

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 to 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 174

With Spring just around the corner and the end of lockdown in sight, we can at last (hopefully) look forward to getting out and about once again. I must say that my camera will need a good dust down after its unusual lengthy winter hibernation!.

An interesting statement this month from the chairman of Network Rail, Sir Peter Hendy, who has predicted that leisure and holiday travel by train is set to increase, while commuter traffic is likely to continue to fall, confirming a trend which had started before the pandemic. Sir Peter suggested that demand in the rush hours could fall by perhaps 20 per cent, at least for the next three years. One consequence could be a rethink of maintenance timetables, with more engineering work taking place on 'quieter weekdays'. Less demand from commuters would mean fewer trains during what had been regarded as the classic Monday to Friday peaks.

Sir Peter said: 'A lot of leisure travel is going to be within Great Britain. Last year we saw a lot of really packed trains … It wouldn't surprise me if on summer Saturdays we have more demand than in the working week. I used to watch the trains to the Cornish Riviera from Paddington and it was packed. The railway might have to get used to that. If Saturday and Sunday get busy in summer, we should do engineering works at another time. We've got to be dexterous. There's no point in us saying: we planned these engineering works on a Sunday 18 weeks ago. We should be prepared this summer to say: they want to come and we'll take them.'

Sir Peter also welcomed the prospect of fewer trains on suburban lines. He said: 'The service doesn't run any better if you put too many trains on the track. We've proved that. You shouldn't try to get more out of the infrastructure than it can give you. All of my experience is that people prefer reliability to journey time.'

He added that the changing patterns of demand could affect the design of train interiors, with more space being provided rather than as many seats as possible. He said: 'People are going to be much less willing to cram in and have their nose stuck in somebody's armpit.'

The Network Rail chairman was addressing the National Rail Recovery Conference, which also heard from Keith Williams, whose delayed review of the railways is said to be due out soon. Mr Williams gave few firm indications of what he is set to recommend, but he did say his review had been 'far from being stuck in the sidings. Over the last nine months the review has been tested against the pandemic. It would have been foolish to think that long-term reform could happen in isolation without considering the short-term changes.

'We are now all keen to get to the end so the task of recovery can begin.'

Although Mr Williams gave more hints than details, Sir Peter did reveal that one change could be ahead for Network Rail: 'We wouldn't want the name continued, and we certainly don't want some of its reputation or history or costs … maybe it's easier to turn it into something different than start afresh. We don't want some of the bad reputation [it] had for failing to listen and being very expensive.'

Meanwhile, regulated fares will rise by 2.6 per cent. The Department for Transport only announced the rise in December, and this was too late for changes to be made at the start of January as usual.

Thanks for all the photos sent in this month, we really appreciate the time taken to send them to us.

Until next month, stay safe.
Andy

This Page

Class 66 726 working the 6G67 16:53 Bescot - Dee Marsh Jct. engineers is seen at Gobowen on February 12th.

Phil Martin

Front Cover

Class 90 005 'Vice-Admiral Lord Nelson' rescues failed Class 70 008 which was working 6H51 Shap Hardendale Quarry to Tunstead Sidings, heading through Village Croft, Euxton on February 9th. *Alan Naylor*



Class 97 302 and 97 303 working the 6C70 Machynlleth - Crewe empty ballast passes Battlefield on February 28th. *Carl Grocott*

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Charter Scene ECS and Light Engine Movements

Locomotive Services Ltd's former EMR power cars Nos. 43059 and 43058 drift towards Warrington Bank Quay with a Crewe - Carlisle via the S&C route learner/driver trainer on March 2nd. *Jeff Nicholls*

Charter Scene ECS and Light Engine Movements

Locomotive Services Ltd's immaculate Class 37 667 and 37 521 sweep majestically north through Winwick with a Crewe - Berwick upon Tweed empty stock movement on March 4th.
Jeff Nicholls



Charter Scene ECS and Light Engine Movements

Class 37s No. D6851 and D6817 pass Standish with a Crewe to Berwick upon Tweed crew training working on March 4th. *John Sloane*

Avanti West Coast

Class 390 134 races south past Bradley on February 3rd.
John Sloane

Avanti West Coast launches smartcard

Avanti West Coast customers are set to benefit from a new convenient way to travel after the long-distance operator launched its own smartcard scheme. Following a successful trial, customers are now able to store tickets securely on one card, preventing issues around paper tickets being mixed up or damaged.

It works simply by customers purchasing a ticket online and then loading it on to their smartcard at a station using an enabled ticket vending machine (TVM), an automated gate or a hand-held device used by Avanti West Coast Customer Service Assistants. It can then be scanned at ticket barriers or by a train manager on board with ease. It can be ordered from the Avanti West Coast website free of charge. Alongside digital tickets, which now accounts for 65% of Avanti West Coast customer journeys, the introduction of the smartcard will give rail users another option for moving away from traditional paper tickets, ensuring less waste.

Previously, those who ordered season tickets online would receive them in the post and in most cases a record needed to be kept in case a replacement or refund was needed. With the smartcard, the details are stored in the booking system making this process much more user friendly.

Avanti West Coast worked with Paragon ID, who produce and manufacture the cards, using Integrated Transport Smartcard Organisation (ITSO) technology - a system that electronically stores a travel ticket on a microchip and can be used for different journeys on other train operators. The company have previously worked with the train operator on staff ID cards.

Rail Minister, Chris Heaton-Harris, said: “The introduction of the smartcard scheme will allow passengers to choose a modern alternative to the paper ticket, providing simpler journeys and reducing time spent in stations. As we build back better from the COVID-19 pandemic, this Government is committed to smarter ticketing. Avanti West Coast’s scheme will allow for more convenient travel and will improve the passenger experience once it is safe to return to the railways.”

Sarah Copley, Executive Director, Commercial at Avanti West Coast said: “We are really pleased to be introducing this smartcard for our customers, especially those using season tickets, as a convenient way of travelling and saving time in the process. As we have seen with digital ticketing, the smartcard will enhance customer experience as well as remove the need for multiple paper tickets which has an obvious impact on sustainability.



Traditional versions are also susceptible to damage which can make them unusable, so this will help solve that problem as well.”

Sarah McLaughlin, Account Director at Paragon ID, states: “We are delighted to build on our strong relationship with Avanti West Coast and work with them on this exciting new project to support the roll out of smart ticketing across its UK network.”

Avanti West Coast

February 1st sees Avanti West Coast Pendolino Class 390 155 (in full livery) pass Heaton Chapel, working the 12:15 Manchester Piccadilly to London Euston service. *Barry Longson*

Avanti West Coast

Class 390 104 passes Bradley with a London Euston bound service on February 27th. *John Sloane*

Avanti West Coast partners with charities and organisations to distribute surplus food



Avanti West Coast has partnered with charities and organisations along its route to distribute nearly £93,000 of surplus food to help local people in need. Over the last year the inter-city operator has donated nearly 40 tonnes of food from onboard its trains and First Class Lounges that would have otherwise gone to waste. Although the minimum amount of food is ordered for customers' needs, the changing travel patterns and lockdowns due to the COVID-19 pandemic left Avanti West Coast with extra as its services were only to be used for essential journeys. The train operator utilised its contacts along the route to give away the food responsibly and make a difference in the communities it serves. Working with logistics leader DHL Supply Chain, which is responsible for loading refreshments onboard its trains, the long-distance operator joined up with charities, food banks and organisations local to its depots in London, Wolverhampton, Liverpool, Manchester, Preston and Glasgow to distribute the surplus food. One of the main beneficiaries receiving a share of items including eggs, olives, crisps, fruit, sandwiches, soft drinks and porridge is OLIO – the free food sharing app that connects people in the community with food.

For the last 11 months OLIO's Food Waste Heroes – volunteers that pick up surplus food from businesses, list it on the OLIO app and allow neighbours to come and collect it for free – have been making daily collections from London Euston. So far, OLIO has helped to share over £38,000 of the train operator's food – enabling people to utilise food and drink that would have otherwise gone to waste, as well as reducing the environmental impact of food waste - preventing 38,000kg of CO_2 being released into the atmosphere (the equivalent to 130,000 car miles being taken off the road). The charity recently launched their new community of Food Waste Heroes in Glasgow, who have begun collections from Glasgow Central station. Alongside its work with OLIO, Avanti West Coast has also worked with charity, FareShare, to get surplus food to communities who need it most through the crisis. So far, FareShare has redistributed 28 tonnes of surplus food from Avanti West Coast to hundreds of projects including school breakfast clubs, homeless shelters and food banks – enough food to create 67,688 meals for people who might not otherwise eat.

Rail Minister, Chris Heaton-Harris, said: "Our transport heroes have been at the front line of keeping the country moving and again are stepping up to make a real difference to those most at need. It is great to see Avanti West Coast take a significant step in helping those struggling in our communities and ensuring that their surplus food goes to a good cause."

Tessa Clarke, Co-founder & CEO at OLIO, said: "We're incredibly grateful to the Avanti West Coast team for donating their surplus food, and to our Food Waste Heroes who are collecting and redistributing it. At a time like this it's more important than ever that this delicious food is going to support local communities, where it is having such an enormous impact."

Lily Pearson, Account Manager of Avanti West Coast at OLIO, said: "Avanti West Coast kindly donating their unwanted food, are directly targeting food poverty and loneliness – two issues that have been made worse by the COVID-19 pandemic – by feeding those who need it and providing a connection between members of the local community."

Phil Whittingham, Managing Director at Avanti West Coast, said: "We work with producers across the UK who take pride in supplying our customers with good, quality food, so we don't want it to go to waste while our services are for those making essential journeys, which is why we're sharing our surplus food to help others. We're proud to be making a difference in the communities we serve by donating items of food and drink to charities, food banks and organisations, including OLIO, to support their work to help those who don't have enough, which is becoming increasingly important as we face the impact of COVID-19."

Caledonian Sleeper

Class 92 023 passes Coppull with a Wembley to Mossend move on February 17th. *John Sloane*



Class 92 006 runs through Leyland on a Crewe to Polmadie move on February 16th. *John Sloane*



Colas Rail

On February 17th, Class 56 094 and 56 049 'Robin of Templecombe 1938-2013' pass Hoghton Level Crossing with the 6E32 Preston Docks - Lindsey discharged tanks. *Michael Lynam*



Colas Rail

Class 70 806 hauling the 6C37 Chirk - Carlisle passes Uffington on February 28th. *Carl Grocott*

Colas Rail

Class 66 847 on the Eastleigh to Hinksey engineers, passes through Worting on February 26th.
Michael Bennett



Colas Rail

A trial for a possible new cement flow from Oxwellmains to Weaste (Salford) ran on February 16th and Class 70 801 was captured passing Ashton Moss junction running 78 minutes late with the return working. *Lee Stanford*

SRSA SUCCESSFULLY DELIVER NORTH WALES BLOCKADE

The Kings Norton Division of the South Rail Systems Alliance (SRSA) braved the elements to complete track renewals at five sites during a nine-day blockade across North Wales. In early February, the teams were based in Dee Marsh, Burton Point, Shotwick and Gwersyllt in conditions ranging from very wet and windy to extreme cold with temperatures down to -11°C due to Storm Darcy.

The Dee Marsh sites made up the core of the renewals as they had expired components and needed the renewal of new formation ballast. This required a 200mm dig and replacing sleepers with various G44 sleepers. In addition, the team installed 225 Lateral Resistance Plates on one of the sites due to site restraints as well as installing five large Breather Panels and six Permanent Joints.

Prior to the core works at all locations, steel sleepers and wooden breathers were pre-positioned on site to maximise the time available during the blockade.

Both sites at Dee Marsh started in tandem, with trains cascading to Burton Point utilising top stone wagons from Dee Marsh as spoil wagons from the excavation. The site at Shotwick was used to cascade trains of top stone and ballast while works at Dee Marsh were completed.

Once the works at Dee Marsh, Burton Point and Shotwick were completed, the team moved on to complete the conventional delivery of Gwersyllt.

In total, the team completed 3698 yards of track renewals across this period with the following sites receiving:

Burton Point – CAT4 771 yards
Shotwick – CAT4 721 yards
Dee Marsh 1 – CAT11 546 yards
Dee Marsh 2 – CAT11 756 yards
Gwersyllt – CAT11 915 yards

Speaking about the success of the project, Network Rail Western & Wales Programme Director, Brian Paynter MBE said “To all involved in this blockade for the last nine days, well done and thank you for your efforts. Difficult times and sub-zero temperatures make it even more challenging but thank you for getting all the work done safely.”



The worksite was handed back three hours early with no accidents, with the team looking forward to delivering the second phase of the works in the Summer of 2021. The SRSA is comprised of Colas Rail UK, Network Rail and AECOM.

