Coast Mainline South route director, said: "The West Coast main line is the backbone of Britain and keeping it maintained and running safely is a top priority. With fewer trains running because of the country's continued effort to stop the spread of coronavirus, we have been able to prioritise and bring forward this critical work on this economically important section of railway.

This can only be done by our dedicated railway engineers, signallers, maintenance, control room and operations

staff bravely working to keep people who do need to travel by rail, and critical freight goods, moving throughout the crisis. In carrying out this work they are making sure the railway is at its best when Britain emerges from this coronavirus pandemic."

Trains will be diverted on different routes while the work is taking place meaning some journeys may take longer. Passengers should continue following Government guidelines around the use of public transport, and only travel if they have to.

Photo: Kilsby Tunnel ©G Bickerdike/Network Rail



On March 10th, Class 37s Nos. D6817 and D6851 pass Acton Bridge with a Tyne to Crewe stock move.
David Wood



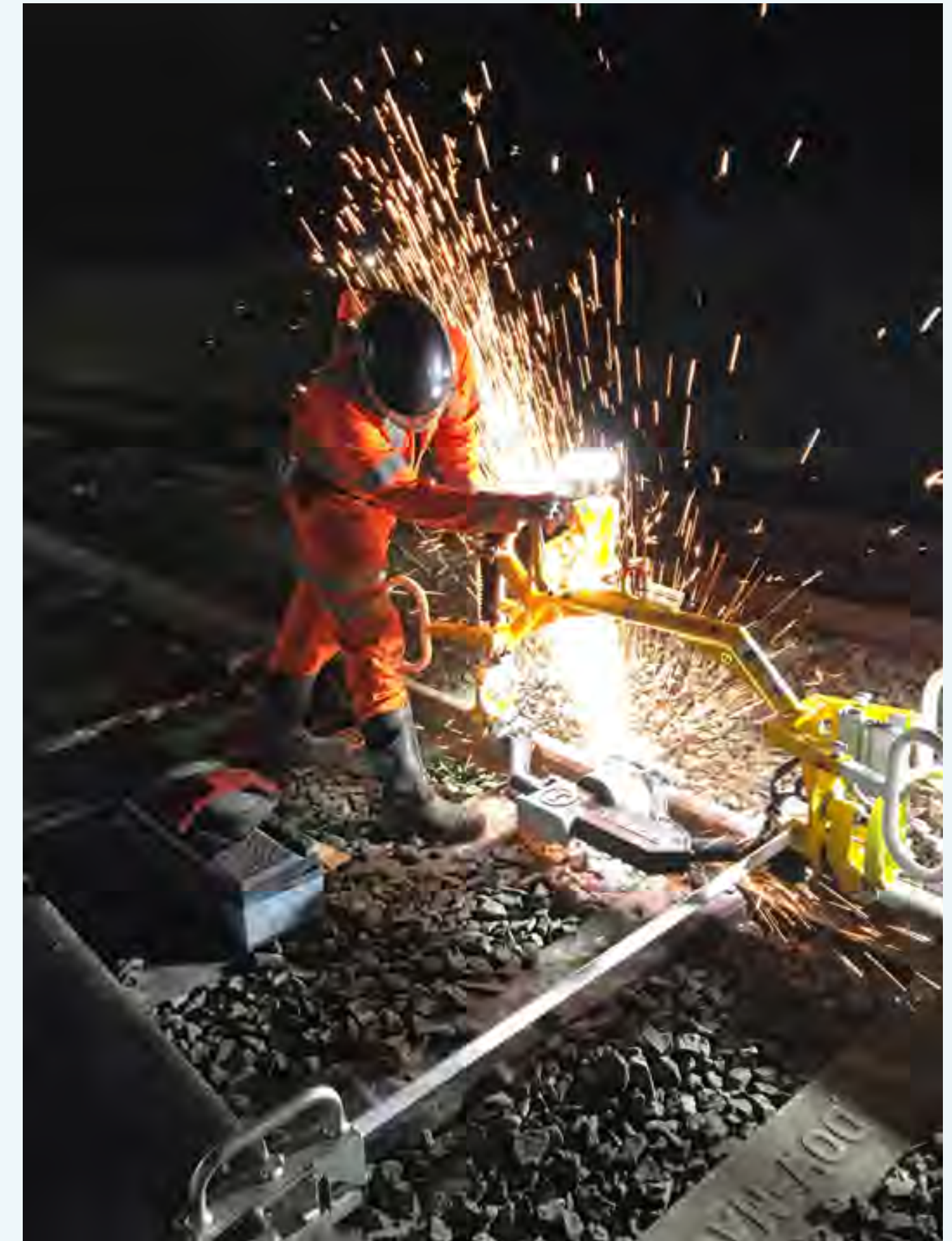
The team keeping track of maintenance in Ipswich on the railway's front line

Network Rail colleagues from across the Anglia region have been working to keep passengers and vital supplies moving in their roles as key workers during the Covid-19 crisis.

Despite the challenging circumstances, colleagues like Ipswich track section manager, Ben Bean, and his team have continued to deliver critical work to keep the railway running safely. Ben's team is based in Ipswich and responsible for over 27 miles of track on the London to Norwich main line between Arleigh to Haughley and also covers the Bury, Felixstowe and Harwich branch lines.

The main line would usually see hundreds of services a day with thousands of passengers, but fewer services now doesn't necessarily mean less maintenance. The tracks, sleepers, ballast and equipment still need to be kept in good condition for key workers who are using it now and to prevent issues building up for when the usual service returns. Crucial inspections also need to be carried out to maintain safety.

The team have recently fixed a track defect at Westerfield so that a 20 mph speed restriction could be removed on the critical line for Felixstowe port, important for distributing goods and medical supplies around the country.



Ben said: "We're absolutely committed to our role as key workers and understand how important it is to keep services running for those who need to use them. We've changed the way we work to adhere to social distancing guidelines, carrying out our briefings and work at a safe distance."

"The maintenance we carry out now will prevent issues becoming bigger and more difficult to fix in future and means less disruption when the usual train service resumes. Its vital that we maintain the railway for those who need it now and to improve reliability for the future."

Railway staff from across Network Rail have been working hard to keep signal boxes and control centres across Britain open 24/7, while maintaining vital infrastructure. This allows passengers whose journeys are essential, to continue travelling to work and means vital food and medical supplies can be transported across the country via freight services.



