



Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 40 - Pictures

Pg 148 - News and Features

Pg 163 - Did you Know

Pg 164 - Different View

Pg 166 - Preserved/Industrial

Pg 184 - From the Archives

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 177

Wowwhatabumpermonthofphotos, andcertainlyplentyofvarietywiththe plethora of charters at the moment, and whilst some Class 91s have been consigned to the scrap man, it is good to see several of the class reinstated and in regular use once again. With summer on the horizon then there's plenty to see and do in the UK at the moment.

However if you want to travel in Scotland on a Sunday in the next couple of months, be warned as the RMT has announced new strike dates for ScotRail ticket examiners, who have joined their conductor colleagues by walking out every Sunday in disputes over pay for rest day working. The new 24-hour strike dates for ticket examiners are every Sunday from 13 June to 18 July inclusive.

General secretary Mick Lynch said: 'RMT ScotRail Ticket Examiners will be taking strike action again every Sunday for the next two months in their fight for workplace justice and parity between grades. Our conductor members are also fully prepared to keep this battle for equality going until the company do the right thing. We are going to be in for a long summer of strike action unless the company gets round the negotiating

table with meaningful proposals for resolving the issue of pay equality. RMT remains available for talks.'

Probably one of the biggest news items this month though was the announcement on May 20th that a quarter-century of fragmentation on the railways will end as they come under single, accountable national leadership, as the Government unveiled a new plan for rail which prioritises passengers and freight.

A new public body, Great British Railways, will integrate the railways, owning the infrastructure, collecting fare revenue, running and planning the network, and setting most fares and timetables. Great British Railways will simplify the current mass of confusing tickets with new flexible season tickets, and a significant roll-out of more convenient Pay As You Go, contactless and digital ticketing on smartphones. A new Great British Railways website will sell tickets and a single compensation system for operators in England will provide a simple system for passengers to access information and apply for refunds.

There will remain a substantial, and often greater role, for the private sector. Great British Railways will contract private partners to operate

most trains to the timetables and fares it specifies, with a model similar to that used by Transport for London in its successful Overground and Docklands Light Railway services.

The new Passenger Service Contracts will include strong incentives for operators to run high-quality services and increase passenger numbers. They will not be one-size-fits-all: as demand recovers, operators on some routes, particularly long-distance, will have more commercial freedom. Affordable walk-on fares and season ticket prices will be protected.

The Williams-Shapps Plan for Rail, sets out the path towards a truly passenger-focused railway, underpinned by new contracts that prioritise punctual and reliable services, the rapid delivery of a ticketing revolution, with new flexible and convenient tickets, and long-term proposals to build a modern, greener and accessible network.

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

On May 22nd, after problems with 'The Cumbrian Mountain Express' stock at Acton, No. 35018 'British India Line' utilises the original timings for the CME from Carnforth to work through Tebay to await its stock at Carlisle. [Shep Woolley](#)

Front Cover

On May 10th, Class 57 305 passes Church Road, Undy with Class 91 129, 91 113, 91 126 'Darlington Hippodrome' and 91 102 'City of York' running as 0Q76 07:45 Doncaster Belmont - Newport Docks for the scrapping of the Class 91s at Sims Metals. [Chris Perkins](#)



LSL's 'Blue Pullman' HST was operating daily Crewe - Carlisle and return runs in May for staff training operations. The train is seen at Ribbleshead in the early afternoon on May 11th, heading back to Crewe. *Ben Bucki*

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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos.

These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Paul Beard, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Anton Kendall, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Bryan Roberts, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Charter Scene West Coast Railtours

The Pendle Dalesman

www.railtalkmagazine.co.uk 4

On May 18th, Southern Railway Merchant Navy Class No. 35018 'British India Line' works 'The Pendle Dalesman' north over Arten Gill Viaduct.
Shep Woolley



Charter Scene West Coast Railtours

The Pendle Dalesman

www.railtalkmagazine.co.uk 5

'British India Line' approaches Ais Gill summit on May 18th with the return 'Pendle Dalesman' to Lancaster. *Shep Woolley*



Charter Scene West Coast Railtours

The Pendle Dalesman

www.railtalkmagazine.co.uk

6

'Merchant Navy' Class Pacific No. 35018 'British India Line' produces an amazing uncharacteristic exhaust bark attacking the gradient hard at the site of Hoghton station with the outbound 'Pendle Dalesman' on May 18th. *Gerald Nicholl*



West Coast Railtours

The Pendle Dalesman

▶ Dodging cloud-shadows and appropriately with Pendle Hill in the background, Merchant Navy Class Pacific No. 35018 'British India Line' attacks Stainforth Bank with 'The Pendle Dalesman' on May 18th. *Gerald Nicholl*

▶ Southern MN Class No. 35018 'British India Line' storms out of Bamber Bridge hauling 'The Pendle Dalesman' from Lancaster to Carlisle on May 18th. *John Sloane*

▶ On May 18th, 'British India Line' passes Long Preston with the 1Z52 The Pendle Dalesman working from Lancaster - Carlisle via the S&C. *Michael Lynam*



Charter Scene Northern Belle

Northern Belle

LMS Pacific No. 6201 'Princess Elizabeth' rumbles through Ribbleshead station with Northern Belle's York - Carlisle - York excursion on May 29th. *Gerald Nicholl*



Northern Belle

Northern Belle

On May 27th, 'Princess Elizabeth' works the 'Northern Belle' through Hincaster, heading northbound to Carlisle. *Shep Woolley*

LMS No. 6201 'Princess Elizabeth' is seen at Hoghton on May 26th with the 1Z16 14:15 Carlisle - York return charter. *John Balaam*

Class 57 313 and 57 601 pass Bayston Hill on May 21st with the 1Z10 08:41 Preston to Cardiff Central. *Keith Davies*



Northern Belle

Northern Belle

Class 57 601 and 57 314 pass Farington Curve Jct. on May 27th with a Manchester to Carlisle working. *John Sloane*

Class 57 601 leads a Crewe - Liverpool Lime St. - Hellifield excursion through Charnock Richard on May 23rd with 57 313 'Scarborough Castle' on the rear. *John Sloane*

On June 5th, Class 57 601 and 57 313 top'n'tail the 'Northern Belle' through Swindon heading from Liverpool to Bristol via Oxford. *Ken Mumford*



Charter Scene Northern Belle

Northern Belle

www.railtalkmagazine.co.uk 11

Working away from Crosby Garrett viaduct, No. 6201 'Princess Elizabeth' is seen with the return 'Northern Belle' to Manchester on May 27th. *Shep Woolley*



Charter Scene

Saphos Trains

Welsh Marches Whistler

www.railtalkmagazine.co.uk 12

On June 3rd, Class 40 No. D213 is seen working the 1Z72 Bristol to Lancaster return charter passing Walcott. *Richard Hargreaves*



Belmond British Pullman

V.S.O.E.

On May 26th, Class 67 024 passes through Andover with the London Victoria to Bristol VSOE working, with unusually only one engine on it. *Michael Bennett*

On May 19th, Merchant Navy Class No. 35028 'Clan Line' working from London Victoria to Bristol via Swindon passes Uffington. *Ken Mumford*

On May 26th, Class 67 024 worked the Belmond British Pullman to Bath passing Finkley, just east of Andover. Probably the first working of the Pullman via Andover for more than a year. *David Lindsell*



Charter Scene Statesman Rail

Settle and Carlisle Circular

On May 22nd, Class 47 No. D1935 (47 805) and 47 593 depart Bamber Bridge with a Crewe to Carlisle Statesman tour. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

www.railtalkmagazine.co.uk 15

On May 23rd, Merchant Navy Class No. 35018 'British India Line' approaches Ais Gill summit with the return leg of 'The Cumbrian Mountain Express'. *Shep Woolley*



Railway Touring Co.

The Cumbrian Mountain Express

▶ Merchant Navy Class No. 35018 'British India Line' is seen near Pleasington with a return 'Cumbrian Mountain Express' charter on May 22nd. *John Sloane*

▶ Class 86259 approaches Hest Bank on May 22nd working 'The Cumbrian Mountain Express' from London Euston - Carlisle, running 124mins late due to a points failure in the London area.

Michael Lynam

▶ Merchant Navy Pacific No. 35018 'British India Line' backs onto the stock of 'The Cumbrian Mountain Express', 1Z87 14:22 to London Euston via the S&C at Carlisle on May 22nd.

Derek Elston



Charter Scene West Coast Railways

The Dalesman

www.railtalkmagazine.co.uk 17

On June 1st, LMS Jubilee Class No. 45690 'Leander' hauls 'The Dalesman' through Selside heading to Carlisle. *Shep Woolley*



West Coast Railways

The Dalesman

On June 3rd, it was back to normal weather on the S&C, as SRMN Class No. 35018 'British India Line' works 'The Dalesman' towards Selside.