CrossCountry

CrossCountry Voyager Class 220 009 catches the early afternoon sun as it races through Heaton Chapel on February 1st, while in charge of the 12:27 Manchester Piccadilly to Reading service. *Barry Longson*

CrossCountry

Light and shade greet CrossCountry Voyagers Class 220 024 and 220 028 as they head towards Manchester Piccadilly on February 1st whilst working the 08:12 service from Southampton. *Barry Longson*



DB Cargo

Class 66 098 is seen crossing the River Mersey near Walton Old Junction with the 12:30 Ince and Elton to Arpley sidings on February 8th. *Lee Stanford*



DB Cargo

Class 66 047 ‘Maritime Intermodal 2’ leads the 6O71 14:47 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings as it approaches Wilson’s Crossing on February 23rd. *Derek Elston*

DB Cargo

The ‘Saturday Sixty’ on the iron ore was Class 60 074 on February 6th, in its posh Puma livery. It’s seen here passing Appleby on 6T24 Immingham BT - Santon FOT with the rain coming down steadily. We needed floodlighting, all we got was flooding! One day, one of these will run in something like decent conditions!. *Steve Thompson*



Class 66 014 approaches Wilson’s Crossing on February 26th working the 6M45 06:49 Dollands Moor Sidings to Daventry Int Rft Reception Rfd. *Derek Elston*



Class 66 023 passes Euxton with a Carlisle to Crewe light engine movement on February 18th. *John Sloane*



DB Cargo

Class 67 024 passes Upton Forge with the 6G51 07:46 Arpley - Donnington RFT on February 11th. *Keith Davies*

DB Cargo

Class 66 087 on a lightly loaded Trafford Park to Southampton model is seen at Worting on February 26th. *Michael Bennett*



DB Cargo UK and Tata Steel collaborate on decarbonisation

Tata Steel and DB Cargo UK have successfully trialled the use of 100% renewable Hydro-treated Vegetable Oil (HVO) in a Class 60 locomotive transporting product from Wales to the West Midlands. The 'carbon-busting' locomotive carrying some 2500 tonnes of steel coil was the first Class 60 powered purely by the environmentally friendly fuel to travel on the mainline UK rail network.

The train ran from Tata Steel's steel works in Margam, Port Talbot, to its terminal at Round Oak in Brierley Hill in the West Midlands

HVO – Hydro-treated Vegetable Oil – is marketed as 'one of the world's purest and greenest fuels.' The fossil-free, FAME-free fuel is synthetically made through the hydro-treatment process from vegetable oils or animal fats which can reduce harmful carbon dioxide (CO2) and nitrogen oxide (NOx) emissions by as much as 90%.

Logistic Operations Manager, Gareth Lewis at Tata Steel, said: "The success of this trial is recognition of our goal for zero CO2 logistics. Our close working relationship with DB Cargo UK has been instrumental in achieving this important milestone. We continue to work with all our external stakeholders to look for opportunities which further reduce Tata Steel's environmental impact in all aspects of our logistical operations."

DB Cargo UK's Head of Sales Roger Neary said: "This is another significant milestone in DB Cargo UK's plan to offer all our customers a more environmentally-friendly alternative to traditional red diesel and help them reduce carbon in their end-to-end supply chain.

Tata Steel's service was the ideal one to trial it on as they, like us, are continually looking for new and innovative ways to reduce their carbon footprint and impact on the environment."

"We've now proved that HVO fuel can be used in our Class 60, 66 and 67 locomotives with negligible impact on power output, which is critical considering the volume of bulk materials we transport like steel and aggregates," he added.

DB Cargo

Class 60 039 ‘Dove Holes’ eases across the Mersey at Twelve Arches, Warrington, with the 09:30 Arpley Sidings - Tunstead stone empties on March 2nd. *Jeff Nicholls*

DB Cargo

Class 66 090 passes Coppull with the 6K27 Carlisle to Crewe on February 9th. *John Sloane*

Class 66 129 passes through Rainford with the Wilton to Knowsley binliner on February 10th. *John Sloane*

Class 66 041 hauls the 6C03 Brentford Refuse Transfer Station to Avonmouth through Didcot on February 15th. *Tom Blanpain*







DB Cargo

Class 66 099, on a route learner from Eastleigh to Didcot, passes Palestine on February 18th. *Michael Bennett*

Management of health and safety continues to improve at DB Cargo UK

DB Cargo UK's Maintenance Teams at Crewe, Stoke and Toton have successfully achieved the coveted ISO 45001 standard for the management of health and safety. Despite the disruption to rail freight operations caused by the coronavirus pandemic, the teams took the opportunity in 2020 to pursue their aspiration to improve the understanding, management and mitigation of risks across the three sites.

DB Cargo UK offers industry-leading maintenance solutions to Freight Operating Companies and Train Operating Companies across the UK and Europe. Collectively, its professional team of engineers has over 10,000 years' experience in traction and rolling stock maintenance.

National Maintenance Manager Raj Basi said migrating from OHAS 18001 to ISO 45001 was testimony to the Maintenance teams' commitment to continuous improvement.

"Considering the restrictions that have been in place over the past 12 months, this is a fantastic achievement and will give our customers the assurance they need that the maintenance activities we carry out on their behalf are being done safely and in line with all our legal requirements," said Raj. "The ISO 45001 standard means that going forward Maintenance colleagues at all levels in the business will have a much greater involvement in the identification and management of health and safety risks through greater consultation and participation."

"Strong leadership and giving colleagues a greater voice will ensure we continue to develop a safety culture rooted in local, grassroots experience as well as industry best practice," added Raj.



The migration process was led by Stoke-based Maintenance Team Coordinator Peter Edwards and Toton-based Locomotive Maintainer Nick Gosling, both of whom are nominated Health & Safety champions.

DB Cargo UK offers a range of Maintenance services from its three depots – Crewe IEMD, Stoke WMD and Toton TMD. Services include traction & rolling stock inspections, routine maintenance, general and heavy overhauls, modifications, load bank testing, wheel-set overhauls, paintshop services, pantograph overhauls and wagon repurposing.

In addition, every year DB Cargo UK's Breakdown and Recovery Team provides a national re-railing service, enabling a rapid and effective recovery service to keep the UK's rail network moving.

DB Cargo

Class 66 133 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on February 27th.
Keith Davies

DB Cargo

Still in the old company colours of EWS, Class 66 158 approaches Pemberton station, with the daily Knowsley to Wilton waste train on February 11th. *Paul Senior*



DC Rail Freight

The 6Q42 08:36 Ely Papworth Sidings to Eastleigh passes Micheldever with Class 60 046 in charge on March 3rd.
Michael Bennett

Direct Rail Services

Class 68 008 ‘Avenger’ works 6K05 Carlisle N.Y. to Crewe Basford Hall through Village Croft, Euxton on February 9th. *Alan Naylor*

Direct Rail Services

Class 66 303 crosses the River Nene working 4M07 09:55 Tilbury R.C.T. to Daventry DRS (Tesco) intermodal as it approaches Wilson's Crossing on February 26th. *Derek Elston*

Class 88 009 passes Charnock Richard with a Daventry to Mossend 'Tesco' train running some 4 hours late on February 25th.
John Sloane

Class 88 004 is seen at Charnock Richard with a late running 4M27 Mossend to Daventry intermodal on February 20th. *John Sloane*







Direct Rail Services

Class 68 008 passes Coppull Moor hauling 6K05 engineer's service from Carlisle to Crewe on February 9th. *John Sloane*

Class 68 003 and 68 018 passes Bradley with a Sellafield to Crewe flask working on February 27th. *John Sloane*

Class 88 010 is seen at Bradley with the 4S44 Daventry to Mossend service on February 4th. *John Sloane*

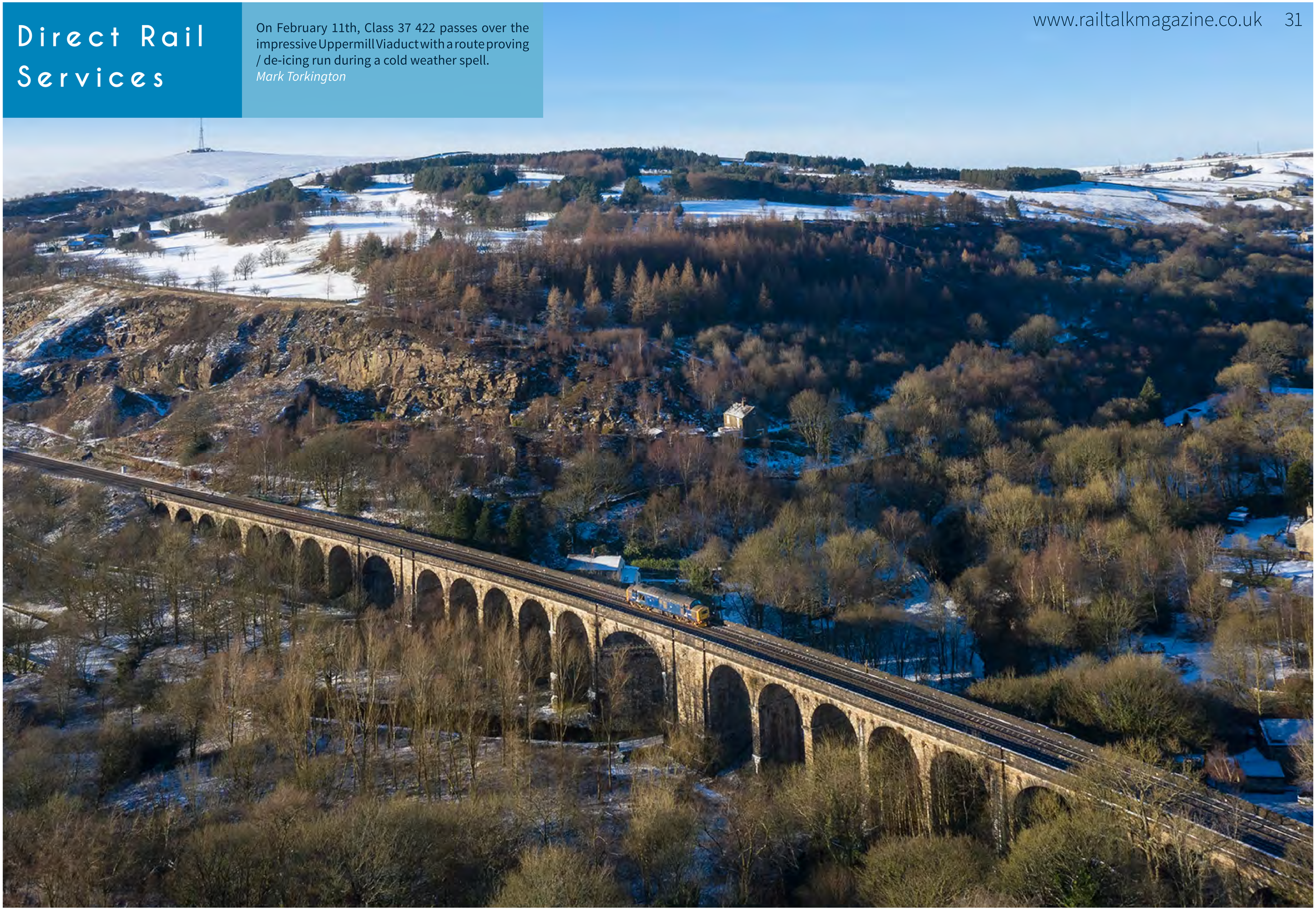






Direct Rail Services

On February 11th, Class 37 422 passes over the impressive Uppermill Viaduct with a route proving / de-icing run during a cold weather spell.
Mark Torkington



Direct Rail Services

Class 68 004, 37 424 and 66 555 pass Euxton with the 6K05 single wagon working from Carlisle to Crewe on February 18th. *John Sloane*

Class 68 001 and 37 402 are seen at Coppull with a Crewe to Kingmoor light engine move on February 18th. *John Sloane*

The 4L48 13:51 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt) approaches Wilson's Crossing behind Class 66 428 'Carlisle Eden Mind' on February 26th. *Derek Elston*







Direct Rail Services

Class 68 009 ‘Titan’ works 6K05 Carlisle N.Y. to Crewe Basford Hall through Bamber Bridge on February 5th. *Alan Naylor*



On February 9th, a Class 68 passes Walton working the Carlisle - Crewe engineers train. *Mark Enderby*



East Midlands Railway

East Midlands Railway continues to run services between Liverpool and Norwich and here we see Class 158 810 with classmate at Stockport working the 14:51 service on February 4th.
Barry Longson

East Midlands Railway

The East Midlands duo of Class 158 813 and 158 788 are seen at Heaton Chapel on February 1st, working the 11:51 Liverpool to Norwich service. *Barry Longson*

East Midlands Railway

With the normal CLC route between Manchester and Liverpool being closed on Sunday February 28th, some services were diverted via the Chat Moss route, such as Class 158 846 heading the 10:48 Norwich - Liverpool Lime St. service through Culcheth. An earlier OHLE problem meant that many services from a variety of companies were cancelled altogether or diverted via Wigan. *Jeff Nicholls*

Freightliner

On February 6th, Class 66 545 passes Gobowen with the 6Y40 09:19 Crewe Basford Hall SSM - Wrexham General engineers. *Phil Martin*

A Southampton to Trafford Park liner races through Whitchurch with Class 66 545 and 66 610 on February 15th. *Michael Bennett*

Class 66 518 on the Lawley Street to Southampton liner passes Grateley on February 18th. *Michael Bennett*







Freightliner

A Lawley Street to Southampton liner passes through Andover in the fog with Class 70 020 at the helm on February 6th. *Michael Bennett*

Class 66 526 working the 4O49 09:23 Crewe Basford Hall to Southampton liner heads through Didcot on February 15th.
Tom Blanpain

Class 66 598 heads through a wet Gobowen on February 14th working the 6Y42 15:00 Wrexham General - Crewe Basford Hall SSM ballast.
Phil Martin







Freightliner

Class 66 416 with a Banbury Road to Whatley working passes Hungerford on February 23rd. *Michael Bennett*

Class 59 104 on the Merehead to Theale stone train slows for Hungerford Loop on February 23rd. *Michael Bennett*

Class 66 565 working the 6C58 11:45 Banbury Road to Whatley empties passes Crofton on March 1st. *Michael Bennett*







Freightliner

Class 59 004 on the 7C77 12:41 Acton to Merehead empties, running 90 minutes late, passes Crofton on March 1st. *Michael Bennett*