Loco Fleet List Ten

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

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Features:

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

Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk Email: lee@locofleetshop.co.uk

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



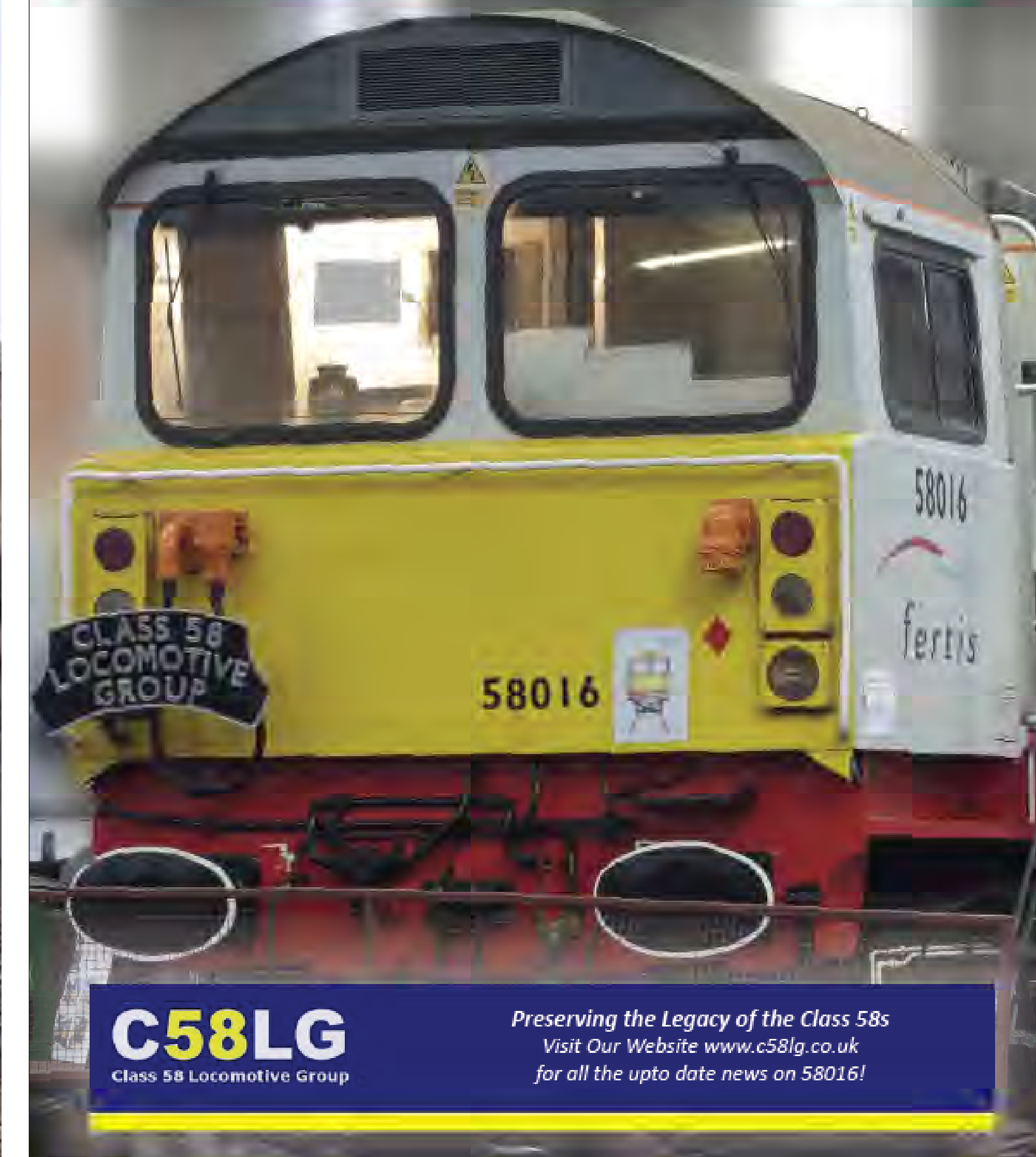
On March 9th, Class 66 090 approaches Scunthorpe station hauling the 6D65 Roxby - Rossington waste empties.
Steve Thompson



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

There are various ways to help the C58LG:

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



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Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

Work progressing to improve journeys on Buxton - Manchester railway line

Major work is taking place to protect the railway from landslips in the picturesque Derbyshire Peak District. Engineers are upgrading the railway embankment to improve future journeys on the line between Manchester and Buxton as part of the Great North Rail Project.

The earth embankments are being made less steep and the ground made more secure in two locations near Chapel-en-le-Frith. Network Rail has kept the railway open while carrying out the work to minimise disruption to essential passenger and freight services on the route.

Stephen Townley, senior programme manager at Network Rail, said: "This essential work as part of the Great North Rail Project will make this busy passenger and freight route more reliable in the future. In these challenging times, the importance of freight traffic has been brought into sharp focus, so completing this work safely with minimal disruption to trains is hugely

important. "We're also working differently so that we can continue to deliver essential work while following guidelines on social distancing. This is to protect our railway staff who are working tirelessly to keep the country moving during the Covid-19 crisis."

Robert Largan, MP for High Peak, said: "This is really positive news. These works will help improve train reliability on the Buxton line, which will be very welcome for my constituents who travel from Buxton, Dove Holes, Chapel-en-le-Frith, Whaley Bridge, Furness Vale and New Mills. I'm very grateful to those who are continuing to work on this essential project, during this very difficult time."

Work began in January 2020 and is expected to complete in May.



14th century cave and drawings discovered during landslip repair works near Guildford

**Cave believed to be dated from the 14th century
Considered to be a later medieval shrine or
hermitage.**

**Thought to have associations with the nearby chapel
of St Catherine**

A team of rail workers delivering landslip repair works near Guildford have uncovered a small cave believed to be from the 14th century.

The sandstone cave is made up of several sections ranging from 0.3 metres to about 0.7 metres high and was discovered during work to stabilise and protect the railway embankment. The cave may once have been much larger, but only this small piece survived the digging of the railway cutting through the hill in the early 1840s.

Initial findings by a specialist archaeological contractor suggest that it was a later medieval shrine or hermitage associated with the early 14th century chapel of St Catherine, the ruins of which are situated on the hill nearby. It may even have earlier origins as a site of cult

activity, due to its pre-14th century name of Drakehill - 'Hill of the Dragon'. Images taken from the site show the presence of a Gothic niche decorated in dots with a Calvary cross nearby.