Shep Woolley

With a further deterioration in the weather on June 3rd, 'British India Line' appears out of the murk approaching Ais Gill summit with the return 'Dalesman'. *Shep Woolley*

On June 1st, LMS Jubilee Class No. 45690 'Leander' working the return 'Dalesman' passes through Low Gill heading to Carnforth.

Shep Woolley



West Coast Railways

The Dalesman

Running a few minutes early, Stanier 4-6-0 No. 46115 'Scots Guardsman' climbs away from Helwith Bridge in heavy driving rain with the northbound 'Dalesman' on May 20th.

Gerald Nicholl

LMS 4-6-0 No. 45562 'Alberta' storms towards Farington Curve Jct. with 'The Dalesman' heading from Lancaster to Carlisle on May 25th. *John Sloane*

No. 45562 'Alberta' storms Hoghton bank with the return 'Dalesman' from Carlisle to Lancaster on May 25th. *John Sloane*



Charter Scene

Saphos Trains

The Fellsman

www.railtalkmagazine.co.uk 20

Catching a solitary patch of sunshine, rebuilt 'West Country' Class Pacific No. 34046 'Braunton' heads towards Ribbleshead viaduct with 'The Fellsman' on May 26th. This is believed to be its first trip over the S&C.
Gerald Nicholl



Saphos Trains

The Fellsman

On May 26th, 'Braunton', with Class 47 805 on the rear, is seen working the 1Z32 Carlisle - Crewe between Winwick and Walton New Jct.
Mark Enderby

Saphos Trains' 'The Fellsman', headed by No. 34046 'Braunton', eases onto the Down Slow line at Golborne Junction so that it can be overtaken by a following Pendolino, May 26th.
Jeff Nicholls

SR Merchant Navy Class No. 34046 'Braunton' approaches Farington Junction on May 26th with 1Z32 15:44 Carlisle - Crewe. *John Balaam*



Charter Scene Locomotive Services Ltd

Private Charter

www.railtalkmagazine.co.uk 22

Locomotive Services Limited's green 37s make a fine sight returning from their recent jolly to Scotland and are pictured passing Widdrington Station in Northumberland. On May 11th, Class 37 667 (D6851) and 37 521 (D6817) hammerpast working the 1240 05:11 Dingwall to Corbridge private charter. *Alan Sinclair*



Charter Scene Statesman Rail

Snowdonia Statesman

www.railtalkmagazine.co.uk 23

Class 47 593 and 47 805 pass Frodsham on May 19th working the 1Z88 Hull - Blaenau Ffestiniog.
Jeff Nicholls



Charter Scene A1SLT

The Pennine Explorer

On May 19th, LNER A1 Class No. 60163 'Tornado' speeds through Garsdale station with the return leg of 'The Pennine Explorer'.

Shep Woolley



Charter Scene

A1SLT

The Pennine Explorer

www.railtalkmagazine.co.uk 25

Managing to avoid the strong sunlight a few moments previously, A1 Class 4-6-2 No. 60163 'Tornado' eases down the Ribble valley with steam to spare heading 'The Pennine Explorer' on May 22nd. *Gerald Nicholl*



Charter Scene Midland Pullman

Cornish Coastal Pullman

www.railtalkmagazine.co.uk 26

On May 29th, the Blue Pullman HST speeds through Micheldever with the early morning 1Z60 Eastleigh to Penzance.

Michael Bennett



Charter Scene ECS and Light Engine Movements

www.railtalkmagazine.co.uk 27

In chilly sunny conditions, Black 5 No. 44871 works 5Z21 through Starricks en-route to York and then to Grosmont with Mick Kelly driving and Matt Durkan on the shovel. *Shep Woolley*



Gloomy overcast conditions as LNER A3 Class No. 60103 'Flying Scotsman' heads the 5M50 away from Clapham on its test run.

Shep Woolley



Charter Scene ECS and Light Engine Movements

www.railtalkmagazine.co.uk 29

On May 10th, Class 37 688 'Great Rocks' passes Oldmixon on the Weston-super-Mare avoiding line with 5Z76 12:45 Crewe Holding Sidings to Laira Depot consisting of stock Mk2 BSO No. 9479 and HST Trailers Nos. 41117, 44047, 42100, 42220 and 41063. *Chris Perkins*



Charter Scene

ECS and Light Engine Moves

▶ Class 37 667 or D6851 in old money, sits in the Civil Engineers sidings at Nuneaton on May 17th having arrived light engine as 0Z38 from Didcot. Any locomotive is a rare sight in these sidings especially one looking the same as when it left Vulcan Foundry in January 1963. *Dave Peel*

Black 5 No. 45231 is seen en route back home to Crewe after problems with wheel flats on her tender at Llandielo. *John Alsop*

▶ Running over an hour early, 'Flying Scotsman' cruises up towards the bridge over the Mersey at Warrington on May 18th with empty stock from Carnforth to Southall. Class 47 746 was hanging on the rear but hidden behind greenery. *Jeff Nicholls*



Charter Scene ECS and Light Engine Movements

www.railtalkmagazine.co.uk 31

Class 37 667 (D6851) and 37 521 (D6817) work
5240 Corbridge to Crewe through Village Croft,
Euxton on May 11th. *Alan Naylor*



Charter Scene ECS and Light Engine Movements

www.railtalkmagazine.co.uk 32

Class 37 688 on a stock move from Crewe to Laira nears its destination at Plymouth on May 10th. *Steve Andrews*



Charter Scene ECS and Light Engine Movements

www.railtalkmagazine.co.uk 33

LNER A3 Pacific No. 60103 'Flying Scotsman' gets a gentle workout on the Carnforth - Hellifield - Preston - Carnforth circuit near Kettlesbeck on May 15th. *Gerald Nicholl*



Charter Scene

ECS and Light Engine Moves

LSL HST power cars Nos. 43046 'Geoff Drury 1930-1999' and 43055 work 5Z44 Carlisle to Crewe through Village Croft, Euxton on May 10th. *Alan Naylor*

With power car No. 43046 leading, the 5Z44 Carlisle to Crewe test run passes Coppull under a stormy sky on May 12th. *John Sloane*

The Blue Pullman HST run through Pleasington on May 10th running as 5Z43 Crewe to Carlisle. *David Hollowood*



Charter Scene

ECS and Light Engine Moves

LSL HST power cars Nos. 43058 and 43059 head away from Coppull with a Crewe to Carlisle training run on April 30th. *John Sloane*

Powercars Nos. 43046 and 43055 pass Charnock Richard on another test run from Carlisle to Crewe on May 11th. *John Sloane*

West Coast's Class 47 772 and 47 802 head through a wet Charnock Richard with a Southall to Carnforth ECS working on May 6th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ On May 26th, Class 37 688 heads through sunny Dawlish with a Crewe - Laira light engine move.
Tom Blanpain

▶ SR West Country Class No. 34046 'Braunton' passes Oakengates on May 25th with a Crewe - Crewe test run. *Richard Hargreaves*

▶ LNER A3 No. 60103 'Flying Scotsman' approaches Long Buckby running 31 minutes early on May 18th with 5V44 10:10 Carnforth Steamtown to Southall ready for a weekend of charter services. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

Jubilee Class 4-6-0 No. 45562 'Alberta' passes Kettlesbeck on May 26th heading for York ready for duty on the 'Scarborough Spa Express'.

Gerald Nicholl

Class 47 813 and 47 832 head a Humberstone Road to Carnforth ECS working past Charnock Richard on May 23rd. *John Sloane*

West Coast Railways' Class 47 802, 47 772 'Carnforth TMD' and 33 207 'Jim Martin' ease into Northampton working 5V42 11:23 Carnforth Steamtown to Southall ECS on May 5th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves



Locomotive Services' Blue Pullman set passes the tower of Daresbury Laboratory on the homeward leg of its test run on May 14th.

Jeff Nicholls



A patch of early morning sunshine catches the Blue Pullman as it heads north through Golborne on the third day of its Crewe - Carlisle test runs, May 12th. *Jeff Nicholls*



This Blue Pullman supplementary ticket was issued for one journey from Birmingham Snow Hill to Wolverhampton Low Level in the 1960s. To ride the dozen or so miles cost an extra One Shilling (5p.) on top of the normal fare!

Jeff Nicholls



No. **11290**

The Pullman Car Company, Ltd.