Class 66 553 hauls 90 047 towards the Mersey Bridge at Warrington with a Crewe - Leeds light engine move on March 2nd. *Jeff Nicholls*



Class 66 587 passes through Whitchurch with the 4M62 13:46 Southampton to Lawley Street liner on February 25th. *Michael Bennett*



Freightliner

Class 59 102 hauling the Whatley to Dawley Loop passes Crofton on March 1st.
Michael Bennett



Freightliner

Freightliner continued to hold driver training runs in early February between Basford Hall and Trafford Park. Here ex Anglia Class 90 005 passes Heaton Chapel on the 12:55 return to Crewe. *Barry Longson*

Led by Class 66 537, the 22:23 Basford Hall to St. Michaels (Merseyrail) engineers train was unusually routed via the Styal line and was seen passing Mauldeth Road on a damp February 5th. *Lee Stanford*

Class 66 572 passes through Andover with a Southampton to Lawley Street liner on February 21st. *Michael Bennett*







Freightliner

Class 66 607 gets a move on through Cheadle Hulme on February 2nd, working the 10:02 Tunstead to Northampton Castle yard loaded stone. *Barry Longson*

Freightliner

Class 90 008 and 90 007 are seen at Balshaw Lane Junction with a Coatbridge to Crewe liner on February 27th. *John Sloane*



Freightliner

The 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. approaches Wilson's Crossing on the Northampton loop with Class 90 044 and 90 012 'Royal Anglian Regiment' in charge on February 23rd. *Derek Elston*

Class 70 010, 66 952 and 66 549 with a Crewe Basford Hall to Eastleigh working, conveying empty container flats, passes Andover on February 6th. *David Lindsell*

Class 66 563 on a Crewe Basford Hall to Southampton Maritime liner passes through Andover on February 16th. *David Lindsell*







Freightliner

Class 66 504 hauls a well loaded 4L75 05:00 Trafford Park F.L.T. to Felixstowe North F.L.T. as it approaches Wilson's Crossing on February 26th. *Derek Elston*

On February 26th, Class 66 549 working the 4L46 12:16 Lawley Street F.L.T. to London Gateway approaches Wilson's Crossing. *Derek Elston*

Class 66 502 leads the 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. across the River Nene on the approach to Northampton on February 26th. *Derek Elston*







Freightliner

Class 66 567 approaches Wilson's Crossing with a well loaded 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. on February 26th. *Derek Elston*

Class 66 556 hauling a well laden 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner approaches Wilson's Crossing on February 23rd. *Derek Elston*

Class 66 413 passes through Worting with a Crewe to Southampton liner on February 26th. *Michael Bennett*







Freightliner

Class 66 591 hauling the 6V60 Ardingly to Whatley passes Crofton on March 1st. *Michael Bennett*

On March 1st, Class 66 501 hauls the 6V18 Allington to Whatley empties past Crofton. *Michael Bennett*

A Southampton to Trafford Park liner passes Worting with Class 70 004 in charge on February 26th. *Michael Bennett*







Freightliner

Class 66 548 on the Romsey to Eastleigh engineers train passes Wyke Down on February 13th. *Michael Bennett*

On February 18th, Class 66 518 hauls a Lawley Street to Southampton liner past Grateley. *Michael Bennett*

Class 66 548 on the Southampton Maritime to Lawley Street liner heads through Overton on February 15th. *Michael Bennett*







Freightliner

February 11th sees Heavy Haul Class 66 616 storm through Cheadle Hulme while in charge of the 09:56 Tunstead to Northampton Castle Yard stone train. *Barry Longson*

Former Greater Anglia operated and now working for Freightliner, Class 90 010 approaches Heaton Chapel with a route learner from Trafford Park to Crewe on February 12th. *Lee Stanford*

Class 66 509 passes through Grateley with the Garston to Southampton Maritime liner on February 18th. *Michael Bennett*







Freightliner

On February 6th, the 4O27 Crewe Basford Hall to Eastleigh Works with Class 70 010, 66 952, 66 549 and a train of flats heads through Andover diverted due to engineering work at Winchester.
Michael Bennett

Freightliner

The Lawley Street to Southampton liner is seen near Overton with Class 66 553 on February 15th. All freight trains were diverted mid February due to sidings being altered at Redbridge. *Michael Bennett*

Class 66 956 passes Whitchurch with a Lawley Street to Southampton liner on February 15th. *Michael Bennett*

A Crewe to Southampton liner passes through Andover with Class 66 567 in charge on February 18th. *Michael Bennett*







Freightliner

Class 90 043 and 90 004 pass Euxton with the 4M83 (SO) Coatbridge to Crewe liner on February 20th. *John Sloane*

Class 66 622 passes Bradley with a Hardendale to Tunstead working on February 27th. *John Sloane*

On February 27th, Class 66 563 passes Balshaw Lane Junction with a Crewe to Carlisle light engine move. *John Sloane*







Freightliner

Class 66 554 passes Overton with a late running Southampton to Lawley Street liner on February 15th.
Michael Bennett

Freightliner

Class 70 011 passes Andover with a Crewe to Southampton liner on February 15th. *Michael Bennett*

A colourful pairing of Class 90 047 and 90 012 pass Burnage with the 11:13 Felixstowe to Trafford Park on February 19th. *Lee Stanford*

Class 66 531 passes Overton with a late Southampton to Leeds liner on February 15th. This train was about seven hours late after it failed early and had to be towed back to Southampton. *Michael Bennett*







Freightliner

Class 66 544 on a diverted Leeds to Southampton liner is seen near Overton on February 15th. Diversions were due to engineering work taking place at Redbridge. *Michael Bennett*

Freightliner

Class 90 009 running as 0Z91 07:50 Crewe Basford Hall S.S.M. to Northampton approaches Wilson's Crossing on February 23rd.
Derek Elston



On February 9th, after Class 70 008 failed at Shap whilst working the 6H51 it was rescued by Class 90 005 and diverted to Crewe. The ensemble is seen here passing Walton.
Mark Enderby



On February 16th, Class 66 775 pauses at Reading for a crew change whilst hauling Class 332 008 and 332 004 (with 66 708 on the rear) running as 6X32 Old Oak Common - Newport Sims Group. This was the last ever Class 332 move to Sims Group and is most certainly the end of an era. *Tom Blanpain*

GBRf

Class 66 721 heads past Walcot on February 22nd with the 6M05 10:51 Tinsley Yard - Coton Hill Yard. *Keith Davies*

On February 23rd, the 4M47 12:18 London Gateway GBRf to Hams Hall GBRf crosses the River Nene with Class 66 731 'Capt. Tom Moore A True British Inspiration' at the sharp end. *Derek Elston*

On February 16th, Class 66 739 'Bluebell Railway' heads through Andover with a Southampton Western Docks to Trafford Park Euro Terminal working. *David Lindsell*







Class 66 738 passes Walton on February 9th whilst working the 4F62 East Midlands Gateway to Seaforth. *Mark Enderby*

GBRf kick off new service from Portbury

GB Railfreight (GBRf), one of the largest rail freight operators in the UK, has officially begun a new service from Portbury to Acton, in partnership with AI. Responding at short notice, there was the requirement for the GBRf team to immediately start working to learn the new route, familiarise themselves with the new site, and prepare for the smooth operation of the first few services. These services, which began at the end of January, will move 90,000 tonnes of aggregate, which amounts to approximately 60 trains and considerations are being given to further shipments.

The agile establishment of this service is further proof of the excellent service GBRf provides and builds on existing supply routes and flows of aggregates the transport company already run for AI.

John Smith, Managing Director of GB Railfreight, said: "We were absolutely delighted to be approached by AI to run this service. We have a longstanding relationship with them and they are a valued partner for us. I would also like to congratulate the GBRf team for the smooth running of this service last month. We are also pleased to have secured this traffic because it reinforces what we already know – that GB Railfreight is one of the most trusted transport operators in the UK and one you can rely on to turn around work in a short space of time. I couldn't be prouder of the team we have here at GBRf."

Simon Blake, General Manger – Rail of Aggregate Industries, said: "We are delighted to have been able to work so quickly with support from GBRf to convert a window of opportunity, to a practical and commercially sound reality. This new source of material will further support the Aggregate Industries offer for both sustainable delivery and surety of supply for construction materials to the South East market."



GBRf

Class 66 754 passes Walcot on February 26th with the 6M42 08:46 Avonmouth Hanson Sidings - Penyffordd Cement. *Keith Davies*

GBRf

Class 66 720 backs it's train down the branch to the Kelbit factory at Edge Green with a working from Tuebrook on February 16th. *John Sloane*

GBRf

The use of a 400mm zoom can exaggerate the incline, as seen here, as Class 66 749 climbs upgrade towards East Didsbury, while in charge of the 03:10 Felixstowe North to Trafford Park on February 11th. *Barry Longson*

On February 1st, Class 66 705 passes Walcot with the 6M05 11:55 Bardon Hill - Coton Hill Yard. *Keith Davies*

Class 66 780 working the 6G64 15:14 Bescot - Dee Marsh Jct. is seen at Gobowen on February 12th. *Phil Martin*







GBRf

Class 60 095 slows to cross over Heaton Norris Junction, Stockport on February 11th, while in charge of the 11:15 Liverpool Biomass Terminal to Drax Aes. *Barry Longson*



GBRf extend contract with GRS Rail Services

GB Railfreight (GBRf) is delighted to announce that it has signed a five-year deal with GRS Rail Services, a joint venture between Tarmac and aggregates trading company GRS , in an extension to its existing contract.

The new GRS Rail Services contract builds on a partnership between the two businesses that begun in 2016, primarily supplying rail haulage services between the UK's largest granite quarry, Mountsorrel Quarry in Leicestershire, operated by Tarmac, and a major aggregates supply depot at Wellingborough, Northamptonshire operated by GRS. The Wellingborough depot was developed between Network Rail, GB Railfreight, Tarmac and GRS to support major infrastructure projects such as the redevelopment of the A14 in Cambridgeshire, one of the country's biggest highways schemes in recent years.

Over the course of the last five years, the contract has evolved to serve new supply points, such as Swinden Quarry, North Yorkshire, and Tunstead Quarry, Derbyshire, and feed new railheads in Luton and Northampton. GBRf and GRS Rail Services have also moved over 1.8 million tonnes of aggregates across the UK to support the construction industry and prevented almost 100,000 lorry loads from using our roads. The announcement today of this contract renewal signals the resilience of a longstanding and fruitful relationship between GBRf and GRS.

This partnership will allow for the operation of services from the Peak District to terminals at Wellingborough, Luton, Northampton and Peterborough, as well as the redevelopment of Wellingborough Aggregates Depot.

John Smith, Managing Director at GB Railfreight, said: "I am absolutely delighted to be unveiling this contract extension with GRS Rail Services. We have worked with GRS for a number of years and our partnership has been fruitful from the very start. Given the uncertain economic picture we are facing at this time, it is more important than ever to continue with the work we have done so successfully throughout 2020 and today's contract extension will ensure we keep the economy moving in the right direction as we emerge from the pandemic."

Jon Fisher, Chief Executive at GRS said: "Our partnership with GB Railfreight has gone from strength to strength, allowing us to meet the construction industry's demand for aggregates with the lowest possible carbon footprint and in the most efficient way possible. Rail freight produces a fraction of the carbon and particulate emissions of road haulage, and although lorries are still needed for local distribution, thanks to GB Railfreight we can cover most of the journey from aggregates source quarries to construction site by rail. We're looking forward to developing our partnership over the years ahead."

Class 66 731 'Capt. Tom Moore, a True British Inspiration' works 6S94 Wembley Recp to Irvine Caledonian Paper through Leyland station on February 2nd. *Alan Naylor*

GBRf

Class 66 735 is seen at Walcot with the 4Z84 15:28 Donnington RFT - Southampton Western Docks on February 1st. *Keith Davies*

Class 66 720 approaches Balshaw Lane Junction with an Avonmouth to Clitheroe empty cement working on February 20th. *John Sloane*

Class 66 781 (with 66 729 on the rear) passes through Gobowen on February 12th working the 6G66 16:39 Bescot - Dee Marsh Jct. engineers. *Phil Martin*





GBRf

Class 66 783 working the 6O41 Westbury to Eastleigh engineers passes East Grimstead on February 11th.
Michael Bennett



GBRf

On February 8th, Class 56 081 and 47 739 pass Daresbury working 5Q77 from Crewe to Walton Old conveying a pair of Merseyrail Class 777 EMUs for storage. *Mark Enderby*

GBRf

Class 66 720 approaches Bryn with a Tuebrook to Ashton stone working on February 16th. *John Sloane*



Class 66 725 hauling the 6V77 Tonbridge West Yard GBRf to Avonmouth West Wharf GBRf passes Didcot Parkway on March 1st. *Tom Blanpain*

Class 66 729 passes Walcot on February 10th with the 6M05 12:00 Wellingborough Up Tc to Coton Hill Yard. *Keith Davies*





Often double-headed, here with Class 66 770 and 66 717, the 6E17 12:30 Saturdays Only departure from Liverpool Biomass Terminal heads south through Winwick bound for Drax on February 20th. *Jeff Nicholls*



GBRf unveil partnership to transform railways weed control maintenance

GB Railfreight (GBRf), one of the largest rail freight operators in the UK, is delighted to announce a landmark cooperation with Bayer Environmental Science, Network Rail, and a number of start-up companies, which will transform essential weed control maintenance on the UK's railways.

Introducing innovative technology, three new Smart Weed System trains will commence service on the British railway network later this spring. They will have the capability to eliminate potentially dangerous weed infestations with advanced precision. Responsible for supplying the end-to-end rail operations, GB Railfreight will provide rail expertise for this project.