There are a total of around seven or eight further niches and experts found considerable evidence of writing and other markings across the cave ceiling.

The cave is partially covered in deposits of black dust, which is believed to be soot from lamps. The remains of two suspected fire-pits were also uncovered in the cave floor. The hope is that radiocarbon dating can be used to establish the period when the cave was in use.

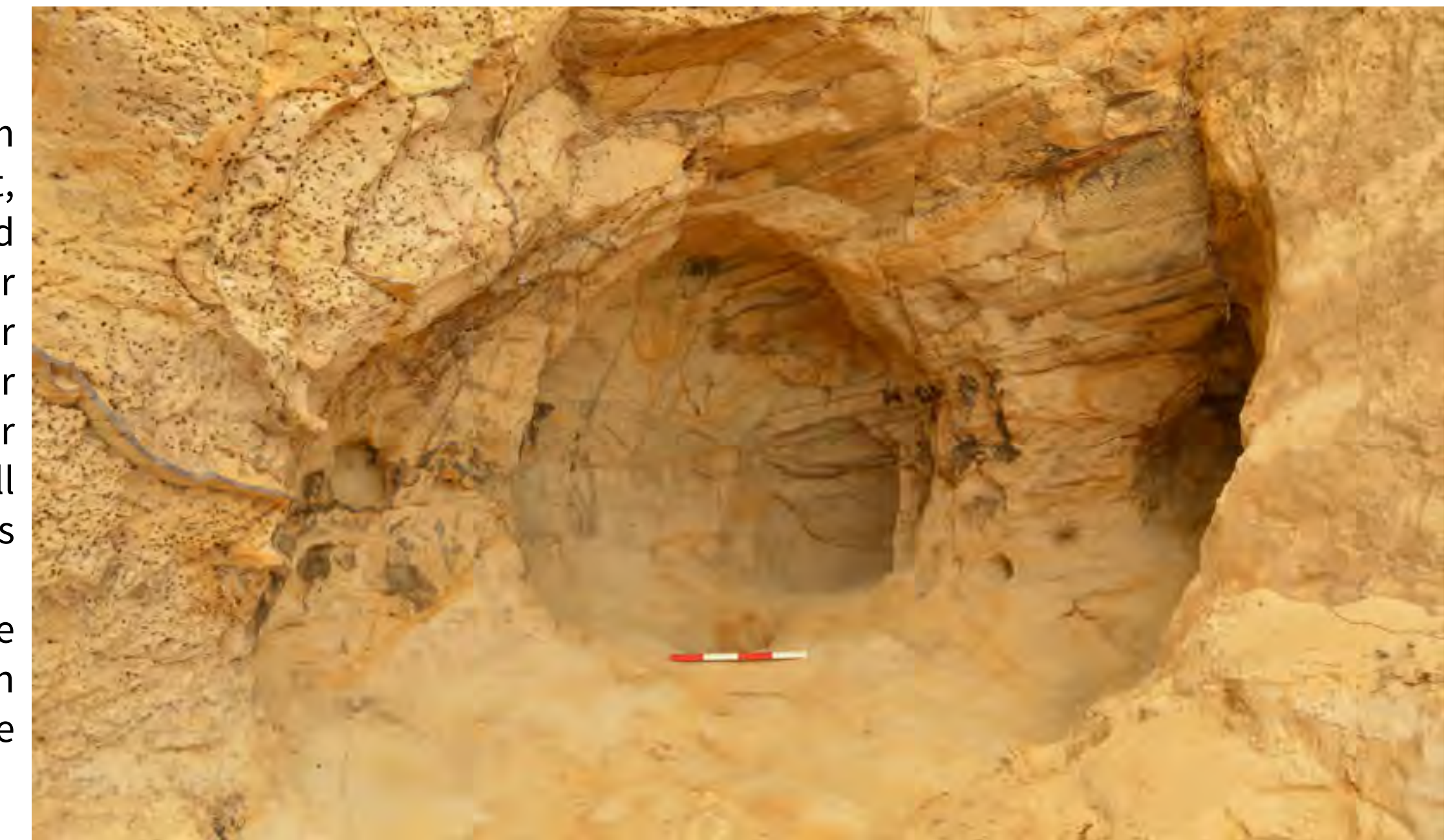
Mark Killick, Network Rail Wessex route director, said: "This is an unexpected and fascinating discovery that helps to visualise and understand the rich history of the area. A full and detailed record of the cave has been made and every effort will be made to preserve elements where possible during the regrading of the delicate and vulnerable sandstone cutting."

Tony Howe, historic environment planning manager and county archaeologist at Surrey County Council, said: "The discovery of this cavern is tremendously exciting. It's very early in the process of understanding its full significance, but the potential for knowledge acquisition is huge. We're looking forward to learning an awful lot more about the site as studies progress."

A spokesperson from Archaeology South East, said: "The cave contained what appear to be shrines or decorative niches, together with carved initials and other markings. The old name for St Catherine's Hill is Drakehill 'The Hill of the Dragon', so this has obviously been a site of ritual significance long before the construction of the church on the top of the hill in the late 13th century.

Work is underway to analyse soot and charcoal found inside the cave, which will hopefully tell us more about how and when it was used."

Photo: © Archaeology South East



Railway around Guildford reopens after biggest improvements for nearly 40 years

10 days of major engineering work over the Easter holidays completed on time.

Millions of passengers will benefit from a more reliable railway.

Brand new track and upgraded signalling equipment installed at Guildford station.

Speed restriction removed from St. Catherine's Tunnel, scene of two landslips in 2019.

Network Rail engineers have successfully completed a massive upgrade of the railway around Guildford. Between Friday 10th and Monday 20th April, teams worked a total of 20,000 hours to improve track, power supplies and signalling equipment around Guildford, one of the busiest parts of Network Rail's Wessex route. Around 1,500 metres of new track was installed on lines approaching Guildford from Worplesdon and Wanborough, used by South Western Railway (SWR) and Great Western Railway (GWR) for services to Gatwick Airport, London Waterloo, Reading, Woking and other

major stations. The new track, designed to last up to 60 years, will see fewer failures that can cause delays.

Forty one track circuits, vital parts of the area's signalling system, were upgraded to improve reliability whilst 1,200 metres of conductor rail used to power trains was renewed on the line from Guildford to Clandon.