PASSENGER'S CHECK

Good for this Trip only when accompanied by a First Class Railway Ticket
Second Class

PASSENGERS ARE EARNESTLY REQUESTED TO SEE THAT TICKETS ARE TORN FROM A BOOK, CORRECTLY FILLED IN, SIGNED AND DATED, AND TO DESTROY THE TICKET AT THE END OF THE JOURNEY.

Car....., One..... Class Seat

From..... to.....

54 FEB 34 19

SEE CONDITIONS AT BACK. CONDUCTOR

HE. 540



Charter Scene

ECS and Light Engine Moves

▶ On May 18th, Class 57 313 and 57 601 pass Giggleswick on a loaded test run with the Northern Belle stock with 57 314 on the rear, running as 5M50 Carnforth to Carnforth via Hellifield, Blackburn and Preston.

Michael Lynam

▶ Power car No. 43046 leads the Midland Pullman HST set into Hellifield on May 14th on a return training run from Carlisle to Crewe.

Steven Beesley

▶ On May 10th, the Blue Pullman HST passes Moore working a 5Z44 Carlisle - Crewe training run. *Mark Enderby*



Avanti West Coast

On May 13th, Class 390 119 speeds through a wet Acton Bridge with a London Euston - Glasgow Central service. *Mark Enderby*



Avanti West Coast launch Standard Premium service

Avanti West Coast has become the first UK train operating company to offer an additional class of travel as part of its services.

Standard Premium will give customers greater choice and is available on all the West Coast Main Line operator's Pendolino services.

Sitting between Standard and First, customers will enjoy roomier seats, greater space and a guaranteed table.

They will also have the option to purchase refreshments via the new 'At-Seat Order' feature where customers can have items delivered to them without moving from their seat.

The new class is initially available to buy as an upgrade on the day of travel, with Advance purchase tickets on sale from July for travel from September. Single journey upgrade prices range from £15 for Birmingham to London to £30 for Glasgow to London.

Standard Premium was developed following initial market research and then successful trials last year and more recently, with customers taking part in the trials asked to rate their experiences and help shape the new product. Figures showed 96% of respondents said they were either "highly likely" or "likely" to upgrade to Standard Premium for

future journeys, citing extra space as a key benefit.

As part of further improvements, Avanti West Coast will launch an enhanced First Class offering with improved catering and more bespoke customer service later this year, with the enhanced service available seven days a week. Work is also due to start next month to fully refurbish the entire Pendolino fleet of 56 trains as part of a £117m deal signed with Alstom who maintain the operator's fleet.

New seats, with leather headrests, will be installed in Standard Premium and First. All 25,000 Standard seats will be also be replaced, with customers also benefiting from a new look onboard shop, as part of the biggest ever fleet upgrade.

In addition, one carriage on all 11 coach Pendolinos

(the existing Coach G), will be converted from First to Standard, increasing each train's seating capacity by 5%. The first refurbished set is due to enter service in November 2021.

Phil Whittingham, Manager Director at Avanti West Coast said: "This is the first major step in our transformation of services on the West Coast. Together with our upcoming First Class service which will lead the industry, and the complete refurbishment of the Pendolino fleet, Standard Premium will set a new benchmark for UK rail travel.

"Our new class of travel will offer greater choice and provide a unique offer which meets customers' changing needs as they return to rail. This new feature is another step in raising the bar for excellence on the railway."



Avanti West Coast

Class 390 119 'Progress' leans on the curves at Rugeley Trent Valley with the 13:54 London Euston - Liverpool Lime Street service on April 24th. *Chris Morrison*



“At-Seat Order” rolled out across Avanti West Coast UK network

Avanti West Coast has rolled out a new service across its UK network where customers can have food and drink delivered to their seat. Introduced on trains operating across the West Coast Main Line, this new feature follows a successful trial onboard last year.

Whilst customers in First Class have always enjoyed being served at their seat, this will enable customers in Standard to order refreshments and have it delivered to them. Known as At-Seat Order, this additional customer benefit has been introduced across services on Avanti West Coast's routes.

Customers can log on to the onboard Wi-Fi using their mobile phone, tablet or laptop and then visit the dedicated page in their browser to choose their items.

Payment is through debit or credit cards and PayPal.

The order is then delivered to their seat by an onboard Customer Service Assistant. As part of At-Seat Order, a click and collect function has also been introduced on Pendolino trains – giving customers the option to choose food and drink at their seat before collecting from the onboard shop. A notification will be sent to customers on their phone when their order is ready to collect.

Feedback for At-Seat Order has been overwhelmingly positive with customers rating the service as good or excellent.

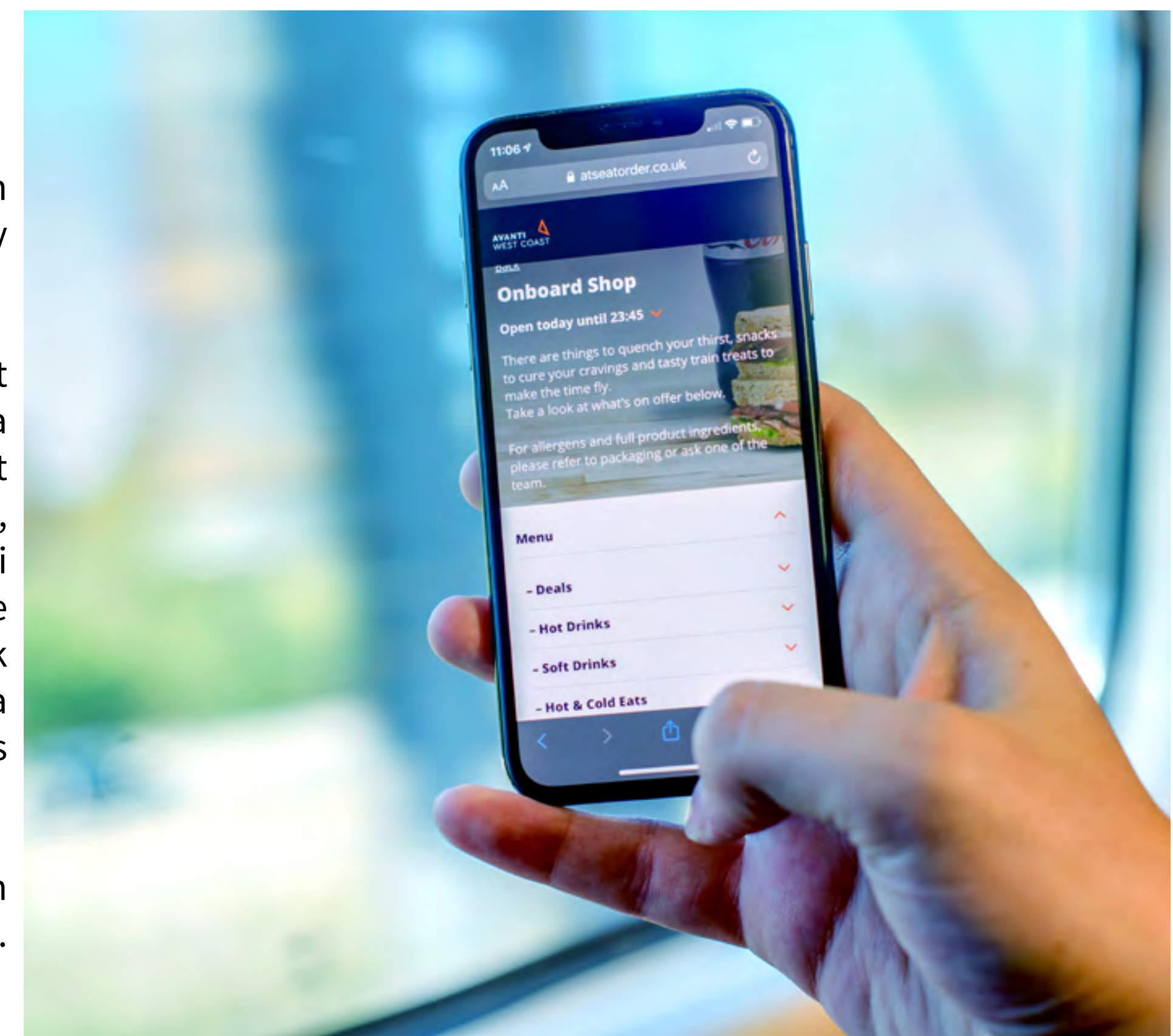
Accessibility groups also welcomed the new service, citing it was helpful for disabled customers who find it difficult to leave their seat.

At-Seat Order will also run alongside the onboard shop on Pendolino services if customers prefer to buy their food and drink in the more traditional way.

The onboard shop on Pendolinos have been installed with protective screens and safety lines in place to enable social distancing.