By detecting the weeds using cameras mounted on the trains, only the most appropriate herbicide will be use, thus improving the environmental footprint. The data generated will be uploaded to a cloud database using GPS software, which will enable weed control to be monitored and reported 24/7 from a central point.

This innovative GPS tracking system will also automatically shut off spray nozzles when the train approaches a 'Non-Treatment Zone', such as a watercourse or bridge, a move which further enhances the environmental impact by adding a second layer of protection for the operators.

Mark Wyborn, Head of Strategic Development at GB Railfreight, said: "The higher efficiency of the three new trains combined with the modern technology and asset life will provide a more efficient weed control program for years to come. Aiming for a safer rail industry for all should be a priority. This investment from Bayer into the collaboration will bring a new level of scientific expertise and knowledge to the rail industry and will help to drive forward weed control and safety for future years. The first train will be introduced and in service on UK railways from May 2021, with the second and third train planned for use in April 2022."

Commenting on how the partnership will increase the safety of the railways, Alan Morris, Bayer Environmental Science UK country head said: "Weeds can cause contamination of valuable equipment and lead to a range of health and safety issues for both workers and passengers. This technology is not only an innovation for the rail industry but weed control globally, so we're delighted to be involved in this collaboration with key members of the rail industry."

GBRf

A pair of ducks fly over freshly repainted Class 60 002 ‘Graham Farish’ as it works the 07:11 Liverpool Bulk Terminal - Drax through Winwick on March 4th. *Jeff Nicholls*

Great Western Railway

The 1A82 Penzance - London Paddington service passes Hungerford with Class 802 101 in charge. *Michael Bennett*



Class 802 112 on a London Paddington to Exeter St. David's service is seen near Hungerford on February 23rd. *Michael Bennett*



The 1K19 Bedwyn to London Paddington service is seen leaving Hungerford with Class 800 031 on February 23rd. *Michael Bennett*



Great Western Railway

A Class 800 stands at Malvern Wells signal box waiting to reverse and form a service from Great Malvern to London Paddington on February 10th. *Neil Pugh*



Class 166 204 reverses at Malvern Wells to form a service from Great Malvern to Castle Cary on February 19th. *Neil Pugh*



The 1K16 London Paddington to Bedwyn service passes Hungerford Common on February 23rd. *Michael Bennett*



Great Western Railway

The 1A82 Plymouth to London Paddington service is seen at Crofton with Class 802 021 and 802 012 on March 1st. *Michael Bennett*

Great Western Railway

Class 166 206 working the 1V94 Brighton to Great Malvern service passes the long closed East Grimstead Chalk Quarry on February 11th.
Michael Bennett



Network Rail

A Derby-Carlisle Network Rail test train working sees Colas liveried Class 67 027 and 67 023 slowing for a signal stop at Winwick Junction to allow a loaded biomass train to cross its path on a sunny February 25th. *Jeff Nicholls*



Power car No. 43013 'Mark Carne CBE' leads the 1Q28 14:24 Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) via London Euston on the outward leg as it approaches Wilson's Crossing on February 23rd. *Derek Elston*



Class 37 116 and 37 219 working the 1Q55 Tyseley - Derby pass Oakengates on February 26th. *Carl Grocott*



Network Rail

Class 97 302 is seen at Belle Vue, Shrewsbury with 6J39 12:10 Coleham SS to Machynlleth Carriage Sidings on February 17th. *Keith Davies*

On February 10th, Class 67 027 is seen on the rear of a Slateford to Crewe test train headed by 67 023 at Bradley. *John Sloane*

Class 97 302 working the 3Q14 Derby - Coleham test train passes Wellington on February 15th. *Carl Grocott*







Network Rail

At one time a Class 73 would be unheard of in the North West but the 13:16 Derby to Crewe Network rail train is one such service which can produce a Class 73 as it traverses part of the Merseyrail network where the loco can use its 750v DC capability. On February 15th Class 73 961, with sister 73 965 on the rear, approaches Northenden junction on the outskirts of Stockport. *Lee Stanford*

Network Rail

On February 25th, Class 37 116 and 37 254 top'n'tail the 1Z23 Bristol to Birmingham test train past Compton Beauchamp road bridge just east of Ashbury Crossing. The stock comprising on Nos. 6261, 999550, 1256 and 977969. *Ken Mumford*

Class 950 001 working the 2Q08 Reading Triangle Sidings to Reading Triangle Sidings passes through Didcot Parkway on March 1st. *Tom Blanpain*

Class 97 302 passes Upper Battlefield on February 20th with 6C72 12:29 Crewe Basford Hall - Machynlleth. *Keith Davies*







Network Rail

The sun came out in the afternoon of February 4th, which coincided with Colas Rail's Class 37 254 working through Stockport on the 10:25 Slateford Depot to Derby RTC. *Barry Longson*

Network Rail

On February 28th, Class 97 302 leads 97 303 along Battlefield Bank with 6C70 15:00 Machynlleth - Crewe Basford Hall. *Keith Davies*



Class 97 304 passes Belle Vue, Shrewsbury with the 6C71 10:26 Crewe Basford Hall - Machynlleth on February 20th. *Keith Davies*

Class 67 027 and 67 023 pass Charnock Richard with a Derby to Carlisle test train on February 25th. *John Sloane*





Network Rail

Class 37 254 takes a Network Rail test train back to Derby RTC through the Hope Valley at Edale on February 4th. *Mark Torkington*

Network Rail

Class 97 303 and 97 304 working the 3Z02 Derby - Coleham test train pass Battlefield on February 9th. *Carl Grocott*

Class 97 304 leads the 6C71 Machynlleth - Crewe ballast past Battlefield on February 21st. *Carl Grocott*

Class 97 302 working the 6C72 Machynlleth - Crewe passes Battlefield on February 21st. *Carl Grocott*







Network Rail

Class 97 304 working the 6C71 Machynlleth - Crewe passes Winnington on February 28th.
Carl Grocott

Rail Operations Group

Class 37 884 ‘Cepheus’ works 0S08 Derby R.T.C. to Kilmarnock Bonnyton Depot through Balshaw Lane Junction, Euxton on February 7th. *Alan Naylor*

Rail Operations Group

On February 8th, Class 37 611 and 37 608 working the 5Q86 pass Micheldever hauling Class 442 408 from Wolverton Works to Bournemouth. *Michael Bennett*

Rail Operations Group

On February 26th, Class 37 884 hauls the 5Q76 Parkeston Quay to Newport scrap train comprising of 321 348 and 321 442. Seen here passing Stratton Green overbridge. *Ken Mumford*

Rail Operations Group

Class 47 812 passes Coppull on a Derby to Mossend move on February 19th. *John Sloane*

Class 37 884 is seen hauling Class 321 345 and 321 435 past Highworth Junction heading to Sims Newport for scrap. *Ken Mumford*

Class 47 812 opens up through Winwick on a Mossend - Derby light engine working on February 20th. The loco had done the same journey in reverse the previous day. *Jeff Nicholls*







Rail Operations Group

Class 57 312 hauls 769 937 as the 09:03 Burton Wetmore Sidings to Wolverton Centre Sidings approaching Wilson's Crossing on February 26th.
Derek Elston



Rail Operations Group

On February 15th, Class 37 510 is seen at Oxford whilst working 5Q74 OOC - Bicester before heading onwards to to Derby RTC. *Tom Blanpain*

Rail Operations Group

On February 26th, Class 47 812 leads two rakes of Grand Central Mk4 coaches passing Northampton as the 06:44 Eastleigh Arlington (Zg) to Worksop Down Reception for further storage. *Derek Elston*

TransPennine Express

Class 68 023 makes a fine sight and sound passing through Stockport on February 4th, working the 15:23 Longsight TMD to Crewe Basford Hall empty stock movement. *Barry Longson*

Transpennine Express Nova, Class 802 219 crosses Newton Viaduct slowing for the stop at Newton-le-Willows, with the 10:54 Liverpool Lime Street to Newcastle service on February 27th. *Paul Senior*

Class 802 210 speeds past Culcheth on February 18th. *Jeff Nicholls*







Transport for Wales

Class 67 008 working the 5Z79 15:17 Cardiff - Crewe via Chester passes Gobowen on February 12th. *Phil Martin*

On February 12th, Class 175 116 calls at Gobowen working the 19:09 Shrewsbury - Holyhead service. *Phil Martin*

Class 158 841 leads the 2D22 19:32 Shrewsbury - Chester service through Gobowen on February 12th. *Phil Martin*







Transport for Wales

Class 230 009 passes through Malvern Wells on a journey from Birkenhead North TMD to Long Marston on February 19th. *Neil Pugh*



Class 175 009 is seen at Bayston Hill with 1W52 05:54 Milford Haven - Manchester Piccadilly service on February 27th. *Keith Davies*



Class 175 109 passes Bayston Hill with 1V38 09:30 Manchester Piccadilly - Carmarthen service on February 27th. *Keith Davies*



Units: DMUs and EMUs

Northern's Class 319 385 calls at Leyland with a service to Blackpool North on February 16th. *John Sloane*

Northern's Class 331 022 passes Leyland with a Preston to Manchester service on February 16th. *John Sloane*

Northern's Class 319 366 approaches Bryn with a Wigan to Liverpool Lime St. service on February 16th. *John Sloane*







Units: DMUs and EMUs

Northern's Class 323 237 slows for its booked stop at Cheadle Hulme on February 10th, while working the 10:48 Crewe to Manchester Piccadilly service. *Barry Longson*



Northern's Class 769 450 passes Balshaw Lane Junction with a crew trainer from Blackpool to Springs Branch on February 20th. *John Sloane*



Northern's Class 319 366 calls at Bryn with a Wigan to Liverpool Lime St. service on February 23rd. *John Sloane*



The 12:46 Manchester Oxford Road - Liverpool Lime Street passes the fields of Glazebrook with Northern's Class 195 111 in charge on February 11th. The bridge that can be seen above the train crosses the trackbed of the line from Glazebrook West Junction to Wigan Central which closed in 1964. *Jeff Nicholls*

Units: DMUs and EMUs

Northern's Class 150 123 and 150 125 approach Heaton Chapel working the 13:08 Manchester Piccadilly to Buxton service on February 12th. *Lee Stanford*

Northern's Class 769 442 passes Bradley with a Blackpool to Springs Branch crew training run on February 27th. *John Sloane*

Northern's 150 111 leaves the single line section from Kirkby at Rainford with a train to Manchester Victoria on February 10th. *John Sloane*







Units: DMUs and EMUs



South Western Railway's Class 158 885 working the 2R38 Salisbury to Romsey service passes East Grimstead on February 11th.
Michael Bennett

With engineering works in Manchester, services from Lime Street via the CLC route were truncated at Birchwood, meaning that there was an hourly ECS movement to and from Glazebrook East Junction in order to change direction. Northern's 150 139 performs this manoeuvre on Sunday February 28th.
Jeff Nicholls



West Midlands Railways' Class 170 505 appears out of the fog at Malvern Common on February 6th whilst on a service from Birmingham New Street to Hereford. *Neil Pugh*



Units: DMUs and EMUs

Northern's Class 150 125 and 150 123, pass nonstop through Ince, in the suburbs of Wigan, with the 11:34 Southport to Manchester Oxford Road service on March 1st. *Paul Senior*



Units: DMUs and EMUs

West Midlands Railway's Class 172 217 reverses at Malvern Wells signal box to form a service from Great Malvern to Stratford-upon-Avon on February 7th. *Neil Pugh*

Northern's Class 331 027 passes Euxton with a Blackpool North to Liverpool Lime St. working on February 18th. *John Sloane*

On February 6th, South Western Railway's Class 159 010, 159 015 and 159 018 depart Andover with the 10:25 Exeter to London Waterloo service. *David Lindsell*







National Rail



West Midlands Railway's Class 196 006, 196 007 and 196 108 are seen in store at Telford Railfreight Terminal. *Richard Hargreaves*

Self-service refunds for Greater Anglia passengers

Greater Anglia has introduced a new service which allows customers to arrange their own refunds online. Self-service refunds are now available to passengers who have purchased their Smart Card tickets via Greater Anglia's app or website. Traditionally customers who purchased tickets via the website or app would need to email or call the company's Smart Support Team for assistance. Now, thanks to this upgrade, customers can simply log into their account to see, review, and cancel bookings by following the step-by-step instructions to apply for a refund of their unused Smart tickets. The self-serve system will advise how much is going to be refunded, with the refund value calculated using the industry standard National Rail principles.

Greater Anglia customers can have their refunds paid straight back onto the original card used for purchase.

Greater Anglia's Smart Card Scheme Manager, Kamelia Lazarova, said, "We are always looking at ways to improve the service to our customers and make our processes simple and hassle free. I'm delighted that we, alongside our partner, Trainline, have been able to make our refund process even more customer friendly with these new self-serve refunds, which will help passengers to get their money back even more quickly and easily if they change their plans."

Current Government advice is to stay at home unless you need to travel for permitted reasons including work and medical appointments.

Greater Anglia continues to ensure that rail travel is safe for staff and passengers with an enhanced cleaning regime, on stations and trains, concentrating on high-touch areas such as push buttons, grab rails and door handles. The train operator has also introduced a wide range of measures to make it easier for customers to maintain social distancing at stations and on trains - including floor markings, one-way systems, new signs, and queuing systems.

It is now mandatory for customers to wear a face covering when using public transport, to help reduce the spread of Covid-19. Children under the age of 11 and people with a disability or illness which means they cannot wear a face covering are exempt from wearing them.

Fares Advice with RailUK

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

Delay Repay: Multiple Operator Conundrum

Q: So, the conundrum...