At St. Catherine's Tunnel, between Guildford and Shalford, engineers removed around 800 tonnes of sand and strengthened an embankment and rockface to prevent landslips. A 20mph speed restriction, imposed late last year following two landslips, was successfully removed and will allow trains to travel at normal speeds through the area, further reducing the risk of delays in the area. At Guildford station itself the station's overbridge, used by hundreds of thousands of passengers and local residents every year, was given a facelift with new paintwork and anti-slip tiles.

Mark Killick, Route Director for Network Rail Wessex, said: "We've now completed the biggest rail improvement programme in the Guildford area for nearly 40 years, one

that has taken two years to plan and will provide a more reliable railway and better journeys for passengers. I'd like to thank key workers and those unable to work from home for their patience during the works and also praise our railway heroes who adopted new practices and worked tirelessly over the Easter break. Their efforts will ensure the railway is ready and waiting for passengers



once the pandemic restrictions are eventually lifted."

Christian Neill, Deputy Customer Experience Director for Southwestern Railway, said: "The work that was carried out over the Easter period will provide more reliable journeys for our customers. I'd like to send a huge thank you to all the teams involved, from the engineers at Network Rail to the replacement bus service teams, the teams on stations and trains to the British Transport Police. The biggest thank you goes to our customers for their patience and for only travelling if their journey was essential"

Barry Milsom, Performance Director for GWR, said: "Right now, our priority remains to run services that can be relied on at this time of uncertainty, providing essential transport for key workers to get to and from work. In order to do so the infrastructure on which our trains depend must be maintained, and improved, to continue to provide resilient and safe rail services and we thank Network Rail for the timely completion of this work."

National Rail

ScotRail Class 318269 seen here stabled at Motherwell, Back of Shops Sidings. This unit was taken out of service due to a train fault.

Greig Gibson



Did you Know - Ken Mumford

Some more of the nations oddities this month:

From the Swindon Advertiser

In this era of lockdown, have there been any other TOC's stating that enthusiasts cannot film trains?

Trainspotting is not essential, says GWR

TRAINSPOTTING is "not essential", Great Western Railway has said.

The Swindon-based company took to Twitter to warn that hanging around by the railway photographing trains flouted government advice to stay at home.

GWR wrote: "We are aware that a small minority of people are still spending time outside to film trains near our railway lines."

"This is explicitly against government advice and not essential. We all have a part to

play in containing the spread of the virus."

Last month, British Transport Police and Network Rail urged parents to keep an eye on their children to make sure they were not trespassing on railway lines.

Insp Darren Burrige added: "Safety is our number one priority. We're asking that we all speak to the young people in our lives and makes them aware of the importance of rail safety, so that they understand that everyone loses when you step on the track."

Gogginshill Tunnel



One of the three ventilation shafts of the Gogginshill Tunnel [906 yards/828 metres long] which was on the Cork, Bandon & South Coast Railway. The railway was closed in 1961. The tunnel was constructed between February 1850 and December 1851. Also nearby is the remains of the signal box and the station of Bassinhassig (which is nowhere near that village!).

Stanier Facts

No. 48730 was the first Stanier 8F to be built at Doncaster in September in 1945. No. 48400 was involved in the 1948 exchanges on dynamometer tests between Toton and Brent.

North British Knowledge

North British Locomotive Company Type 2 diesel-hydraulic locomotives that once operated on the Western Region. D6300-5 had a Westinghouse brake system, B.T.H. control system, a seven-notch controller and could only work in multiple with the first five North British Locomotive Company Type "4s" D6306 onwards had a Davies & Metcalfe-Oerlikon brake system, a G.E.C. control system and a six-notch controller and could be used in multiple with the Swindon "Warships" and the North British Locomotive Company Type "4s" from No. D833 onwards.

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Toot! Toot! Toot! or Three Crows - Ken Mumford

I suppose you could say that it all began with three crows. No, not the feathered variety, but three crows provided by a G. W.R. whistle. It was during my student days and I was on vacation at parent's home in Blackwood, Gwent (or as it was in the days of this experience — 1965 Monmouthshire) I was having a lie in when through the air from the valley in the west came three blasts on a steam locomotive whistle answered by three blasts on the horn of a diesel locomotive, To me that meant only one thing — a train was receiving banking assistance and a steam locomotive was involved. In September 1965 something requiring banking assistance with a steam locomotive involved demanded one thing investigation. But what train, and which railway line in the Rhymney Valley? Was it on the ex-Rhymney Railway line through Pengam Glam) Station or was it on the ex-Brecon & Merthyr/Rhymney Railway line at Pengam Mon) Station? Nothing ventured — nothing gained! So I decided to investigate.

The following day I got up — what an effort: I walked down, complete with camera gear, to the last mentioned station down what the locals called the 'black path.' (Modernisation has since hit the 'black path' and whereas it was an ash path it is now a tarmacadamed path). From the 'black path' I could see both Pengam (Glam) and Pengan (Mon) stations (the latter closed to passenger trains on December 29th 1962) and from the latter there was clear evidence of a steam engine at work. Down the Barn Hill I quickened the pace and heard sounds of shunting in Britannia Colliery sidings and on nearing these sidings the shunting could be seen sometimes. A ten minute walk down into the floor of the Rhymney Valley brought me to the closed Pengam (Mon) station. There I discovered an ex-G.W.R. 57xx class (PT standing for Pannier Tank because of the position of the locomotive's water tanks) in the shape and form of locomotive number 9675. It looked a little worked stained, but there, most locomotives at that time (the closing era of steam did. 9675 was complete with its crew - driver Ken Cooper and fireman Ron Brown. They were being given shunting instructions by an old Christian friend of mine, Henry Evans. I decided to take a few black and white photographs of 9675 shunting after which the driver, seeing interest, invited me to climb up on 9675. I had been on the footplate of a steam locomotive before at Pengam (Mon) station whilst they were being watered during their stop there, but now I was aboard a steam locomotive and it was about to move! This was quite exciting. During the shunting operations driver Ken Cooper moved 9675 down the line a few hundred yards in the direction of Newport. When asked where we were going driver Cooper said, "Oh, just for a ride." Then he handed me the regulator of 9675 and told me to take it back to the station. Cor! A ride on a steam locomotive and now I was going to drive one!

I was told to open 'her' right up and I did - for a while - the station was getting too close. I estimated that I got 30 mph out of 9675 before braking (yes, I even stopped it) alongside the deserted platform of Pengam (Mon) station. Then I

discovered that 9675 was not only used for shunting at Britannia Colliery sidings but also used to transport water for the cottages near the closed Aberbargoed Junction (junction of the line to New Tredegar and Bargoed South Junction - the latter where the line from Cardiff via Caerphilly was met).