“The results of our trial proved At-Seat Order was a great addition to services and a perfect solution for customers who did not want to leave their seat,” said Sarah Copley, Executive Director, Commercial at Avanti West Coast. “It’s a new, easy way for those travelling to enjoy great food and drink with us and to pay digitally, providing extra reassurance during a journey so customers can travel with confidence.”

Customers using Avanti West Coast can visit At-Seat Order here: <https://www.atseatorder.co.uk/>



Avanti West Coast

▶ Class 390 009 passes Rugeley with the 15:20 London Euston - Manchester Piccadilly service on April 24th. The cooling towers of the redundant Rugeley power station are due for demolition on June 6th. *Chris Morrison*

▶ Class 390 119 'Progress' works the 15:22 London Euston to Glasgow Central through Village Croft, Euxton on May 10th. *Alan Naylor*

▶ Class 390 046 passes Winwick on May 11th working the 12:40 Glasgow Central to London Euston service. *Barry Longson*



Avanti West Coast

Despite being used on most routes covered by the operator, Avanti Voyagers are infrequent visitors to Manchester. However on Bank Holiday Sunday May 30th, Class 221 112 and 221 111 were captured at Heaton Chapel working the 12:56 Lancaster to London Euston which ran via Manchester Piccadilly owing to engineering work on its normal route.

Lee Stanford

Class 390 155 speeds past Euxton with a Glasgow to London Euston service on May 10th. *John Sloane*

Class 390 050 heads south with a London Euston service at Charnock Richard on May 22nd. *John Sloane*



Chiltern Railways

Class 68 011 and DVT No. 82303 are seen at Kidderminster on May 13th, carrying out driver training. *Richard Hargreaves*

Class 68009 propels the 1H48 13:55 Birmingham Moor Street to London Marylebone service as it passes the entrance to Banbury depot on May 4th. *Derek Elston*

Chiltern DVT No. 82302 leads the 1H48 13:55 Birmingham Moor Street to London Marylebone service past Banbury on May 4th
Derek Elston



Colas Rail

Class 56 049 passes Condoover on May 4th working the 6Z51 Baglan Bay - Chirk loaded logs. *Phil Martin*

Class 70 815 with the 10:30 Chirk - Carlisle empty timber wagons passes Upton Magna on April 25th. *Phil Martin*

On June 1st, Class 56 096 is seen at Stafford with a ballast working. *Richard Hargreaves*



Colas Rail

▶ Class 56 090 passes Chatford on May 24th with the 6Z51 16:05 Baglan Bay - Chirk Kronospan logs. *Keith Davies*

▶ On May 17th, Class 56 094 heads along Condover Bank with the 6Z51 16:02 Baglan Bay - Chirk Kronospan. *Keith Davies*

▶ Class 56 094 runs light engine through Winwick on May 7th. *Jeff Nicholls*



Colas Rail

Class 70810 is seen at Farington Curve Jct. with the Preston docks to Lindsey tank train on May 27th. *John Sloane*

Class 56 094 is seen in Charnock Richard cutting with a Long Marston to Carlisle working, consisting of tank wagons from storage. *John Sloane*

Class 56049 and 70815 head through Charnock Richard cutting with a Carlisle to Chirk log train on April 30th. *John Sloane*



Colas Rail

▶ Class 70 808 works the 6J37 Carlisle to Chirk Kronospan through Village Croft, Euxton on May 11th. *Alan Naylor*

▶ Class 70 803 passes a very dull and wet Banbury running 51mins early with the 11:42 Westbury Down T.C. to Cliffe Hill Stud Farm on May 4th. *Derek Elston*

▶ Class 56 113 makes a smoky departure from Stafford with the 10:24 Pinnox Branch Esso Sidings to Crewe Basford Hall S.S.M. on May 5th. *Derek Elston*



CrossCountry

▶ Power car No. 43207 leads a Bristol to Swindon shuttle into Swindon on May 10th. XC were helping out GWR after the IEP fleet was grounded for investigations into cracks.

Ken Mumford

▶ Class 220 012 and 221 123 approach Heaton Chapel on May 30th with the 14:27 Manchester Piccadilly to Bournemouth service.

Lee Stanford

▶ Class 220 015 is seen at Swindon on May 10th, on hire to GWR for Bristol to Swindon shuttles.

Ken Mumford







DB Cargo

On May 5th, Class 60 017 is seen passing Altrincham Interchange while working the 09:30 Arpley sidings to Tunstead BMI hoppers. In the background, a pair of M5000 trams await departure to Manchester. *Barry Longson*

Class 66 014 passes Charnock Richard with a Seaforth to Mossend working on May 27th. *John Sloane*

Class 60 066 passes Bayston Hill on May 7th with 6V75 09:29 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



DB Cargo

On May 17th, Class 90039 and 90024 pass Moore working the 4M25 06:06 Mossend Euroterminal - Daventry Intermodal. *Mark Enderby*

Class 66 075 powers past Kempsey with 6V75 09:26 Dee Marsh Reception Sidings - Margam TC on May 27th. *Keith Davies*

Class 66 107 passes 800 009 at Swindon on May 10th. *Ken Mumford*





DB Cargo UK and Maritime Intermodal conduct trials of HVO fuel

DB Cargo UK and Maritime Intermodal have announced they have conducted trials of 100% renewable Hydro-Treated Vegetable Oil (HVO) on their rail freight services from the Port of Felixstowe to East Midlands Gateway during May.

Maritime is the first of DB Cargo UK's intermodal customers to trial the use of the environmentally-friendly fuel on its services.

Throughout May, two Class 66 locomotives (66085 and 66077) hauled a total of 19 services back and forth between the port and Maritime's new facility in the East Midlands.

HVO – Hydro-treated Vegetable Oil – is marketed as ‘one of the world's purest and greenest fuels.’

It's synthetically made through the hydro-treatment process from vegetable oils or animal fats which significantly reduces harmful carbon dioxide (CO₂) and nitrogen oxide (NO_x) emissions when used in diesel vehicles and machinery. Supplied by Crown Oil, the HVO is responsibly sourced. It is derived from 100% waste products and no virgin products are used in its manufacture.

The Government has set the rail industry a stretching target to achieve net zero carbon emissions by 2050.

DB Cargo UK's Head of Sales Roger Neary said the company was working with a number of customers to prove HVO fuel as a viable alternative to the use of traditional red diesel in its locomotive fleet.

“We are delighted that Maritime has agreed to be the first intermodal customer to work with us on this exciting project that could ultimately lead to a significant reduction in our carbon footprint and that of our customers. Rail freight is already a much greener alternative to road haulage, so to reduce our carbon footprint even further will, I hope, make businesses re-evaluate their own transport strategies. If they want to reduce their own carbon emissions, then rail freight is the obvious choice over road,” he added.

John Bailey, Managing Director (Intermodal and Terminals) at Maritime, said “We are thrilled to be the first intermodal service to take part in this ground-breaking project, which reinforces Maritime's and DB's commitment to greener and more sustainable rail freight solutions.

The environment remains at the top of our transport agenda, and we are confident the HVO fuel will ultimately play a critical role in reducing carbon emissions across our operations. We look forward to seeing the results which if successful, will allow us to extend more of our services with the support of our customers.”

DB Cargo

Class 60 092 approaches Tyseley with the 6E45 14:00 Theale - Immingham empty oil tanks on April 26th. *Chris Morrison*

Class 66 098 is seen at Chatford with the 6V75 09:29 Dee Marsh Reception Sidings - Margam TC on May 6th. *Keith Davies*

Class 66 150 branded 'We are the future' eases into Acton yard working the 13:18 Acton T.C. to Hither Green Down Reception on May 27th. *Derek Elston*



On a sunny May 7th at Toton, long withdrawn Class 60 067 stands at the head of a line of classmates all awaiting their fate..
Lee Stanford



DB Cargo

Class 60 054 (Powered by HVO) heads the 6B41 11:15 Westerleigh to Robeston sidings empty tanks past Church Road, Undy on May 10th.

Chris Perkins

Class 66 009 passes Meole Brace on April 24th working the 09:30 6V75 Dee Marsh - Margam empty steel. *Phil Martin*

On May 6th, Class 66 013 is seen at Charnock Richard with a Seaforth to Mossend intermodal.

John Sloane



DB Cargo

▶ Class 60 019 with the 6B33 Theale to Robeston empties passes Pewsey on June 1st.

Michael Bennett

▶ On May 29th, Class 66 194 waits departure time from Scunthorpe steel works yard.

Class47

▶ Having been hired to DRS from DB, DB borrowed it back again and on May 28th, Class 66 108 passes Kempseye with the 6V75 09:26 Dee Marsh Reception Sidings - Margam TC.