I am going to give a fictitious example, however, it isn't too dissimilar to some journeys I have caught in the past.

The journey is Leicester (LEI) to York (YRK) with a changeover in Sheffield (SHF):

EM 1100 LEI -> SHF (scheduled arrival before 1230)
XC 1230 SHF -> YRK (scheduled arrival 1330)

Consider the following scenario:
EM 1100 LEI -> SHF arrives late and I miss the 1230 connection to YRK.
I catch an alternative train, XC 1330 SHF -> YRK (scheduled arrival 1430).

Now the tricky bit...
The train I was scheduled to catch (XC 1230 SHF -> YRK) arrives late at 1420. This is 50 mins after the scheduled arrival of 1330. The alternative train I was forced to catch due to EM delay also arrives late at 1440. This is 10 minutes after the scheduled arrival of 1430. So, which company do I claim compensation off? And, how much do I claim?

I arrived at 1440, 1 hour and 10 minutes late compared with my scheduled arrival time for the entire journey. Naively, I would claim from EM, saying their delay in the 1100 LEI -> SHF caused this. Additionally, I would claim for the 1h10m delay. However, EM could say I arrived only 20m after my scheduled train (1230 SHF -> YRK), thus the total delay is actually only 20m.
So, instead, do I claim compensation from XC for the 50m delay on my scheduled train (1230 SHF -> YRK)? But I wasn't actually on this train. So, would that be fraudulent?

I hope this gets across my point. You can construct many scenarios like this and I think it is very confusing to know exactly who to claim off and what bracket (15+, 30+, 1h+ etc). This is only amplified when additional legs and operators are added too.

A: You claim from the first company whose service's delay or cancellation causes your journey to become delayed. In this case EMR. You claim for your actual arrival time at your destination station vs your scheduled arrival time. So in this case 70 mins delay, i.e. 1hr+ level of compensation.

Intermediate times are only of relevance where you decide to break your journey (say at Sheffield in this case), or if you haven't allowed the minimum connection time between services (and thus planned an 'impossible' connection).

The only scope for argument is if your both your first and second trains are disrupted, and the first TOC might say "ah, but it doesn't matter that our train was cancelled/late, there wouldn't have been a train for you to connect to anyway". But usually they accept liability straight away.

What are my chances of a full refund from SouthEastern?

Q: I booked a ticket online from the SouthEastern website to travel first thing Saturday morning to visit somebody in a support bubble. Usually, when i buy advances, I am able to collect from one of their ticket machines the following day. However, I arrived early for my train, inserted my payment card into the machine and tapped in my booking reference when prompted. I was surprised when the machine displayed an error message saying that my booking could not be found. I tried again but got the same message. As a result, I had to purchase a new ticket.

A: The retailer (southeastern) should provide you with a full refund for the tickets that you were unable to collect. It is not your fault that there was an issue between them and their supplier (assuming that's what happened). There should be no admin fee for this. If the new tickets cost more than the original tickets then I hope that the retailer (southeastern) will be considerate regarding the extra cost that you have incurred.

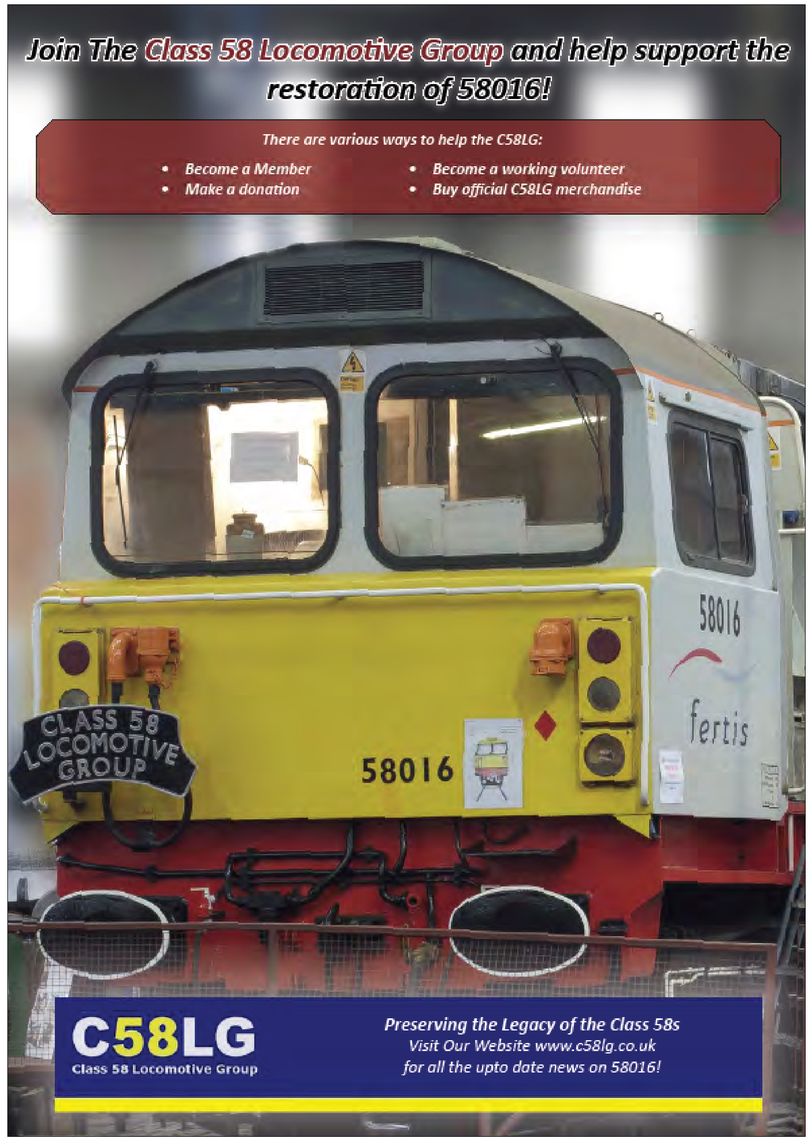
Ticket Advice for All

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!

National Rail

Now reported as being in store, due to the low passenger numbers on the ECML, Class 91 119 'Bounds Green Intercity Depot 1977- 2017' races passed Eaton Lane, Retford, with the 07:30 London King's Cross - Edinburgh service on June 29th 2019. *Paul Senior*





Roll-out of driver training on Greater Anglia's new trains heads west

Greater Anglia is now training driver instructors on its new Alstom-built trains on the London Liverpool Street to Cambridge line, as preparations continue for the introduction of new trains on its West Anglia services.

Once driver instructors have been trained, they will start training over 250 drivers, ahead of new trains being introduced on the route later this year.

Driver instructors have already spent time learning about the complexities of the various on-board systems from training materials and full cab simulators.

Now they have started training on the actual trains themselves, using the on-train systems to deal with the day-to-day operation of the train, as well as looking at a number of emergency and fault scenarios.

They get the chance to be "hands-on", operating the train both in sidings and out on the network, undertaking 'practical handling' where they get used to driving the train, enabling them to gain the expert experience needed to train all the drivers.

The first of the company's 133 new electric commuter trains, built by Alstom – formerly Bombardier - in Derby, were introduced in November 2020 on the London to Southend Victoria route, before extending to select Braintree and Southminster services in December.

While testing continues to allow the trains to start in service between Colchester and Clacton later this year, training has just started on the West Anglia route, which runs between London Liverpool Street and Cambridge via Bishop's Stortford.

Andrew Goodrum, Greater Anglia's business readiness director, said: "The start of training for our driving instructor colleagues who work on the West Anglia route is the next stage in our new trains introduction programme.

Feedback from our instructors has been overwhelmingly positive - they see these new trains as a huge step-up and are proud to be playing a key role in getting them into passenger service.

We're looking forward to introducing these brand-new trains to the West Anglia route later this year, giving more of our customers all the mod-cons they expect from a railway in the 2020s."

Greater Anglia has ordered 133 Alstom-built electric commuter trains. They have five carriages and come with air conditioning, Wi-Fi, plug and USB sockets at each pair of seats, a modern passenger information system as well as spaces for bicycles and an accessible area.

National Rail

Plans submitted for rockfall shelter extension to protect vital stretch of railway in Devon



Network Rail has submitted plans to Teignbridge District Council to extend an existing rockfall shelter over the railway line between Dawlish and Holcombe. The 209m long extension of the rockfall shelter north of Parsons Tunnel will help protect trains against falling rocks along this section of vital stretch of railway that connects communities across the south west with the rest of the UK, which is home to a number of cliffs in close proximity to the railway line. Parsons Tunnel was previously extended a hundred years ago and Network Rail proposes to extend that further by providing a rockfall shelter in modern materials, but with open sides rather than the previous brick built enclosed tunnel extension. If approved, the proposals, which are subject to funding confirmation from government, will see construction starting in August with the work expected to take around a year to complete. Preparatory work is due to begin at the top of the cliffs overlooking this stretch of railway on March 22nd whereby Network Rail engineers will begin cutting back some of the vegetation and installing safety netting to secure the shrubbery on the cliffs and reduce any falling debris. This work will be closely monitored to ensure the least disruption for wildlife habitats and biodiversity.

This rockfall shelter, which is the third phase of work as part of Network Rail's South West Rail Resilience Programme following the two sections of new sea wall in Dawlish, is critical to ensuring the resilience of the railway between Dawlish and Teignmouth for generations to come and protecting this critical route from failing debris. Rocks falling from the cliffs is not a new problem and was the reason for the construction of the original enclosed shelter a century ago. However, recent studies, including drone flights over the cliffs, show that there are active falls from the rear cliff. An accumulation of material on the slope could trigger larger debris slides and this stretch of railway is not currently protected against rock falls from this active area of cliffs above. The construction of the rockfall shelter at this location poses a number of engineering challenges, due to the limited access with the track flanked by high cliffs on one side and the sea on the other, as well as ensuring this work doesn't result in lengthy closures of this critical rail artery to the south west.

The design of the new rockfall shelter is open-sided to allow rail passengers to enjoy the views of the beautiful south west coastline. It will be constructed out of pre-made concrete wall panels and beams on the roof, covered by a cushioning material to absorb the impact of any rockfalls. Network Rail has submitted the plans for 'prior approval' under Network Rail's permitted development rights. Under this, Teignbridge District Council will consider only the design, materials, or sighting of the project to ensure that development 'would not injure the amenities of the neighbourhood' and be satisfied that it could not be 'reasonably carried out elsewhere'.

Teignbridge District Council will now be able to formally consult the local community on the proposed designs. Environmental protection is a key focus for the project and, following early feedback from Teignbridge District Council, Network Rail has carried out additional studies and submitted reports that set out its approach to ecological protection and management of potential impacts on wildlife habitats.

Ewen Morrison, senior programme manager for Network Rail's South West Rail Resilience Programme, said: "The coastal location of the railway in south Devon is truly stunning but it also presents its biggest challenge with the sea on one side and steep cliffs on the other. The existing rockfall shelter has proven its effectiveness for a century and so this modern extended structure will protect the railway for generations to come alongside a section of cliff that is becoming increasingly hazardous from rock falls."

Councillor Andrea Davis, Chair of Peninsula Rail Task Force (PRTF), said: "The PRTF welcomes the planning submission for the extension of the rockfall shelter north of Parsons Tunnel. The line at Dawlish is a vital link between the peninsula and the rest of the UK and the rockfall shelter is an important element in future proofing and improving the resilience of our main line. We congratulate Network Rail on developing a modern, ecologically conscious, solution to the ongoing rock fall issue. The PRTF look forward to continuing our work with government to build upon efforts to level up the region, focussing on the next stage of the project which will deliver a resilient rail infrastructure, fit for the future."

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
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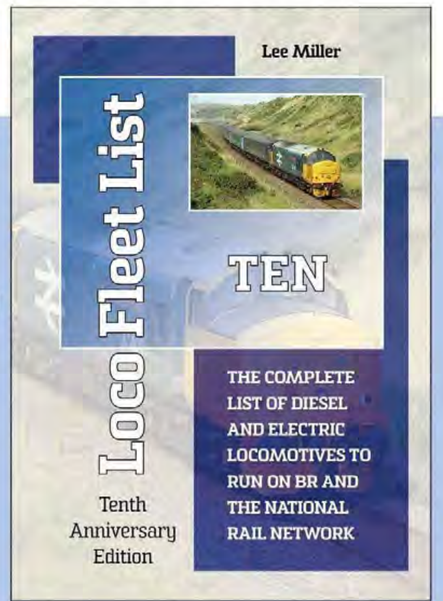


Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

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

Major boost for freight by rail as Southampton upgrade is completed

On Friday February 19th, engineers finished a series of improvements on the lines used by freight trains between Southampton Central and Redbridge, unlocking more capacity at the country's second busiest container port. Freight services between Southampton, the Midlands and the North can now carry up to 20% more goods thanks to track, signals and sidings improvements. Trains once restricted to 520 metres in length can now be extended up to 775 metres in length, or 14 extra containers per train. Six 775 metre long freight trains per day are now set to operate from the Freightliner Maritime Terminal in Redbridge and if each of those trains adds 14 containers, they will combine to move an extra 84 containers of goods per day.

Chris Heaton-Harris, Rail Minister, said: "The completion of this freight upgrade will not only lead to a greener and more cost-efficient way to transport freight from Southampton, but will also significantly boost the volume of goods transported to and from the Midlands. Our freight industry has played an integral role keeping this country moving through this pandemic. Our investment ensures it will continue to play a pivotal role supporting our economic recovery."