During first day I asked about the three crows I had heard. It transpired that 9675 banked a coal train from Pengam (Mon) via Fleur-de-Lys to the top of a climb out of the Rhymney Valley (which was now the only outlet for coal south from Britannia Colliery) and into the Sirhowy Valley. This had happened earlier in the day so today I had missed it but I was told that if I came down early enough the next day I could ride on 9675 when it was doing banking duty. Naturally I accepted - who wouldn't in the closing days of steam on B. R. I In fact I spent several days on 9675 at Pengam Station and so had plenty of rides on 9675 including banking a class 37 (or D67x.x class as they' were known in those days) with its coal train up the aforementioned bank to the site of Maescwmmmer Junction where, in the good old days, one would have met the Pontypool to Neath line, and then a short level stretch to the Bryn Tunnel - more of that in a minute.

Before banking this train 9675 would help to get its train ready then would couple up to its guard's van and push this train bunker first (opposite to chimney first). When all was ready whistles would be exchanged and then Driver Cooper would slightly open the regulator and let 9675 have a slight taste of steam. This was because the line was downgrade at I in 96 and there were some sharp curves between Pengam (Mon) station and the next station - Fleur-de-lys platform. A little more steam was applied to the cylinders after we had passed through the station and then the regulator was opened to its fullest just before we branched off the 'main line' which would have taken us to Newport via Bedwas and Bassaleg. This gave us a run at the bank whose gradient I don't know but I would estimate it at around I in 50. 9675, was really working hard and was real music to a steam locomotive lover's ears - why didn't I have a tape recorder? I believe that 9675 was doing all the work and the diesel was taking it easy. Once clear of the top of the bank 9675 really wanted to push that diesel into the ground. Soon the regulator was gradually closed and the whole train was allowed to drift into the Bryn Tunnel. Inside the tunnel, of all places, Fireman Ron Brown would jump down and uncouple 9675 from the guard's van and without any further ado, 9675 would puff back out of the tunnel and down the bank to Fleur-de-lys to the shunter's smiling face at Pengan. On one occasion Ken Copper drove out of the tunnel in order to let me photograph 9675 leaving the Bryn Tunnel. On another occasion Ron showed me how in 'the good old days' -bacon etc. would be fried on a fireman's shovel after washing it down with coal dust!' I didn't like the thought of eating a bacon butty after frying the bacon that way, but Ron didn't seem to mind !

Driver Ken Cooper suggested that perhaps I would like to have a ride on a diesel. I didn't really like diesels but I wasn't

going to miss the chance of riding on one. It so happened that a Sulzer diesel (now known as a class 47) came to Pengam (Ton) in the early morning and took some coal wagons, that had been sorted out the previous day by 9675, down to Margam via Newport. As it made its way down to Newport via the ex-L.N.W.R. line (down the Sirhowy Valley from near Pontllanfraith to Risca) and the Western Valleys line (from Risca southwards to Newport), it passed 9675 on its way up the valley to do its daily shunting operations. So, if I could get a ride on the class 47, Ken Cooper and 9675 would pick me up wherever both locomotives met! Great! so it was arranged for one particular day.

On that great day - 17th September 1965 - I got up extra early and made my way down to Pengam (Mon) station. Shunter Henry Evans was there and the train was going to ride on was already made up and waiting in what was called the 'down loop' Henry accompanied me down to the class 47 and introduced me to the driver. I explained about the possibility of having a ride and the driver asked how far I wanted to go. Further explaining about Ken Cooper's idea soon caused everything to turn out all right though I was still wondering where and how I would transfer from the diesel to the steam locomotive. So with 28 wagons and a guard's van - a total of some 400 tons - we left the loop at Pengam (Mon) station at 8:20a.m. behind, D1652 — a 2750h.p. Brush type 4 diesel. Driver A. E. Wilson of Newport (Ebbw Junction) shed allowed the train to gradually gather speed down the single line gradient and around the sharp curves to Fleur-de-lys Platform. Here we reached a maximum speed of 13mph before 1/4 power was applied; this was then gradually built up to 3/4 power when the electric motors were taking 4,200 amperes. This power built our speed up to 23mph in order to take us up the bank from Fleur-de-lys signalbox to the site of Maescwmmmer Junction. As mentioned this was the junction with the then closed Pontypool to Neath via Aberdare line. Our minimum speed on the bank was 12mph. During the climb the driver pointed out that

in wet weather diesels could easily slip to a standstill on such grades with heavy loads, hence 9675' s banking with the D67xx diesel. After the climb our train was allowed to coast up what from the diesel appeared to be a slight rise into the Bryn Tunnel. Speed then gradually dropped from about to about to take the sharp right hand bend which led to Tredegar Lower Junction (near Pontllanfraith) where we joined the ex-LNWR line from Tredegar via Blackwood. From here the line became double—tracked and controlled by semaphore signals. (From Tredesar Lower Junction Signalbox to Pengam (Mon) Station the line was worked under verbal authority between the signalman at Tredesar Lower Junction Box and the shunter at Pengam (Mon) Station for the sidings at Britannia Colliery. Similarly the line between Pengam (Mon) Station and Bargoed South Box was worked in the same manner, 'STOP' boards were provided north and south of Pengam (Mon) Station because of this manner of working).

Speed was kept around the 20mph mark by use of the brakes as we coasted down the Sirhowy Valley. Near Wyllie, Driver Wilson pointed out a very bad section of the 'up' line on a sharp bend, which in wet weather could cause a diesel of his type to slip to a standstill. It would be difficult to get going again since it was impossible to back the train down the grade a little to try another run at the gradient as there were catch points provided on the bend for trapping runaway vehicles. Hence a train dropping back for another run at the gradient would become derailed.

Past Wyllie No.1 and Wyllie No. 2 signalboxes (both under the control of one signalman) with the now closed Wyllie Colliery in between, we coasted reaching a maximum speed of 24mph past Nine Mile Point (it is said that the distance from here to Newport is 9 miles — hence its name) where Driver Wilson pointed out that Brush Type 4 Sulzer diesels were allowed to shunt the whole length of the yard though he wondered how the locomotives stayed on the track considering the state of the track. Soon after passing this point we suddenly had to pull up quickly as Rock Vein Signalbox's 'Home' signal was not off (i.e. it was in the danger position), and also it was obscured by a tree. With a 400 ton train comprised of vacuum—braked and loose—coupled wagons the guard must have received a nasty jolt as we braked unexpectedly. Why was Rock Vein's 'Home' signal on? Its signal wire was broken. So after giving authority to pass that signal at danger we continued on our way down to Risca. Here we met the line from Newbridge, Ebbw Vale and Brynmwr coming in on our left.