Keith Davies



DB Cargo

Class 60 074 hauling the 6H02 Arpley - Tunstead heads through Knutsford on June 1st. *Mark Enderby*



DB Cargo

Class 66 109 'TeesPort Express', with PD Ports decals, passes Ince in the suburbs of Wigan, with the 10:02 Tees North Yard to Knowsley refuse train empties on May 24th.

Paul Senior

Class 90034 and 67013 run light engine through Stafford on June 1st, heading south.

Richard Hargreaves

Class 66 152 passes through Gobowen on May 12th working the 6M76 00:44 Margam - Dee Marsh loaded steel. *Phil Martin*



DB Cargo

▶ Class 90 039 and 90 024 run past Euxton on May 17th with the 4M25 Mossend to Daventry intermodal. *John Sloane*

▶ On May 21st, Class 66 127 heads the 4S29 Daventry - Grangemouth intermodal through Hest Bank. *Michael Lynam*

▶ Class 66 151 makes a slow start after being checked and held at Harrowden Junction with the 08:58 Elstow Redland Siding to Mountsorrel Sidings empties on May 12th. *Derek Elston*



DB Cargo

On May 18th, having arrived from Jaguar Cars on Merseyside, Class 66 055 crosses the Mersey and heads for Latchford sidings, Warrington, with empty car carriers which it will shunt into Arpley Yard once it has run round its train.

Jeff Nicholls

On June 4th, Class 60 074 working the 6F05 Tunstead - Lostock passes Knutsford.

Mark Enderby

Class 90 026 and 90 024 pass through Stafford on May 5th working the 4M25 07:07 Mossend Euroterminal to Daventry International Railfreight Reception Rfd intermodal.

Derek Elston



DB Cargo

Class 66 080 (with 66 011 on the rear) works a late running 6R02 Wembley Yard to Crewe Basford Hall rake of Autoballasters through the Balfour Beatty Project Alpha, Outer Works, Wembley, on May 1st.
Jonathan McGurk



DB Cargo

On May 18th, Class 66 167 passes Long Preston with a rake of empty box wagons from New Biggin - Tees Docks. *Michael Lynam*

Still wearing EWS branding, Class 66 007 working the 4L56 13:15 Trafford Park Euro Term to London Gateway DB Cargo passes through Northampton on May 5th. *Derek Elston*

On May 26th, Class 66 165 hauling the 6E16 Knowsley - Wilton passes Winwick. *Mark Enderby*



DC Rail Freight

▶ Leaving a light dusting of sand in its wake, DCR operated Class 60 029 'Ben Nevis' makes an unusual appearance for the class on the Styal line on May 29th as it approaches Mauldeth Road heading the diverted 08:33 Middleton Towers to Ravenhead sidings. *Lee Stanford*

▶ Class 60 028 on a Bristol to Willesden light engine move is seen near Woodborough on June 1st. *Michael Bennett*

▶ Class 60 028 is seen on Crofton curve with the 6Z24 Bristol to Willesden on May 12th. *Michael Bennett*



DC Rail Freight

Crew training/route learning, Class 60 066 passes north through Winwick on the third leg of a diagram which took it from Chaddesden to Ravenhead Glass, St. Helens, thence to Crewe, back to St. Helens and finally back to Crewe on May 10th. *Jeff Nicholls*



Direct Rail Services

Just hint of sun under a stormy sky illuminates Class 88 010 at Winwick on May 11th, as the bi-mode locomotive heads the 12:16 Daventry to Mossend service. *Barry Longson*

Class 88 010 passes Charnock Richard with the 4S44 Daventry to Mossend on May 11th. *John Sloane*

Class 37 422 'Victorious' is seen ticking over during a break in route learning duties at Sheffield whilst operating the 09:54 York Parcels Sidings to York Parcels Sidings on May 19th. *Derek Elston*



Direct Rail Services

▶ Class 68 017 heads through Winwick with an engineers train on May 7th. *Jeff Nicholls*

▶ Class 66 432 passes Balshaw Lane Junction with the 6K05 Carlisle to Crewe engineer's train on May 11th. *John Sloane*



Direct Rail Services

Class 57 002 and 37 423 stand in the sidings at Norwich on May 12th. *Lee Stanford*

Class 37 402 passes through Dunbridge on May 26th with an Eastleigh to Bristol and return light engine working. *Michael Bennett*

Class 88 010 'Aurora' passes through Leyland on May 13th with the 12:16 Daventry - Mossend intermodal. *John Balaam*



Direct Rail Services

▶ Class 66 432 works the 6K05 Carlisle N.Y. to Crewe Basford Hall through Village Croft, Euxton on May 11th. *Alan Naylor*

▶ Class 88 006 and 68 016 hurry north through Stafford on June 1st with an intermodal working from Daventry. *Richard Hargreaves*

▶ On May 12th, Class 88 003 and 37 422 are seen stabled at York. *Robert Dixon*



Direct Rail Services

Class 68 017 is seen with the 6K05
Carlisle to Crewe Basford Hall through
Pleasington on May 7th.
David Hollowood



Direct Rail Services

Seen passing Acklington station on April 25th are Class 88 009 'Diana' and 68 004 'Rapid' as they shatter the peace in rural Northumberland whilst working the 4M48 13:50 Mossend Euroterminal to Daventry DRS (Tesco).

Alan Sinclair

Class 66 304 passes through Doncaster on May 27th running light engine to York.

Steven Beesley

Class 88 008 passes Farington Curve Jct. hauling the 4S43 Daventry to Mossend Tesco service on May 25th. *John Sloane*



Direct Rail Services

Seen passing Stobswood in Northumberland on May 1st are Class 88 007 'Electra' and 68 004 'Rapid' as they slow down on the approach to Chevington loop working 4S55 09:56 Daventry to Mossend Down Yard. *Alan Sinclair*

Class 88 004 on 6X43 Dagenham - Garston passes a wet Acton Bridge on May 13th. *Mark Enderby*

Class 66 425 and 66 421 substitute for a Class 88 on the Daventry to Mossend Tesco train at Standish on May 19th. *John Sloane*





Unprecedented eighth successive golden whistle award for Direct Rail Services

Direct Rail Services (DRS) has been named 'The Best Performing Rail Freight Operator' for the eighth year running at the Golden Whistle Awards.

Now in its 12th year, the awards, organised by the Institute of Railway Operators and in conjunction with Modern Railways Magazine, celebrate operational excellence across the rail industry.

The prestigious Golden Whistles are awarded on the basis of operating statistics and DRS has been, yet again, recognised as the UK's most reliable freight operator.

In April this year, DRS joined forces with their fellow Nuclear Decommissioning Authority (NDA) transport subsidiaries, International Nuclear Services and Pacific Nuclear Transport Ltd, to create Nuclear Transport Solutions (NTS) bringing together its transport expertise and capabilities into a single transport division.

Chris Connelly, NTS Deputy CEO and Rail Director, said: "DRS has received another well-earned Golden Whistle Award which is only made possible by the huge commitment to customer service across the whole business, a real team effort, week on week, month on month and something we never take for granted. DRS continues to maintain a track record of delivering commercial freight services arriving on time, at a level above any other freight operator. This is no easy feat and reflects the professionalism and ethos of everyone at NTS."

Seth Kybird, NTS CEO, added: "This award is even more significant as the last 12 months have been challenging for everyone but the team have really gone above and beyond to ensure we deliver for our customers. Our aim in NTS is to be the leading global provider of specialist transport to make the world a safer and more sustainable place and this award demonstrates we are on the right track."

Direct Rail Services

Class 37 402 and 37 424 working the
6K97 Toton - Crewe engineers are
captured during a pause at Stafford
on May 13th. *Carl Grocott*

www.railtalkmagazine.co.uk 75



East Midlands Railway

► Celebrity liveried Inter City power car No. 43102 (with 43274 on the rear) speeds past Kilby Junction working the 14:34 London St. Pancras to Nottingham service on May 7th. *Lee Stanford*

► Class 222 022 heads north at Harrowden Junction with the 1D21 10:05 London St. Pancras International to Nottingham service on May 13th. *Derek Elston*

► Class 360 108, now carrying EMR Connect branding, passes Finedon Road on May 12th working the 3Y51 08:26 Kentish Town to Kettering Stabling Sidings training run. *Derek Elston*



East Midlands Railway

On May 12th, power car No. 43309 leads the 1C15 05:19 Leeds to London St. Pancras International service with No. 43272 on the rear, passing the GBRf yard at Finedon Road. *Derek Elston*

Class 222 016 working the 1D16 09:05 London St. Pancras International to Nottingham passes Harrowden Junction on May 12th. *Derek Elston*

Class 222 012 passes Finedon Road working the 1C98 07:31 Derby to London St. Pancras International service on May 12th. *Derek Elston*



East Midlands Railway

Class 170 503 departs Doncaster on May 19th with the 2K07 09:47 service to Peterborough via Lincoln.