Mark Killick, Network Rail's Wessex route director, said: "We are very pleased to finally complete this ambitious project and unlock more capacity for freight on our route. This was a complex project which required us to install longer sidings, new track for heavier and faster moving trains, improved signalling and enhanced drainage, which will make the operation of the area more efficient. We are very grateful to our freight operators and passengers for their patience during the recent line closures. We are also grateful to those living close to the railway, who have witnessed a great deal of engineering work very close to them over the last two years."

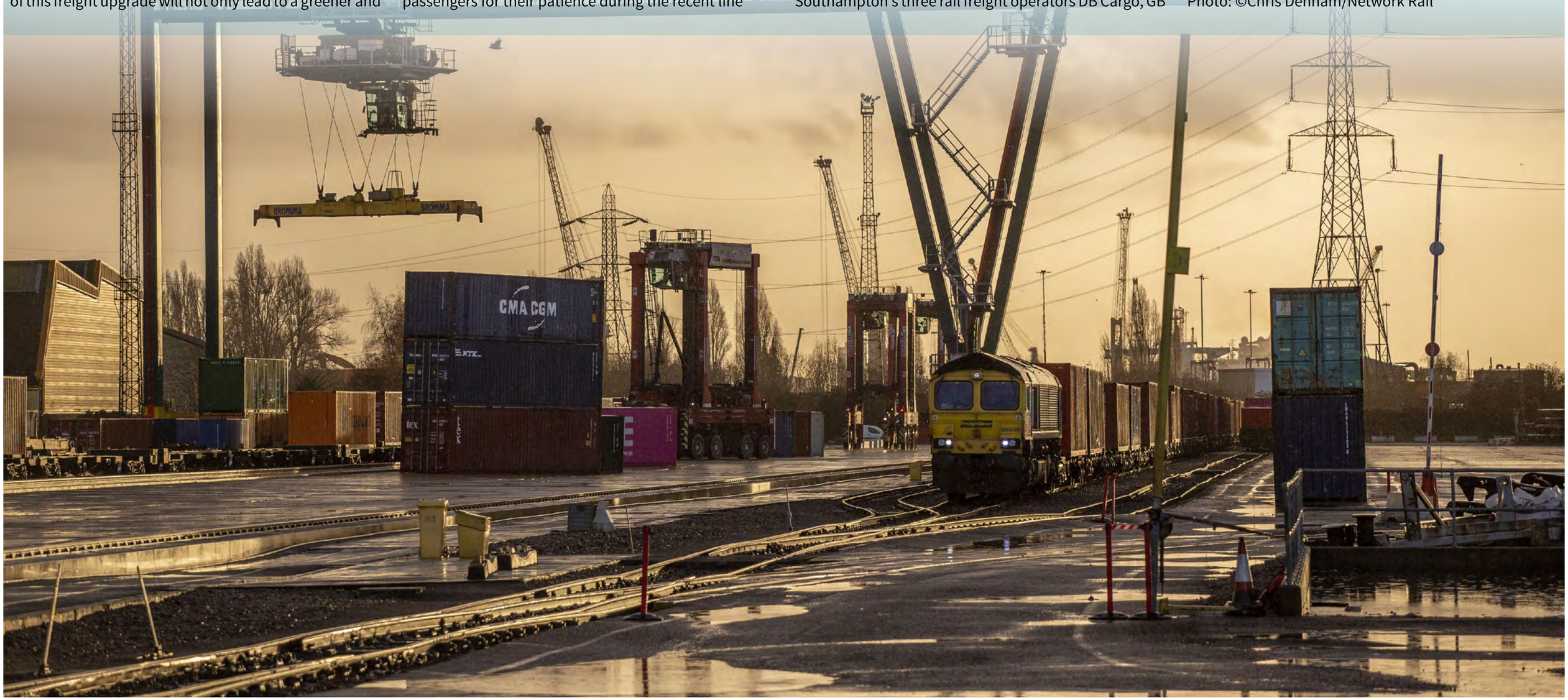
Charlene Wallace, Network Rail's director of freight, national passenger and customer experience, said: "Completing the Southampton Freight Train Lengthening project passes a key milestone in our plans to move more freight by rail across the country. We have long sought to improve the route between Southampton and Reading and can now offer our freight operators more capacity and greater flexibility for their operations at an important location on our network."

The completion of the Southampton Freight Train Lengthening scheme is a major boost for the Port of Southampton's three rail freight operators DB Cargo, GB Railfreight and Freightliner.

Freightliner average up to 24 container trains per day in and out of their Maritime Terminal in Redbridge, while DB Cargo and GB Railfreight average up to 18 trains per day. DB Cargo and GB Railfreight can now transport three different kinds of goods to and from Southampton - intermodal containers, vehicles and gypsum.

The upgraded railway also brings environmental benefits. Each container transported by rail has the same capacity as one Heavy Goods Vehicle (HGV). Each container added to a freight service removes the need for an HGV on local roads, reducing both congestion and pollution.

Photo: ©Chris Denham/Network Rail



Historic station luggage bridge gets identical replica replacement

An historic luggage bridge which was removed from Worcester Shrub Hill station last year will soon be replaced with an identical-looking replica built with stronger modern materials.
Network Rail is rebuilding the structure after the Grade II listed station's disused luggage bridge between platform 1 and 2 had fallen into disrepair. It was not until it was lifted out by crane in November 2020 that engineers discovered the original ironwork was too corroded to restore.

be available for passenger use, it could one day be brought back into normal use should future funding be secured to install lifts in the structure.

Brenda Lawrence, head of stations for West Midlands Railway, said: "Worcester Shrub Hill is a much-loved station with a long and proud history which has been serving passengers for more than 170 years. The distinctive luggage bridge is a big part of the station's character and I am pleased Network Rail has been able



Working closely with conservation experts, an identical-looking bridge has been made with modern materials so the replacement is robust and secure for many years to come.

Lawrence James, scheme project manager at Network Rail, said: "It's really important for Network Rail to protect and conserve heritage structures on the railway network - like the luggage bridge at Worcester Shrub Hill - which give historic stations a unique charm and character. I'd like to thank station users for their patience while we've worked hard to upgrade and modernise the bridge, with the potential it can be brought back into use for passengers in the future."

Although the new bridge will not initially

to keep its identity through this project. I thank our customers who usually drive to the station for their patience and understanding that fewer parking spaces will be available over the weekend when this challenging installation is carried out."

Between Friday April 9th and Sunday April 11th, the crane needed to lift the structure will take up a section of the car park, meaning fewer parking spaces will be available for passengers.

Motorists planning on using Worcester Shrub Hill station over this weekend are being urged to make alternative car parking arrangements.

Trains will not be disrupted while the bridge installation takes place.

Cardiff bridge avoids £40m demolition thanks to electric resistant paint

National Rail



In a world first, electric resistant paint combined with voltage-controlled clearance (VCC) has helped make a Victorian railway bridge usable by new electric trains, avoiding weeks of passenger disruption and train delays in the process.

Just over a year ago, electrification of the railway running between London and Cardiff was completed, providing greener and faster journeys for our passengers.

But behind the scenes something innovative was happening, that turned out to be a huge success and will now be used to shape the future of electrification projects at Network Rail. As diesel trains were replaced with electric ones, Network Rail engineers were tasked with a huge job to install overhead wires and cables to run them. As most routes were designed during the Victorian times, this often means large structures, like bridges, need to be reconstructed before electrification is installed.

Richard Stainton, engineering expert, Network Rail said:
"Intersection Bridge – situated in the centre of Cardiff, on the Wales route – is a prime example. The structure is too low to safely fit all the kit required. Ordinarily, this would force Network Rail to demolish it and rebuild it at a greater height to keep electric trains a safe distance away from the bridge as they pass under, and stop them from electrifying the bridge itself, or anything on it."

In this case however, Network Rail used electric-resistant paint - a unique coating applied to the underside of the bridge. This is a new technology that has been developed with the University of Southampton. It was used alongside specially developed lineside kit, including: surge arresters and insulated bridge arms, to insulate the bridge from electricity and make it safe for electric trains to pass under.

In a world first, the electric resistant paint was combined with voltage-controlled clearance (VCC) which allowed the electrical clearance gap to be reduced by 20mm from the overhead line equipment (OLE) to the bridge, and 70mm from the OLE to the trains roofs. This meant around £40m of savings as the bridge did not need to be knocked down to start from scratch.

Peter Smith-Jaynes, regional asset manager, electrification, Wales & Western, said: "It's a really complex situation at Cardiff Intersection Bridge. It's a very busy rail-over-rail bridge, with a canal underneath that, and it's surrounded by high-rise buildings. Just accessing the bridge would have been difficult but knocking it down and rebuilding it would have been nearly impossible. We had to find another solution."

With a year of data to back it up, Network Rail is now developing the solution and investigating deploying it nationally across a wide range of bridges.

Richard explained: "Typically, a third of electrification project expenditure is on reconstruction and modifying of civils structures – tunnels, bridges and stations – to allow the installation OLE with the necessary clearances. This solution will create enormous efficiencies; allowing future electrification projects to be installed and energised without multi-million-pound expenditure – potentially saving the tax-payers as much as £100m. It will also significantly reduce the number of rail closures – for access – lowering the disruption to passengers, road networks, and railway neighbours."

Peter added: "As a Welshman, I'm proud we've been able to trial this innovative, new technology here in Cardiff, and can look back on it knowing we've made a difference, potentially saving the taxpayer millions as we roll it out on future electrification projects elsewhere."

National Rail



On February 12th, Class 66 723 pauses at Gobowen working the 6G65 16:08 Bescot - Dee Marsh Jct. engineers. *Phil Martin*



Network Rail awards design contract for Edinburgh Waverley Masterplan



Network Rail has appointed Mott MacDonald as the design contractor for the Edinburgh Waverley Masterplan.

The £900,000 contract, awarded by Network Rail on behalf of the Masterplan partners, will involve design work to assess and select the most appropriate options for the various elements of the Masterplan, to allow them to be developed further.

The Waverley Masterplan, a partnership between Scottish Government (Transport Scotland), City of Edinburgh Council and Network Rail, will consider the future growth anticipated at the station, the impact of city centre developments, urban planning trends and how Waverley station can be enhanced to encourage and contribute to the future development of Scotland's capital city and support the wider economy.

Mott MacDonald will take forward and develop the concept designs, which were revealed back in August, for transforming the capital's main station.

Alex Hynes, managing director of Scotland's Railway, said: "Our city stations, and the economies they support, will be key to how the country recovers from the impact of COVID-19 and nowhere more so than in our Capital. As restrictions ease and people begin to move around the country again, designing a station that works for the city, both now and in the future, is an important step to creating a modern, vibrant transport hub that will attract people to the railway and provide a distinctive and fitting gateway for people arriving into Edinburgh."

Karen Keast, Mott MacDonald in Edinburgh, said: "We are delighted to have been selected to develop the design concepts for the Waverley Masterplan. Edinburgh Waverley is an iconic part of the City's heritage sitting as it does in a world class urban and architectural environment. Celebrating and valuing this heritage will be central to our thinking but looking to the future and recognising the opportunities it holds will help define the station for the future."

Mott MacDonald is an experienced provider of design services to Network Rail having previously worked closely and collaboratively with the company on projects across the UK.

National Rail

Class 66 728 and 66 710 on the rear are seen working the 3Y88 Totton to Totton via Woking as they pass Worting on February 26th.
Michael Bennett



South London's railway set for major upgrades as 40-year-old track and signalling replaced

Network Rail has begun a major four-year package of work to modernise 1980s track and signalling on the lines into London Victoria station. The upgrades will improve reliability on the network, helping even more passenger and freight trains arrive at their destinations on time. This phase of work, to take place at weekends between London Victoria, Clapham Junction and Balham, and the West London Lines from Clapham to Shepherds Bush, got fully underway in February and will continue until after Christmas 2022. Upgrades between Tulse Hill, Peckham Rye and Crystal Palace, and between Nunhead, Herne Hill and the Battersea area will follow between 2022 and 2025.

Shaun King, route director, Sussex said: "It's vital that we continue to modernise the rail network so that we can build back better, stronger and more reliable than ever before for passengers and freight users. Much of the track and signalling in South London is more than 40 years old and it's also some of the most intensively used in the country. The work we are doing on the lines into Victoria over the next few years will keep passengers moving safely and reliably long into the future."

Southern Customer Services Director Chris Fowler said: "The route to Victoria is one of our busiest and a signal failure or track fault here creates delays across the south east. That's why we welcome Network Rail's initiative and will support them by altering our train service and arranging alternative transport each weekend their engineers are working."

Keeping passengers moving
Passengers travelling on affected routes are advised to check before travelling at weekends and bank holidays. On the following dates, no trains will run between Victoria-East Croydon. Most trains will be diverted to London Bridge. A limited rail replacement bus service will run between East Croydon and Clapham Junction for local journeys. Rail tickets will be accepted on London Underground services between London Victoria and London Bridge and Balham and on London Buses between Balham and Streatham Hill. Tickets will also be valid on South Western Railway services between Clapham Junction and London Waterloo.

Saturday 1 - Monday 3 May (Bank Holiday weekend)
Saturday 8 - Sunday 9 May
Saturday 15 - Sunday 16 May
Saturday 22 - Sunday 23 May
Saturday 29 - Monday 31 May (Bank Holiday weekend)
Sunday 6 June - no trains will run between Balham and Victoria
*Additional weekend working will be required to support the work. Further dates to follow when confirmed.