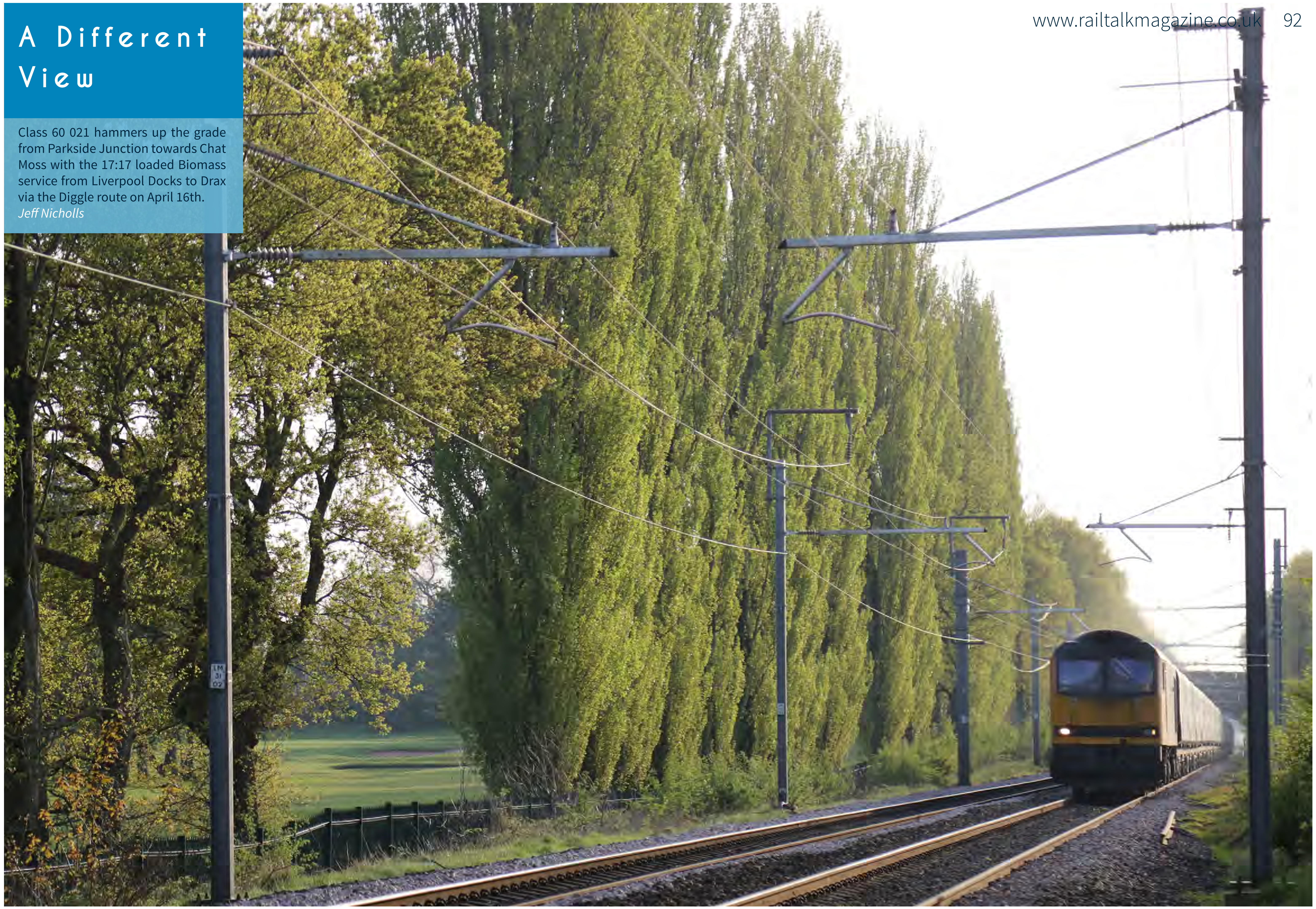
Through Risca we coasted at 10mph and maintained this speed past some condemned steam locomotives at Pontymister so that we could stop easily- when we 9675 with Ken Cooper and Ron Brown on the footplate. Near the 'Welsh Oak' public house, Pontynister, 9675's exhaust was sighted and very soon we stopped whilst I quickly said farewell to Driver Wilson and his mate and transferred myself and camera gear from D1652 to 9675 for the return trip to Pengam (Mon).

With a light engine and Ken Cooper we soon reached Tredegar Lower Junction passing on the way several SW boards (SW stands for Sound Whistle as a warning). Then it was through the Bryn Tunnel, down the bank to round several sharp bends, then on to Henry's smiling face at Pengam - and some more work for 9675 and its crew. I spent many happy days with 9675 and its crew, but soon it was time to go back to London and another year of teacher-training. Many thanks are due to Ken Cooper and his mate Ron Brown and also to Driver Wilson and his mate, not forgetting Henry at Pengam (Mon) for their part in my week on the railway.

Since that unforgettable week I have been able to purchase the front (or smokebox) numberplate of 9675 and it proudly resides in home in Swindon where 9675 was originally built.

A Different View

Class 60 021 hammers up the grade from Parkside Junction towards Chat Moss with the 17:17 loaded Biomass service from Liverpool Docks to Drax via the Diggle route on April 16th.
Jeff Nicholls



A Different View

On April 24th an EWS liveried Class 66 passes Acton Bridge working the 6E26 Knowsley - Wilton bins. *Mark Enderby*



STEERING NO. 2007 PRINCE OF WALES TO COMPLETION WITH THE PONY (TRUCK) CLUB



The project to build Britain's most powerful express passenger steam locomotive has announced that it has launched a new £20,000 appeal – The Pony (Truck) Club – to fund the construction of the leading pony truck for No. 2007 Prince of Wales. The pony truck is a single-axle bogie which pivots towards the centre of a steam locomotive to enable it to negotiate curves more easily.

The construction of the pony truck has made significant progress over the past few months at several sites across the UK. The wheelsets were assembled – using two 3ft 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 2018. Since their arrival, the wheels have been filled, painted and polished in preparation for the fitting the cannonbox.

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 for the London & North Eastern Railway (LNER) 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.