Derek Elston

Power car No. 43274 leads the BLS organised 1M17 10:21 London St. Pancras International to London St. Pancras International as it hammers past Harrowden Junction on the outward trip to Leicester on May 13th.

Derek Elston

Class 156 907 arrives at Doncaster on May 19th with the 2K10 10:28 from Peterborough via Lincoln.

Derek Elston



Freightliner

Class 90 044 and 90 004 enter Ipswich with the 06:15 Trafford Park to Felixstowe North on May 12th. The 90s will detach in the yard, with a Class 66 continuing down the unelectrified branch. *Barry Longson*

Class 66 505 passes Condoover with the 6Y12 05:27 Marsh Brook Level Crossing to Crewe Basford Hall on May 2nd. *Keith Davies*

The 6C76 Acton to Merehead empties with Class 59 103 in charge is seen near Crofton on May 12th. *Michael Bennett*



Freightliner

Class 66 549 on the Banbury Road to Whatley empties is seen near Bedwyn on May 12th.

Michael Bennett

Class 66 557 hauls 90010 from Leeds Balm Road to Crewe on May 17th as the pair approach Bamber Bridge. *John Sloane*

On May 19th, Class 70 016 passes through Deansgate working a Southampton - Trafford Park liner. *Michael Lynam*



Freightliner

Class 66 621 heads through Bedwyn on May 12th with the 6V18 Allington to Whatley empties.

Michael Bennett

Class 47 830 working the 0P41 crew training run from Crewe - Crewe via Latchford and Hooton passes Moore on May 17th. *Mark Enderby*

On May 10th, Class 59 206 heads through Swindon with a Merehead Quarry to Wootton Bassett stone train. *Ken Mumford*



Freightliner

On May 12th, the 6L74 Whatley to Dagenham with Class 59 004 in charge is seen near Crofton. *Michael Bennett*



Freightliner

Class 59 203 and 66 543 on the 7C64 Acton to Merehead empties pass Crofton's beam engine on May 12th. *Michael Bennett*

Class 66 557 hauling 90 049 and 90 013 from Crewe to Leeds Balm Road pass Charnock Richard on May 17th. *John Sloane*

Class 66 509 passes Battlefield on May 2nd hauling the 6Y11 06:00 Craven Arms - Crewe Basford Hall. *Phil Martin*



Freightliner

Four Class 90s await their next duties at Ipswich on May 12th, left to right they are 90 042, 90 006, 90 043 and 90 014. *Lee Stanford*

Class 59 101 and 59 201 on the 7C77 Acton to Merehead empties are seen near Bedwyn on May 12th. *Michael Bennett*

Class 66 507 approaches Stockport on May 19th on a loco move from Leeds Midland Road - Crewe Basford Hall. *Michael Lynam*



Freightliner

▶ Class 66 610 approaches the village of Rearsby (Leics) on May 7th with the 11:50 Chesterton Junction to Tunstead. *Lee Stanford*

▶ Class 70 016 working the 6F33 Bredbury to Runcorn passes Knutsford on June 1st. *Mark Enderby*



Freightliner

Freightliner Heavy Haul Class 66 618 passes East Midlands Parkway working the 07:33 Hope to Dagenham down yard on May 7th.

Lee Stanford

Class 66 416 trundles through Northampton with the 4049 09:31 Crewe Basford Hall S.S.M. to Southampton M.C.T. on May 28th.

Derek Elston

Class 59 104 'Village of Great Elm' eases into Acton Yard working the 09:30 from Angerstein Wharf Flhh on May 27th. *Derek Elston*





Freightliner

On May 8th, Class 66 513 is seen at a very wet Donnington Railfreight Terminal, having arrived from Crewe. *Richard Hargreaves*

Class 66 618, with 70 010 dead in the train, passes through Stockport on May 27th working the 09:56 Tunstead to Northampton Castle Yard. *Lee Stanford*

Class 66 545 leads a well laden 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. passing DIRFT at Barby Nortofo on May 13th. *Derek Elston*





Freightliner

▶ Class 70 016 passes through Dunbridge with a Southampton to Lawley Street liner on May 26th. *Michael Bennett*

▶ Class 66 564 passes a deserted Ely station on May 20th working the 15:46 Felixstowe to Doncaster EPT. *Lee Stanford*

▶ Class 66 616 eases through Acton Main line working the 11:37 Paddington Yard Marcon Topmix to Tunstead Sidings on May 27th. *Derek Elston*





Freightliner welcomes the publication of the Williams-Shapps Plan for Rail

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), welcomes the publication of the Williams-Shapps Plan for Rail. The reform of Britain's railways will create a new public body, Great British Railways, that provides a single guiding mind in the running and planning of the network. We had previously called for regulatory measures to incentivise the new public body to support a growing and competitive rail freight sector and therefore we strongly welcome the proposed statutory duty to promote rail freight, as well as the development of a growth target for rail freight.

The formation of a national freight co-ordination team is also an important step, which will help ensure that

the priorities of freight are being fully considered, particularly the need to maintain network-wide, national coordination.

The Williams-Shapps Plan for Rail recognises the critical role that rail freight has played during the pandemic and the wide economic, productivity and environmental benefits of moving freight by rail. Rail freight delivers £2.5 billion in economic and social benefits to the UK economy each year, including productivity gains for businesses the length and breadth of Great Britain and by cutting congestion, reducing carbon emissions and wider environmental benefits. Each tonne of freight moved by rail reduces carbon emissions by 76% compared to

road with electric hauled traction achieving 99% carbon reduction; further modal shift from road to rail will support the decarbonisation of the UK economy.

Freightliner looks forward to working with Great British Railways as it develops its strategic vision, to ensure that the reform of Britain's railways supports a competitive rail freight sector, provides confidence and certainty to the private sector and acts as a springboard for rail freight to grow and decarbonise the UK economy.

Eddie Aston, Chief Executive Officer for G&W's UK/Europe Region companies, said: "We welcome the publication of the Williams-Shapps Plan for Rail. There are strong

economic and environmental benefits of moving freight by rail and modal shift to rail will be crucial to support the decarbonisation of the UK economy. We have engaged extensively with the Williams Review team over the last few years and are pleased to see the proposed statutory duty for Great British Railways to promote rail freight and that a growth target will be set. We look forward to working with the new public body to ensure that the right contractual and regulatory framework is in place that enables continued private-sector investment, in order to drive modal shift to rail, increase the economic benefits to the UK economy and support decarbonisation."

Freightliner

▶ The loaded Bredbury to Runcorn Folly Lane waste train approaches Stockport behind Class 70 007 on May 27th. *Lee Stanford*

▶ Class 66 622 passes through Dunbridge on May 26th with the Fareham to Whatley empties. *Michael Bennett*

▶ Class 66 571 trundles into Acton Yard on May 27th with the 09:48 Harlow Mill Fhh to Acton T.C. empty aggregate wagons. *Derek Elston*



Freightliner

▶ Class 66 585 passes through Doncaster with the 08:51 Leeds F.L.T. to Felixstowe North F.L.T. liner on May 19th. *Derek Elston*

▶ Class 66 567 is seen held at signals at Ely on May 12th with the 15:38 Felixstowe North FLT - Doncaster EPT. *Steven Beesley*

▶ On May 11th, the weekly 6E50 Ipswich SS - Lindsey OR discharged fuel tanks heads onto E line at Scunthorpe West Jct., the 3 TDAs being hauled by Class 66 561. *Steve Thompson*



Freightliner

On May 18th, Class 47 830 waits in Latchford sidings, Warrington, having arrived with a route learner from Crewe. The loco is waiting to go on the next leg of its journey, this time to Ellesmere Port. *Jeff Nicholls*

On May 5th, Class 66 591 working 4M56 12:57 London Gateway to Garston F.L.T. eases slowly through Northampton. *Derek Elston*

Class 66 524 with the 7A60 Whatley Quarry to Oxford (Banbury Reservoir) heads through Swindon on May 26th. *Ken Mumford*



Class 66 719 heads into Edgeley Cutting, Stockport on May 10th, running 15 minutes early while in charge of the 15:29 Salford Hope Street to Peak Forest. *Barry Longson*

On May 30th, Class 66 707 passes Meole Brace with 6V41 11:20 Penryffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*

Class 66 704 'Colchester Power Signalbox' hauls 69 001 and 66 794 through Banbury running as 0069 11:00 Longport F.D. to Eastleigh Works on May 4th. *Derek Elston*





GBRf & MSC UK drive sustainability with new 5-year rail deal

GB Railfreight (GBRf) and Mediterranean Shipping Company (UK) Ltd. (MSC) are delighted to announce a new five-year deal, further strengthening their long-established relationship and joint commitment to delivering sustainable solutions for customers. GBRf has been a provider of rail services to MSC since 2002. Their knowledge and expertise in supplying locomotives and wagons combined with MSC's extensive line haulage services enables the two companies to deliver market leading door-to-door services to their customers.