Christmas works
Saturday 25 December - Sunday 2 January 2022 - 9-day closure
Sunday 25 December - Monday 2 January 2023 - 9-day closure

What's being delivered in this phase of works
Between London Victoria, Clapham Junction and Balham, and the West London Lines from Clapham to Shepherds Bush

Multimillion-pound investment in signalling, track, civils, power systems and telecoms
93 new modern LED signals
17 signal gantries replaced with new easier maintained structures
3 new power supply points for the signalling and points heating equipment
186 new axle counters (train detection equipment)
200,000 metres of new signalling, telecoms and power supply cable
8 key junctions and 50 points renewed to achieve greater track reliability and minimise disruption
Recontrol to the Clapham and Balham areas from the 1970s Victoria Area Signalling Centre to the state-of-the-art Three Bridges Rail Operating Centre



National Rail



Colas Rail's Plasseur & Theurer tamper No. DR73936 approaches Wilson's Crossing as it heads toward London on February 26th. *Derek Elston*

Network Rail gives 'Heart of Wessex' line some love over five-day closure

Passengers travelling on the line between Bristol and Weymouth can look forward to a more reliable railway following vital maintenance between Dorchester West and Castle Cary.

Mark Killick, Network Rail Wessex route director, said: "We'd like to say thank you to our passengers for their patience during this line closure. The railway cutting rescaling is a vital piece of maintenance on this important line for local communities. The work we have carried out will keep passengers moving long into the future."

James Wilcox, Great Western Railway station manager for the area, said: "This work was important to ensure we can continue to provide services that people can rely on at this time and we thank customers for their patience. We have been working hard to make sure that people can be confident to travel safely, and that includes running as many trains and carriages as we can to make extra room, and replacement buses where trains cannot operate, as well as enhanced cleaning and social distancing measures."

The work carried out in the Yeovil Pen Mill area forms part of Network Rail's £2bn investment on the Wessex route to improve train journeys and keep passengers moving for decades to come.

More maintenance will take place on the line between Dorchester West and Castle Cary later this year, including track renewals and maintenance, at a date to be confirmed. It follows a major project to replace a railway bridge at Yetminster in February 2020, as part of ongoing improvements to the line.

Multi-million pound project to upgrade 1980s railway means no trains through Horsham for 9 days this summer

Passengers with Southern and Thameslink are advised to plan ahead for major work on the Arun Valley Line in the summer. Network Rail engineers will be rebuilding a crucial section of West Sussex's railway, including a nine day period in August when there will be no trains through Horsham, plus five weekends of engineering closures in July, September and October.

From Saturday 14 to Sunday 22 August 2021, buses will replace trains along much of the Arun Valley line, from Arundel to Three Bridges including Horsham and Crawley, and the Mole Valley line between Horsham and Dorking. Additionally, there will be three weekends of engineering closures ahead of the main work and these will take place on Sunday 11 July, Saturday 17 to Sunday 18 July, and Saturday 31 July to Sunday 1 August 2021. Following the main closure, there will be a further two weekend closures on Saturday 4 September to Sunday 5 September and Sunday 3 October.

Network Rail Southern region's investment director Paul Harwood said: "We never take the decision to close the railway for extended periods lightly and would like to thank passengers for their patience as we work to address historic underinvestment in the region's railway and enhance the capability of the line. This investment was originally planned for several bank holiday closures, supported by a long series of weekend closures over two to three years. By doing the work over nine consecutive days and two weekends, the overall disruption to passengers can be significantly reduced, while fast-tracking the delivery of the reliability, safety and connectivity benefits of the project. Recognising the importance of the railway to the leisure and tourism industry, we'll ensure that alternative routes are fully open on these dates, and we've timed the work to avoid Brighton Pride. Over the next months, we will continue to work closely with Southern, Thameslink and South Western Railway colleagues, as well as local stakeholders to ensure passengers are made aware of the changes to their journeys and the alternative options to keep them moving."



Chris Fowler, Customer Services Director for Southern, said: "Network Rail have worked closely with us to plan this vital work so that our customers' journeys are disrupted as little as possible. The upgrade will improve the reliability of services on the Arun Valley line, and I thank customers in advance for their patience while work is under way in the summer. We'll be giving more detailed advice about alternative travel options over the coming months."

This investment will be used to replace 1980s track and infrastructure, with new, more reliable equipment that will improve journeys for customers on the two routes, as well as the wider region by reducing delays. Passengers wishing to travel on these dates will need to allow considerably more time for their journeys and should expect to use either diverted trains via longer routes or a replacement bus or coach to connect with rail services to the South Coast.

Work has also been timed to avoid disrupting Brighton Pride at the start of August and other routes including the Brighton Main Line will be open for travel. Services on longer distance coastal journeys to Chichester, Littlehampton, Bognor Regis and Portsmouth will still be running, but will go via an alternative route using the Brighton Main Line, meaning journeys will take longer.

Crawley station will remain open on weekdays during the nine-day period but will be closed on all affected weekends.

What work is taking place?

The work will help facilitate enhanced reliability and safety, minimising disruption to passengers.

It will involve the complete renewal of nine sets of old switches and crossings, the movable sections of track that guide trains from one track to another and allow them to cross paths. The existing equipment has been in place since the 1980s, is old and unreliable and needs to be replaced. The new, more reliable equipment will reduce faults and delays to passengers.

A section of rail, sleepers and ballast will be renewed, and track drainage replaced at Horsham station. The upgraded track will give passengers smoother, more reliable journeys, while the drainage improvements will maintain track quality for the long-term. Enabling work for the upgrade of Parsonage Road level crossing to a full barrier CCTV crossing to improve safety, and recontrol of Littlehaven signal box to the Three Bridges Rail Operating Centre (ROC) in June 2022.

To give passengers additional benefits Network Rail and train operators are looking at options to refurbish stations when they are closed.

Customers can find out more about the project at www.networkrail.co.uk/ArunValley. The site will also be updated with detailed travel advice when alternative travel options are published.

National Rail

ScotRail rides to the rescue of remote Highland community

ScotRail has introduced a temporary train service in a remote part of the Highlands, after locals who have no other access to public transport expressed fears they'd miss out on 'essential' shopping trips and medical appointments.

The 17:37 Fort William – Glasgow service was temporarily removed from the timetable following a 90 per cent fall in the number of passengers using the train during the coronavirus pandemic.

The changes being made to the timetable reflect the current demand from customers, while delivering better value for the taxpayer.

The revised schedule is part of the train operator's strategy to provide critical services during the COVID-19 pandemic, but in this part of Scotland, it meant customers from Corrour or Rannoch, who wanted to make an essential journey would not be able to get back on the same day.

The train operator will now run a two-coach service from Rannoch which will call at Corrour, Tulloch, Roy Bridge and Spean Bridge before arriving in Fort William around 10.00.

This will give customers an hour and a half to carry out any essential business before catching the 11.40 service home again. The service will operate every Monday and Thursday until the Caledonian Sleeper service between London and Fort William is reinstated.

Alister MacLennan, Station Team Manager, West Highlands said: "The last thing ScotRail wants to do is leave people stranded or vulnerable during this very difficult time for everyone.

Although we have a duty to run the rail network as efficiently as possible to deliver the best value for taxpayers, we also have a responsibility to our customers in some of the remotest parts of Scotland.

We're confident the timetable changes we've had to make are helping us provide a critical service for key workers, but we are also willing to look at reinstating certain services if it becomes clear they are vital to the local community."

Jan Robinson, who runs the Loch Ossian Youth Hostel in Corrour, said: "We spoke up and ScotRail listened. This two-day-a-week train service will be a fantastic help to me and others in this very rural community on the edge of Rannoch Moor.

"We were worried we'd miss out on trips for essential shopping and some people have important medical appointments coming up that they might have had to cancel.

"The reinstated services are also a welcome safety net for workers on the Corrour Estate in case the private road is blocked or there are vehicle breakdowns."

Hege Hernæs, Secretary of West Highland Community Rail Partnership, said: "A single week's response time is impressive for a large organisation like ScotRail and demonstrates their willingness to work flexibly and in liaison with lineside communities in this time of crisis.

The West Highland Community Rail Partnership and Lochaber Transport Forum are very grateful to the Fort William station team, ScotRail's Business Development team, and the train crews who responded so quickly and positively when asked to work the extra train."

Train carriages inspire next generation of rail engineers in Yorkshire

Three former Heathrow Express carriages, that ran for 25 years between central London and Heathrow Airport, have been moved to Siemens Mobility's new rail manufacturing site in Goole, East Yorkshire.

When in service, the units were known for their industry-leading passenger experience and luxurious interiors and clocked up some three million miles each year. They will now be fitted out for use as a facility for training apprentices and hosting schoolchildren and other visitors and rebranded with information about the Goole investment and Siemens Mobility's work at the forefront of the UK rail industry.

As a business employing thousands of essential workers who have supported critical national infrastructure through the pandemic, Siemens Mobility has also designed one carriage with thank you messages to the NHS for helping the country through the COVID-19 challenges.

Sambit Banerjee, Managing Director Rolling Stock and Customer Services for Siemens Mobility in the UK, said: "These trains, which were part of a fleet that carried six million travellers a year, have come to the end of their passenger life but now have an important new role as part of our Goole rail village.

They will form the perfect backdrop for our apprentices to learn new skills, for schoolchildren to be inspired to be part of a new pipeline of talent for the rail industry, and for other visitors to appreciate the latest digital technologies that are revolutionising the rail network. A group of our talented young graduates and apprentices are working on plans to design and equip the trains for their new use and we're looking forward to visitors experiencing them in the future."

He concluded: "A huge thank you to Aura Brand Solutions who 'wrapped' the carriages on our behalf to turn our vision into reality."

Siemens Mobility's investment of up to £200m in the Goole facility will create up to 700 direct jobs, with a further 250 roles during the construction phase and an additional 1,700 indirect supply chain opportunities.

The new train factory is scheduled to open in 2023 when it will begin manufacturing state-of-the-art Tube trains for the Piccadilly line on the London Underground. It will be complemented by a neighbouring research, development and innovation cluster and co-located supplier facilities.



National Rail



Network Rail infrastructure monitoring vehicle No. DR98008 passes Wilson's Crossing on the return leg of 3Z07, the 10:13 Rugby Depot Access Line to Rugby Depot Access Line on February 26th. *Derek Elston*

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

One of a kind

A "solitary" locomotive on the GWR was the first French compound Atlantic No. 102 'La France.' imported in 1903. It differed considerably in dimensions from the later and larger compounds 'President' and 'Alliance' of 1905.

No. 40 'North Star' was another GWR "solitary" locomotive of distinction, in being during the first stage of its career the only four-cylinder simple Atlantic on the GWR; later this locomotive was converted to the 4-6-0 wheel arrangement and took the number 4000.

Dean's 4-6-0s No.36 of 1896 and No. 2601 of 1901 were both unique; both combined inside cylinders for the coupled wheels. No. 36 had outside frames for the bogie, but in 2601 they were inside and the bogie was fitted with Mansell wood-centre wheels; No. 36 had a low-pitched boiler crowned with a large brass dome, but No. 2601, with a high-pitched boiler carrying a sandbox shaped like a saddle, and large Belpaire firebox, was one of the strangest-looking locomotives that ever appeared on GWR metals.

Another "solitary" GWR locomotive was No.3310, 'Waterford' (later 4118), built in 1899. Mr. Bertram T. Waite writes, "although really the pioneer of the "Atbaras" and with "Camel" boiler and high Belpaire firebox, it had outside frames curved over the coupled wheels, instead of straight, an special combined number and name plates on the cab sides.

Between 1903 and 1906 No. 3297 'Earl Cawdor' was another 4-4-0 of the "Badminton" class that was unique in possessing a 5ft 6in diameter parallel boiler crowned with a squat brass dome - a very short chimney was also fitted. Later a standard taper boiler was substituted and the locomotive was renumbered 4105.

4-6-0 Tenders

Tenders of 4-6-0s Nos 335 and 453 to 457 inclusive were fitted with water-scoops - the intention being to lay down water-troughs between Gillingham and Templecombe and elsewhere.

In 1940

Up to August 15th 1940, built in Swindon Works were Nos. 5998 - 6905 [Hall 4-6-0s], Nos. 2217-2220 [0-6-0 tender loco's] and Nos. 3675 - 3684 [0-6-0PT's].
A number of 0-6-0 tender locos that were prepared for use overseas were now working again on the GWR with Great Western numbers painted on the cab sides, but still retaining the letters "WD" on their tenders.

Locos 2 and 4 of the W C & P [Weston, Clevedon & Portishead Light Railway were taken over and renumbered G.W.R. 5 and 6.

Seven more "V2" 2-6-0s of the "Green Arrow" class Nos. 4867 - 4869 were built at Doncaster and Nos 4883 - 4886, were built at Darlington, all entered traffic up to July 13th 1940.

"SCHOOLS" 4-4-0 that work regularly over the Hastings branch, Nos. 900 - 912 and 934 - 939 were stationed at St. Leonards and Bricklayer's Arms with Nos. 913 - 923 stationed at Ramsgate.

The first batches of "Schools" had tenders with spoked wheels; The later locos have solid wheels to their tenders. Loco 908 has a tender of which the axle-boxes differ in design from those used on the standard "Schools" tenders. All locos are receiving are receiving the multiple-jet exhaust of the modified Lemaitre pattern and large diameter chimneys - the correspondent remarked particularly on the exceptional competence of the performance of the locos.

A Different View

A drivers eye view out of Class 37 510 at Oxford on February 15th.
Tom Blanpain

A Different View

This old Southern Railway Bogie Scenery Van, sometimes known as an Elephant Van, has appeared in the yard of Padgate station, Warrington, in connection with a fish and chip shop which is based in the former CLC station building. Photographed on February 9th. *Jeff Nicholls*

A Different View

Class 66 051 is seen at Highworth with a scrap train which goes alongside the former Highworth branch. *Ken Mumford*



Preserved Railways

VOLUNTEERS PLAN FOR RESUMPTION OF COVID-SAFE STEAM TRAIN SERVICE – SUBJECT TO GOVERNMENT CONFIRMATION



Dedicated volunteers are planning for a re-opening of the Swanage Railway with Covid-safe steam trains resuming between Norden, Corfe Castle and Swanage on Monday, 12 April, 2021 – subject to the lifting of Government restrictions.