Progress on the construction of the new Gresley class P2 'Mikado' is moving forward rapidly. The engine has reached the condition where it is recognisably a class P2 and the structurally complete tender tank and tender wheelsets are now at DLW. Construction and assembly work continues on all fronts, including boiler, wheelsets, tender frames, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to

adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

The project's fundraising is also moving forward. The Founders Club had a target of 100 members but thanks to the enthusiasm of our supporters we recruited over 360. The monthly 'P2 for the price of a pint' Covenant scheme has already attracted over 930 Covenantors. Our Dedicated Donation scheme has raised over £400,000, The Boiler Club has already recruited 189 people of its 300 member target, The Mikado Club and The Cylinder Club are now closed having reached their target and raising over £375,000 combined! The Motion Club is still open with just 13 places remaining to hit the 175 member target and The Tender Club has already reached 65 members, of its 250 membership, just one year from launch. Altogether this means that the project has received pledges of over £3.5m of the required £5m over the planned seven-year build if Gift Aid is included. However, to succeed we must raise at least £700,000 every year.

No. 2007 will incorporate a modified leading pony truck to avoid the issues that afflicted the original P2s in this area. The LNER solved a similar problem with the Gresley class V2s using its experience from building Stanier 8F2-8-0s at Doncaster Works during WWII. The Trust therefore commissioned DeltaRail to use Vampire® software to construct a 'virtual' P2 and analyse the performance of the original Gresley swing link suspension design and modified pony truck using side control springs. Our design team then used the results of the Vampire® modelling, and the revised class V2 arrangement, to redesign the pony truck for our new class P2 using side control springs and incorporating roller bearings.

In order to keep on schedule to complete No. 2007 in 2022, we need to have the redesigned pony truck frame delivered to DLW in 2020. Given the generosity of our supporters, we have confidently placed the order for the manufacture of the pony truck frame with North View Engineering Solutions (NVES) in Darlington. It is our desire to leave No. 2007 debt free and therefore our aim is to raise £20,000 with The Pony (Truck) Club from 20 supporters each donating £1,000 plus Gift Aid (in up to four payments of £250). Members receive the following special benefits:

- Exclusive Pony (Truck) Club rosette
- 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 (DLW is currently closed to visitors due to the coronavirus)
- First choice of components to sponsor as Dedicated Donations
- Special supporters' day with Tornado
- Exclusive Pony Truck Frame engineering drawing signed by David Elliott and Daniela Filová, the design team

- Invitation to witness the fitting of the pony truck to the engine.

Mark Allatt, 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, over £3.5m has now been donated or pledged

– 70% of the required £5m.

"We recently turned our attention to the pony truck which has been an area of major redesign. Significant progress has been made with both the wheelsets and the frames. We now need to raise a further £20,000 through The Pony (Truck) 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. We are following Government guidelines with regards to the coronavirus and, whilst our office-based staff are now working from home, our workshop staff are continuing to work at DLW where they are taking all necessary precautions.



However, as many of our supporters and volunteers are from vulnerable groups, the Works is currently closed to non-essential staff.

"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 Pony (Truck) Club or a 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board!"

The A1 Steam Locomotive Trust is raising funds for the manufacture of the pony truck for the new Gresley class P2 No. 2007 Prince of Wales. If there are surplus funds left over following the manufacture of the pony truck, we will use the money to buy other components for the Gresley class P2 that the charity would not otherwise have.

Photo: No. 2007 Pony truck steering arm fabrication at NVES. ©David Elliott/A1SLT

PUBLIC CAN NOW DONATE BY TEXT TO SWANAGE RAILWAY £360,000 'SAVE OUR SERVICE'



to the Isle of Purbeck economy every year. The 'Save Our Service' appeal – at www.saveourservice.co.uk or via the Swanage Railway's Facebook page – aims to plug the financial hole of the popular heritage railway not running trains until further notice after the Swanage Railway ceased running steam trains in mid-March, 2020.

After being launched on Wednesday, 25 March, 2020, the 'Save Our Service' appeal had raised £136,168 by Tuesday, 28 April, 2020, towards the target of £360,000.

Swanage Railway Trust chairman Gavin Johns said: "The Swanage Railway is

The public can now donate by text to the Swanage Railway's £360,000 'Save Our Service' appeal which has so far raised £136,168 to help the award-winning heritage line survive in the wake of the economic effects of Coronavirus.

Rebuilt since 1976, the popular heritage line between Norden, Corfe Castle, Harman's Cross and Swanage – in Dorset's Isle of Purbeck – carries more than 200,000 passengers a year and contributes more than £15 million

facing the most urgent and potentially devastating challenge in its history, due to extraordinary and terrible circumstances beyond its control.

"I would like to thank everyone who has already made a donation to the Swanage Railway's 'Save Our Service' appeal during these extraordinary and challenging times. We urgently need the help of the public through donations to our 'Save Our Service' appeal because the Swanage Railway is fighting for its very existence. Several



generations of people have rebuilt the Swanage Railway from nothing since 1976 and there is still so much more to achieve. The 'Save Our Service' appeal target is £360,000 which – together with grants and Government assistance – will help the Swanage Railway to survive until we are able to again run train services. To keep the Swanage Railway in a care and maintenance state, while trains are not running, costs £46,000 a month. We have reduced our costs as much as possible, using Government schemes resulting in most of our 46 paid staff being furloughed, and our dedicated volunteers being asked to stay at home for the time being. The Swanage Railway Trust has launched a number of fund-raising initiatives and the ability for people to make a donation via text message is one of the initiatives that we are taking to encourage public support at this critical time. We are monitoring the advice and guidance given by the Government and its public health experts. The safety and well-being of our paid staff, volunteers and passengers is always of the utmost importance. Essential staff are maintaining, repairing and keeping the Swanage Railway secure – while taking precautions and exercising social distancing as per Government advice – until train operations can be resumed," explained Mr Johns.

The Swanage Railway's fund-raising chairman Randy Coldham said: "People can now easily donate by phone to the Swanage Railway's 'Save Our Service' appeal by

texting 'SOS' to 70470 to donate £10 which costs £10 plus a standard rate message. Donors can also choose to give any whole amount between £1 and £20. For example, texting 'SOS 4' equals a £4 donation plus a standard rate message," explained the volunteer Swanage Railway signalman.

The Swanage Railway ran its last public trains on the weekend of 14 and 15 March, 2020, with its shop and café at Swanage station closing on Thursday, 19 March, 2020. Clearly marked 'Save Our Service' appeal, cheques can also be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB.