The new agreement will be volume-based and is expected to increase wagon utilisation that in turn will help further reduce carbon emissions.

MSC commented: "MSC is once again delighted to confirm a new five year deal with GBRf who have been supporting MSC with our Intermodal rail services since 2002. Our priority was to continue to offer unparalleled capability and flexibility to our line haulage customers in a fast paced and ever evolving UK intermodal market. Increased wagon utilisation was a key component from the start and engagement with ports and inland terminals to support this initiative took place early on. We are delighted that our new shared contract will allow both MSC and GBRf to continue our work in taking steps to reduce CO2 emissions by moving containers via rail, closer to final destination."

The services will operate from Felixstowe and London Gateway to both the Midlands and Yorkshire, with a minimum commitment of 5 days a week. Over the course of the next five years, the deal will remain agile and be able to provide flexibility to changing market dynamics while supporting MSC's intermodal volume growth.

John Smith, Managing Director at GB Railfreight, said: "We are thrilled to have signed this contract with MSC. They are a longstanding partner and one of the leading shipping and logistics companies in the world, and we are delighted to be able to continue working with them for the next five years. Given MSC's projected future growth we have struck a flexible agreement which will

allow both parties to make better use of the services we share. As a business we always put the clients first and we are delighted to be able to cater to MSC's needs with this contract renewal. With the economic picture looking uncertain, I am pleased we will continue working with MSC – a move which shows that the rail freight market is in good shape and will be needed more than ever as we begin the road back to recovery."

With proven records of ability to adapt to fast-paced, changing economic and market climates, both GBRf and MSC will be further supporting their customers' supply chains with increased stability, flexibility and sustainability.



Class 66 793 stands at Coton Hill on May 19th with 6F05 19:56 Coton Hill to Wellingborough.
Keith Davies

Class 60 096 is seen passing Timperley in south Manchester on May 18th, working the 07:38 Liverpool Biomass Terminal to Drax service.
Barry Longson

On June 3rd, Class 66 750 working the 4M77 Bescot to Donnington is seen after arriving at its destination. *Richard Hargreaves*



Class 66 774 passes the flowers at Tyseley with the 4M19 11:50 Southampton Western Docks - East Midlands Gateway liner on April 26th.

Chris Morrison

Class 66 792 and 73 966 pass through Micheldever on June 2nd with a Hexthorpe Jct. to Eastleigh move. *Michael Bennett*

Class 66 707 passes Kemps Eye on April 25th hauling the 6V41 14:14 Penryffordd-Avonmouth loaded cement tanks. *Phil Martin*



Class 66 773 exits Ipswich tunnel on May 12th, in charge of the 04:27 Hams Hall to Felixstowe South intermodal. *Barry Longson*

Class 66 710 working the 6E09 LBT - Drax loaded Biomass passes Tabley on May 19th. *Mark Enderby*

Class 60 096 leads 60 076 through Winwick on May 8th with a LBT - Drax Biomass working. *Jeff Nicholls*





GBRf extend contract with Belmond for Royal Scotsman, A Belmond Train, Scotland's haulage

GB Railfreight (GBRf) is delighted to announce that it has reached an agreement with Belmond to extend its existing contract to haul Belmond's prestigious Royal Scotsman luxury sleeper train.

The partnership will last for an additional five years and will see GBRf continue to operate the train's luxury journeys through spectacular Scottish scenery. The train holds up to forty guests and offers two, three and four night routes through the heart of the Highlands.

This announcement is continued proof of GBRf's strength and resilience as one of the country's leading transport companies. Despite the disruption due to COVID-19, GB Railfreight has continued to provide first class services to all its commercial partners and is seeing business flourish despite the uncertain economic outlook.

Gary Franklin, Vice President, Trains & Cruises, Belmond, said: "We are pleased to continue our relationship with GBRf who have been excellent partners since 2015. We look forward to commencing the Royal Scotsman's operations again in 2021 – offering truly exceptional journeys through the heart of Scotland."

John Smith, Managing Director at GB Railfreight, said: "We are absolutely delighted to be signing this contract extension with Belmond. As one of the UK's preeminent luxury travel brands, we are honoured to continue working with them. Our existing relationship goes back to 2015 and to see it continue is a sign of how well we have cooperated over the years.

This is also a good sign given the economic uncertainty businesses face in light of the third national lockdown in England. Rail freight has been one of the drivers of

economic activity throughout this period and will be needed now more than ever to ensure we recovery quickly.

By strengthening partnerships such as the one with Belmond we are doing our bit to put our economy back on track."



GBRf

The old part of Ipswich station can be seen in this view on May 12th, as Class 66 767 passes slowly by, in charge of the 09:57 Harwich to North Walsham oil tanks.
Barry Longson



GBRf

▶ In full sunshine and showing off its Royal Scotsman livery to the throng of waiting photographers, Class 66 746 crawls through Winwick hauling the 12:58 East Midlands Gateway - Seaforth on May 7th. *Jeff Nicholls*

▶ Class 66 727 is seen at Standish on May 19th hauling the Wembley to Irvine china clay train. *John Sloane*

▶ Class 66 711 'Sence' leads the 4L18 14:18 Trafford Park Euro Terminal GBRf to Felixstowe North GBRf through Northampton on May 5th. *Derek Elston*



▶ Class 47 739 with SWR's 701 008 in tow, passes Althorpe as 5Q80 06:52 Eastleigh Trsmd to Widnes Transport Tech. on May 26th.

Derek Elston

▶ Double heading on the weekend Liverpool to Drax flows is quite common when locos are to be changed over, however it is unusual to find two Class 60s involved with the move. On May 8th, Class 60 076 leads classmate 60 096 towards Heaton Norris Jct. with the 12:08 Liverpool Biomass Terminal to Drax. *Lee Stanford*

▶ Class 66 767 'Kings Cross PSB' working 6M83 Tinsley - Bardon Hill Quarry with stone empties passes Moira West on May 19th. *Stuart Hillis*





GBRf sign new contract with A.P. Moller – Maersk

On May 10th, GB Railfreight (GBRf) announced a new two-year deal with the global provider of end-to-end logistics services, the Danish company A.P. Moller -Maersk. The first rail collaboration between the two companies.

The service will operate from Felixstowe to Newell & Wright in Tinsley and will consist of daily trains, five times a week. The new built facility at Tinsley will bring new exciting opportunities to the market.

This new agreement sees GBRf operating from a

new terminal, in Tinsley, but is a continuation of a longstanding relationship with Newell & Wright, whom GBRf have long worked with.

This announcement also allows for the already strong relationship between GBRf and Maersk to flourish over the coming years. Maersk, a global integrator of container logistics company, active in ocean and inland freight transportation and associated services, such as supply chain management and port operation, has been the largest container shipping line and vessel operator in the world since 1996 and is a leading player in the

logistics space. This new service will incorporate five new eco-fret 2 wagons which we have recently procured from VTG.

John Smith, Managing Director at GB Railfreight, said: “I am delighted we have agreed this contract with Maersk, one of the world’s most renowned logistics and shipping companies. We are a growing organisation, always looking for the next opportunity and working with Maersk was an excellent opportunity. We hope this is the beginning of a great relationship. We are also thrilled to be able to continue to build on our relationship

with Newell & Wright, and to be operating from another of their terminals. We look forward to strengthening our ties over the course of the next two years.”

Jeremy Haycock at Maersk said: “Maersk’s ultimate aim is offering our customers reliable options that streamline their supply chains. As a provider of logistic services, rail is key for us to increase supply chain flexibility for our customers. We will continue to strength our reliability in the UK and for that matter, the relationship with GBRf and Newell & Wright has proven to be of paramount importance.”

▶ In a lucky patch of sunshine, Class 66 745 'Modern Railways the first 50 years', passes Red Bank, Newton le Willows, with the Clitheroe to Avonmouth empty cement tanks, on May 12th.