The Swanage Railway has been awarded 'We're Good to Go' certification by the Visit England tourism body for demonstrating the heritage railway has met the required level of compliance with its Covid-19 preparations and precautions to keep the public safe.

Covid-safe passenger services ran on the Swanage Railway during 2020, including the successful Steam and Lights festive trains in December.

During the latest national lockdown, only essential work has been taking place – track and bridge maintenance along with signalling and locomotive maintenance – with the Swanage Railway following Government instruction and advice.

Swanage Railway chairman Gavin Johns said: "We are pleased that the Government's plans, and guidance, to bring the country out of the Covid-19 restrictions enable us to plan for the resumption of our train services on Monday, 12 April, 2021.

"The safety of our passengers and staff is our prime concern as we look forward to resuming our train services and open our on-line booking service at swanagerailway.co.uk on Thursday, 1 April, 2021.

"While on the day walk-up bookings will be able to be made at our Norden, Corfe Castle and Swanage ticket offices – subject to seats being available – we would encourage passengers to book in advance, via our website, to avoid disappointment as seat numbers are reduced to ensure the prescribed social distancing.

"The Swanage Railway has a great part to play in giving people a wonderful day out in the Isle of Purbeck – whether it's to visit Swanage and the beach, Corfe Castle and its magnificent ruins or simply to walk and enjoy the fresh air in the beautiful countryside.

"Our train services and stations are fully Covid-19 compliant with regular cleaning taking place.

"Passengers will still have to wear face coverings on our platforms and trains – unless they are exempt – with hand sanitiser points available on our stations. Children under the age of 11 do not need to wear a face covering.

"We are taking all reasonable steps to ensure that our passengers are safe while travelling with us and passengers can travel with us in the knowledge that all fares go towards supporting the re-built Swanage Railway and ensuring its survival for future generations," added Mr Johns.

It is hoped to re-open the fund-raising shop on Swanage station – in a Covid-safe manner – on Monday, 12 April, 2021, subject to the lifting of Government restrictions and the availability of volunteers to staff the shop.

Subject to the lifting of Government restrictions, the Swanage Railway hopes to re-open its Corfe Castle station museum, return catering facilities to Swanage and Norden stations and re-introduce its dining trains, in a Covid-safe manner, from 17 May, 2021.

The Swanage Railway's Harman's Cross station and Herston Halt will remain closed – in compliance with current Government guidance – and are set to re-open when the Government lifts the Covid-19 restrictions regarding social distancing.

Gavin Johns explained: "We recognise the Government's dates for the reduction and final lifting of restrictions are dependent on progress in reducing cases of Covid-19 and we will be looking for confirmation of these dates by the Government nearer the time.

"The dates published by the Government give us time to complete essential maintenance work and ensure that everything is prepared for us to complete staff refresher training so that the Swanage Railway is ready to resume its train services when we receive the green light from the Government," added Mr Johns who is also a volunteer signalman on the heritage line.

In preparation for the resumption of steam trains, test and staff training trains – not carrying the public – will be operating on the Swanage Railway ahead of the planned Monday, 12 April, 2021, re-opening which is subject to the Government lifting Covid-19 restrictions.

Details of how the Swanage Railway keeps its passengers safe can be found at www.swanagerailway.co.uk/covid-19-passenger-information.

Up to date train service information is available from the Swanage Railway website at swanagerailway.co.uk where train tickets can be booked from Thursday, 1 April, 2021.

Photo: © Andrew P.M. Wright

PROJECT TO BUILD THIRD NEW STEAM LOCOMOTIVE BUILDS UP STEAM



The A1 Steam Locomotive Trust
New Steam for the Main Line

The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, have announced that Cleardata, a leading document management company, has started the scanning of 366 of the original Doncaster Works drawings which will enable the construction of the yet-to-be named third Gresley class V4 No. 3403. This will be the third new LNER-designed steam locomotive to be built by the Trust. It also announced that it had made significant progress in the pre-launch phase of the project.

The London & North Eastern Railway (LNER) class V4 was a 2-6-2 steam locomotive designed by Sir Nigel Gresley (who also designed famous No. 4472 Flying Scotsman and world speed record holder No. 4468 Mallard) for mixed-traffic use over the whole of the LNER network. The class V4s had similarities in their appearance and mechanical layout to the class V2s of which pioneer No. 4771 Green Arrow is preserved. Two class V4s were built at the LNER's Doncaster Works in 1941 - No. 3401 Bantam Cock and No. 3402 which was un-named but known unofficially as Bantam Hen. No. 3401 Bantam Cock was unveiled at York on 11th February 1941 by its designer Sir Nigel Gresley - his last public appearance before his sudden death in office on 5th April 1941. It was anticipated that many more would be produced, but his successor Edward Thompson produced the class B1 4-6-0s instead of which 410 were built. The two class V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

Cleardata has started the process of scanning 366 original Gresley class V4 drawings from microfiche and upon completion later this month they will be uploaded onto the Trust's CAD system. These drawings were acquired from Malcolm Barlow, a Doncaster scrap dealer who launched the now defunct Gresley V4 Society in 1994 to build a new example of the class.

Other progress to date now includes:
Trustee agreement to fundraising strategy and proposed project timeline: it closely follows that used to fund the building of No. 60163 Tornado and No. 2007 Prince of Wales, which will hopefully leave the latter debt free on completion

Sign-off of the high-level specification for No. 3403 - although just two in number, the class V4s were very successful in traffic with no known design and development problems

Acquisition of 366 original Gresley class V4 drawings - Graham Nicholas catalogued these drawings in advance of their scanning into the Trust's CAD system

Purchase of a complete set of fully-certified tyres for the new Gresley class V4's pony, Cartazzi and 5ft 8in driving wheels from David Buck, owner of Thompson class B1 4-6-0 No. 61306 Mayflower, along with a chimney, two BR class 08 shunter speedometer drive generators and two air pumps of Finnish origin for use on No. 2007; the tyres were originally manufactured in South Africa in the late 1990s for Malcolm Barlow and the other components salvaged from Doncaster Works on its closure

Delivery of 12 Tender Spring Hooks from a closed die forging to an original LNER drawing; this was part of a much larger order placed by Network Rail with Unilathe of Stoke-on-Trent for replacement components for its LNER 4,200-gallon tender-based snowploughs which has been piggybacked on by A1SLT for its new Gresley class V4 and the project building a new Gresley class B17, therefore considerably reducing the unit costs.

Component acquisition in advance of the start of construction continues on an opportunistic basis. The Trust has taken delivery set of cab side window frames made for use on No. 3403 by Colin Vickridge, a long-standing supporter and volunteer with the Trust. Colin also provided the cab side window frames for Tornado and Prince of Wales. A speedometer from ex-LMS Jubilee No. 45657 Tyrwhitt (withdrawn in 1964) has also been acquired by the Trust for eventual use on No. 3403.

The creation of a new subsidiary, The V4 Steam Locomotive Company Limited, of The A1 Steam Locomotive Trust to carry out the building of new Gresley class V4 No. 3403 as part of the preparations for the formal launch of the project



Although there is no specific fundraising appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project. Due to the impact of COVID-19 the formal launch date of the V4 Project and launch of The Founder's Club is yet to be finalised. This will be used to acquire all of the components needed to assemble the engine's frames so that when No. 2007 Prince of Wales leaves Darlington Locomotive Works within the next three years, everything will be in place to rapidly assemble the frames. This will then be followed by the launch of the 'V4 for the price of a pint of beer a week' covenant scheme and other specific fundraising clubs familiar to those who have supported the building of No. 60163 Tornado and No. 2007 Prince of Wales. In this way, the V4 Project can capitalise on the momentum built up to complete the new class P2 with sufficient funding to keep staff and contractors busy. It is hoped that the new locomotive will take 5-7 years to build depending on the rate at which the funds are raised.

Steve Davies MBE, chairman, The A1 Steam Locomotive Trust, commented: "We are in the pre-launch phase of the project to build our third new main line steam locomotive, the yet-to-be-named Gresley class V4 No. 3403 – Sir Nigel Gresley's final design. With the order for construction now placed on Darlington Locomotive Works, the scanning of the drawings commenced, and further components acquired, we are well positioned for the formal launch of the project.

"We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed.

We anticipate the project costing around £3m and taking around five years subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. Unlike with our class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s.

"Although there is currently no specific appeal open for No. 3403, any donations made will be ring-fenced for the project. Our next step will be to launch The Founder's Club to fund the early stages of the project. More announcements will be made during 2021 as the project builds up steam."

Photo: Proposed Gresley Class V4 No. 3403 ©A1SLT

East Lancs Railway

On February 10th, Class 47 No. D1501 is seen at Ramsbottom, with an engineering train.
Michael Lynam



From the Archives

Class 40 112 is seen at Springs Branch depot on May 14th 1980.
John Sloane



From the Archives

Class 33s Nos. D6510 and D6579 arrive at Exeter St. David's with a service from London Waterloo on July 31st 1971. *Mark Enderby*



From the Archives

On March 29th 1978, Class 47 377 hauls a rake of tanks past Kingsbury.
Mark Enderby



From the Archives

Class 92 003 approaches Stockport on September 15th 2003 with an intermodal from Trafford Park.
John Sloane

From the Archives

Having failed earlier in the day, Class 47 356 was treated to a trip round Fiddlers Ferry power station by 20 160 and 20 060, seen here on the return leg from the power station emerging from below Warrington Bank Quay station on November 2nd 1985. *Jeff Nicholls*



Class 87 012 passes Bradley with a Shieldmuir to Willesden mail train on August 22nd 2005. *John Sloane*



LMS Jubilee Class No. 45596 'Bahamas' storms out of Nottingham past Lenton South Junction with a special bound for Derby on June 3rd 1989. *John Sloane*



From the Archives

Having worked the mid-morning train from Inverness to Kyle of Lochalsh, Class 26 024 disappeared from view and re-entered the station with three loaded 16T mineral wagons and a brake van on May 26th 1981. *Jeff Nicholls*



Western Class 52 No. D1062 and Hymek Class 35 No. 7018 are seen at Tyseley depot on October 4th 1987. *John Sloane*



Class 47 475 stands at Liverpool Lime St. on February 24th 1990 at the head of a service to York. *Brian Hewertson*



From the Archives

Class 50 012 passes Dawlish with a summer Saturday London Paddington to Penzance service in the mid 1980s. *Michael Bennett*

From the Archives

Coal sector liveried Class 56 030 stands on the now removed middle road at Stockport station on December 31st 1992. *Brian Hewertson*



Class 47 309 approaches Newark with a northbound freight on May 26th 1990. *John Sloane*



Somewhere in the Thames Valley, at a location lost in the mists of time, Class 50 033 'Glorious' heads west with an evening commuter train on August 20th 1982. *Jeff Nicholls*



From the Archives

On December 21st 2003, Class 57 306 is seen at Stockport with a diverted London Euston to Liverpool service whilst 57 303 and 57 307 wait future turns. *Brian Hewertson*

From the Archives

On an organised trip round Derby Works on October 2nd 1982 it was a pleasant surprise to find Class 27 041 undergoing repairs alongside 25 221 and an unidentified HST power car. *Jeff Nicholls*

DRS Class 20 302 and 20 304 haul a couple of tanks through Acton Bridge on July 8th 2003. *Barry Longson*

A Class 50 working a MOD train on the Ludgershall branch is seen arriving in Andover Yard, the only time one has worked to Ludgershall and back. *Michael Bennett*







From the Archives

Class 76 011, 76 013 and 76 012 are seen about to pass through Hyde North on March 1st 1981.
Steve Stepney

Class 47 No. 15xx is seen on a southbound liner at Newcastle on August 17th 1972.
Mark Enderby

At Ludgershall on December 31st 1993, several Class 33s that were preserved but since scrapped. Class 33 203 was scrapped at Newton Stewart, Scotland in May 2006. Class 33 056 was scrapped in July 2006 by C F Booths in Rotherham and 33 034 was scrapped by the Swanage Railway at Norden, Dorset in July 2013.*David Lindsell*







From the Archives

On March 9th 1986, Class 45 014 was in a collision at Chinley and was then moved to Wagon Repair Shop Manchester Road (Ashburys), where on August 21st 1986 it was cut into three sections by Vic Berry and taken to Leicester. *Steve Stepney*











From the Archives

Class 45 076 passes by Manchester Victoria East Junction signal box on March 14th 1983. *John Sloane*

Class 45 133 waits to depart from Scarborough station with a passenger service on June 6th 1983. *Dave Felton*

Class 47 431 hauling the 1S75 14:45 service from London Euston to Glasgow Central via the S&C is seen passing through Wilpshire on May 4th 1986. *Dave Felton*







From the Archives

Preserved LMS EMU No. 28690 is seen on display at Southport on June 28th 1986. *John Sloane*



From the Archives

A Bury line 'Jaffa Cake' liveried Class 504 unit approaches Manchester Victoria on May 5th 1988. *John Sloane*



Class 31 190 'Gryphon' is seen stabled at Derby on April 26th 2006. *John Sloane*



HST power cars Nos. 43132 and 43191 call at Swindon in August 1992.*Michael Lynam*



From the Archives

Class 33 007 stands outside Exeter St. Davids station on September 15th 1980. *John Sloane*