To donate by phone, text 'SOS' to 70470 to donate £10. This costs £10 plus a standard rate message. Alternatively, you can choose to give any whole amount between £1 and £20. For example, texting 'SOS 4' equals a £4 donation plus a standard rate message.

To make a 'Save Our Service' donation by PayPal, a Fast Payment through Internet banking or by a cheque in the post, visit www.saveourservice.co.uk while donations can also be made via the Swanage Railway's Facebook page.

Photos: © Andrew PM Wright



From the Archives

Mirrlees duo Class 37 903 and 37 901 run through Kidderminster with a southbound steel working on April 14th 1994. *Anton Kendall*



From the Archives

Class 90 005 is seen at speed shortly after leaving Norwich with an evening service to Liverpool Street on July 10th 2010.
Lee Stanford



From the Archives

Class 31 407 hauling a Harwich - Peterborough service passes Brantham on August 1st 1984.
Mark Enderby



From the Archives

Regional Railways Class 305 507
departs Deansgate with a service to
Hazel Grove on October 12th 1992.
Michael Lynam



From the Archives

Class 47 487 working the 09:30 London - Norwich service passes Boreham on August 1st 1984. *Mark Enderby*



From the Archives

▶ Class 47 085 hauls an engineers/breakdown train through Belstead on August 1st 1984.
Mark Enderby

▶ On July 9th 2010, when National Express held the East Anglia franchise, Class 90 007 crosses Catterwade viaduct and approaches Manningtree with a service for Liverpool Street.. *Lee Stanford*

▶ On May 2nd 1994, in connection with the Exeter Railfair, Class 20 131 and 20 118 ran 'The big E' railtour to Paignton. Here they are seen passing Dawlish. *Anton Kendall*



From the Archives

Class 47 308 stands in the freight loop at Warrington Bank Quay with a log train to Chirk on October 13th 1992.
Michael Lynam



From the Archives

▶ Class 87 020 'North Briton' passes Wigan Springs Branch on June 6th 1992 with a London Euston - Carlisle working. *John Sloane*

▶ Class 47 702 working a Brighton - Preston CrossCountry service passes Earlswood on June 5th 1999. *Mark Enderby*

▶ On February 22nd 1991, the royal train departed from the Ludgershall branch at Andover at 09:25 where the Queen had spent the night on the train. The royal train then departed for Gillingham in Dorset at 09:35. The two locos involved were Class 47 834 'Firefly' and 47 835 'Windsor Castle'. *David Lindsell*



From the Archives

Class 37 418 and 47 217 depart the banking loop at Manchester Victoria heading to Newton Heath depot, November 19th 1991. *Michael Lynam*



From the Archives

Class 73 137 working a Gatwick Express service passes Horley on July 29th 1984. *Mark Enderby*



From the Archives

▶ Class 33 210 runs light engine through Bristol Temple Meads in 1989. *Michael Bennett*

▶ A Cravens 2 car DMU passes Wrabness on August 1st 1984. *Mark Enderby*

▶ A pair of Eurostars pass at Ashford on June 6th 1999. *Mark Enderby*



From the Archives

Class 76 electric locomotives Nos. 76 054, 76 015 and 76 008 are seen stabled at Reddish motive power depot on July 10th 1981. *Dave Felton*



From the Archives

Class 58 019 hauling a MGR is seen north of Cullam on its way from the Midlands to Didcot power station.
Michael Bennett



From the Archives

Stored Class 306 units, with No. 306070 leading, are seen at March on August 31st 1981.
Mark Enderby

Res liveried Class 47 598 stands at Doncaster Works on July 12th 1992.
John Sloane

Class 47 484 'Isambard Kingdom Brunel' passes Dawlish on a Paignton - London Paddington service, August 10th 1989. *Michael Bennett*



From the Archives

Class 33 111 stands at Eastleigh station on February 16th 1985 with an ECS working to Salisbury.

Keith Davies



From the Archives

Connex SouthEastern liveried 4-CIG No. 1832 departs Brighton with another classmate in tow on June 10th 1999. *Mark Enderby*



From the Archives

Class 37 244 and another unidentified class member are seen departing Andover with an empty container train from Ludgershall MOD on July 29th 1992. *Michael Bennett*



From the Archives

Class 56 113 is seen at Dorrington on June 8th 1996 with 6V78 15:10 Dee Marsh Yard - Margam. *Keith Davies*



From the Archives

Class 47 134 passes Abbey Foregate with the Albion Gulf Oil Terminal - Waterston tanks on July 29th 1983.

Keith Davies



From the Archives

▶ Class 91 009 is seen upon arrival at London King's Cross on April 17th 1993. *John Sloane*

▶ Class 31 177 amongst others is seen stabled at March depot on December 13th 1980. *Mark Enderby*



From the Archives

Class 117DMU No. L407 on a Bedwyn to
Newbury service passes Hungerford
on June 10th 1989. *Michael Bennett*



From the Archives

Class 47 157 passes Haston on March 19th 1985 with the 6J41 Guide Bridge - Bayston Hill Quarry. *Keith Davies*



From the Archives

Class 47 383 climbs Crewe Bank with the Stanlow Oil Terminal - Milford Haven tanks on June 18th 1984.
Keith Davies



From the Archives

Class 50 017 passes Grateley with a London Waterloo - Exeter service on July 17th 1989. *Michael Bennett*



From the Archives

Class 37 421 passes Belle Vue Shrewsbury with the 07:00 Aberystwyth - London Euston 'Cambrian Coast Express' on April 27th 1991. *Keith Davies*



From the Archives

▶ A rare photo of the Class 210 DMU on a Bedwyn to Reading service at Hungerford Common on November 10th 1986. *Michael Bennett*

▶ The disused signal box was still standing at Selby on August 24th 1981 as Class 47 489 comes across the swing bridge with an up express to London King's Cross. *Lee Stanford*

▶ In 1968 BRCW type 3 (later Class 33) No. D6547 stands at London Victoria at the head of the Wagon-Lits sleeping cars forming part of the 'Night Ferry' that worked through to Paris Gare du Nord via the Dover – Dunkerque ferry. *Christopher Baldwin*



From the Archives

Class 31 126 arrives at Ipswich on August 1st 1984 with a ballast working.
Mark Enderby



From the Archives

Class 309 612 'Clacton' EMU passes through Feering on August 1st 1984.
Mark Enderby