Paul Senior

▶ Class 47 749 hauling South Western Railway's Class 701 007 on an Eastleigh - Widnes working heads through a downpour at Acton Bridge on May 13th. *Mark Enderby*

▶ Class 66 793 working the 6M05 Acton - Coton Hill passes Oakengates on May 19th.

Richard Hargreaves





GBRf works with Biffa to turn derelict land into emission reducing transport hub

Previously unused land in East London has been transformed into a transport hub, linking key waste sites with leading waste manager Biffa's facilities by rail. The Renwick Road site has opened in partnership with GB Railfreight (GBRf) and will be able to transport 250,000 tonnes of waste from London by rail.

Transporting waste by rail is a key strategic aim for Biffa which is working towards transporting 50% of all its waste by rail by 2025. Since it launched its strategic partnership with GBRf in 2018, over a million tonnes of waste have been transported by rail, saving more than one million tonnes of CO2 equivalent emissions from

reaching the atmosphere.

Mick Davis, Chief Operating Officer for Resources and Energy Division at Biffa said: "The opening of our new rail hub marks the next step in our strategic partnership with GBRf to increase our capacity for transportation by rail. It will help us reduce dependence on vehicles on the road and reduce the emissions we produce. The site was totally derelict when we took it on and amongst the rubbish and debris we cleared, we actually found some interesting items, including one and a half tonnes of World War Two bullets."

John Smith, Managing Director at GBRf commented: "We are delighted to be working with Biffa on this project and our collaboration will see us move thousands of tonnes of waste in a sustainable way. This is the way forward if we are to reach the net zero carbon emission target by 2050 and we look forward to continuing our partnership with Biffa in the months and years to come to ensure more waste can be removed by rail."

Biffa has spent £4.2 million developing the site, removing 14,000 tonnes of previously fly-tipped waste and debris.

Renwick Road has always been a railway yard, with its earliest record dating back to 1864. It fell out of use in 1991 and has remained unused until now.

Operating five trains a week, Renwick Road will transport waste from North and East London to sites at Roxby, Scunthorpe, Leeds and Manchester.

Grand Central

Class 180 108 'William Shakespeare' hammers through Doncaster running 12mins early with the 1A61 07:53 Sunderland to London King's Cross on May 19th. *Derek Elston*

www.railtalkmagazine.co.uk 108



Greater Anglia

Stadler EMU Class 745 001 awaits departure time at Ipswich on May 12th, while working the 11:00 Norwich to London Liverpool Street service. *Barry Longson*

New(ish) Stadler bi-mode units Class 755 402 and 755 406 are stabled at Norwich on May 12th, awaiting their next duties. *Barry Longson*

A number of Gatwick Express Class 387 units are temporarily being used by Greater Anglia and 387 202 was recorded at Ely on May 20th waiting to depart ECS to Cambridge. *Lee Stanford*



Greater Anglia

▶ Class 321 325 climbs away from Liverpool Street toward Bethnal Green working the 1Y22 15:02 London Liverpool Street to Ipswich service on May 27th. *Derek Elston*

▶ On May 27th, Class 720 511 makes light work of the climb from Liverpool Street to Bethnal Green working 2K60 15:15 London Liverpool Street to Southend Victoria. *Derek Elston*

▶ Class 745 102 eases through Bethnal Green working the 1B67 13:57 Stansted Airport to London Liverpool Street on May 27th. *Derek Elston*



Great Western Railway

▶ Class 802 109 working the 1A82 Penzance to London Paddington service passes the 1C82 London Paddington to Exeter near Pewsey on May 30th. *Michael Bennett*

▶ Class 769 930 stands at Reading on May 26th on a test run from Reading. *Ken Mumford*

▶ Class 800 020 waits departure time at Swindon on May 20th with a service to London Paddington. *Tom Blanpain*



Great Western Railway

On May 26th, Class 387 156 heads a 2 x 4-car service from Bristol Parkway to London out of Swindon. *Ken Mumford*

Class 800 001 calls at Swindon on May 26th with a service to London Paddington. *Ken Mumford*

The 1C83 London Paddington to Plymouth service is seen in Pewsey Vale on May 30th. *Michael Bennett*



Great Western Railway

Class 166 203 departs Kemble on May 11th with a service to Swindon. *Ken Mumford*

Class 165 132 passes Oaksey Road on May 11th with a service to Swindon. *Ken Mumford*

Class 800 002 passes Uffington on May 19th with a service from London Paddington. *Ken Mumford*



Great Western Railway

Class 166 221 leads a Cardiff to Portsmouth service through Dunbridge on May 26th.

Michael Bennett

Class 387 143 and 387 146 are seen at Swindon on May 10th on route learning/ driver training duties. *Ken Mumford*

Class 165 128 arrives at Swindon on May 10th with a service from Westbury. *Ken Mumford*



L.N.E.R.

Two Class 91s were captured facing south at Doncaster on May 18th as 91 130 working ECS from Neville Hill passes 91 101 which had just been released from overhaul at Wabtec. *Lee Stanford*



LNER OFFERS ADVANCE TICKETS FOR FIRST TIME ON ALMOST 200 NEW JOURNEY COMBINATIONS

London North Eastern Railway (LNER) has made Advance tickets available on almost 200 new combinations of journeys customers can enjoy across much of the LNER network. LNER has introduced Advance tickets for the first time on 196 journey combinations, enabling customers to potentially make significant savings when travelling for leisure or business.

Advance fares are single (one-way) tickets offering great value for money, traditionally available on many longer distance journeys. However, LNER will now sell Advance tickets for many of its services for journeys this summer within Scotland, Yorkshire, and North East England.

David Horne, LNER Managing Director, said: "LNER is on a mission to make rail travel even better for people this summer, by making tickets less complicated and confusing. During the past 12 months we have introduced many new innovations to help keep people safe when they travel but also make the experience smarter and

simpler thanks to many digital improvements to our website and app. The introduction of almost 200 new journey combinations offering Advance tickets for LNER services will offer customers more choice, greater savings and more reasons to visit the great towns and cities of the LNER route this summer."

The release of Advance tickets is the latest move by LNER to help make ticketing simpler and smarter to enable customers to book with confidence and offer great value fares for more people to more places.

Advance tickets offer great value and include a free seat reservation on the specific service chosen by the customer. LNER introduced mandatory reservations for all customers in May 2020 to ensure social distancing onboard all services. Reservations can be made free of charge and as close as five minutes before the departure time of LNER services by using the LNER app, website or visiting a Travel Centre.

Tickets for travel with LNER can now be booked for most dates as far ahead as September 2021. The LNER website has also been enhanced and now offers 'One-click Delay Repay' allowing quick and easy compensation when delays of more than 30 minutes impact a journey. Customers can also receive real-time alerts and notifications on their journey using the LNER app. When onboard LNER services, customers can take advantage of at-seat ordering of refreshments to be delivered to their seat without the need to walk to the onboard Cafe Bar. This revolution in onboard catering avoids the need for customers to walk through the train to buy from the range of hot and cold snacks.

Customers can now also take advantage of LNER Perks, a new loyalty scheme offering two per cent credit for every £1 spent on journeys with LNER. A £5 welcome credit is available when customers sign-up. LNER Perks allows customers to earn credit against purchase of train tickets when travelling with LNER. These can then

be saved for spending against future journeys booked on the LNER app or donated to a charity partner.

LNER continues to carry out enhanced cleaning across all services and managed stations to keep customers safe as part of the 'Covid Secure' pledge. The team of more than 360 cleaning staff has delivered more than 500,000 hours of cleaning, including fogging and swabbing since March 2020. An amended timetable is currently in place across the LNER route due to the East Coast Upgrade programme. These engineering works will allow LNER to run more trains between London, the North of England and Scotland, and to deliver quicker, more reliable journeys across the route.

For full details on how customers are being kept safe when they travel along with information on ticket alerts, Covid safety measures and the full range of destinations available this summer, people should visit lner.co.uk

On May 29th, Class 91 103, 91 108 and 91 109 are seen lined up at Doncaster. *Class47*

Class 91 111 sits at Doncaster on May 27th with the delayed 17:18 service to Leeds.
Steven Beesley

DVT No. 82225 leads the 5Z20 09:41 Neville Hill T&R.S.M.D to Peterborough propelled by Class 91 110 'Battle of Britain Memorial Flight' as it passes Doncaster on May 19th.
Derek Elston



L.N.E.R.

Class 91 106 approaches its station call at Doncaster with 1D09 10:03 London King's Cross to Leeds on May 19th. *Derek Elston*



IT'S OFFICIAL: THE GREAT BRITISH DAY TRIP IS BACK, AS ALMOST NINE IN TEN BRITS ARE PLANNING AT LEAST ONE THIS SUMMER, ACCORDING TO NEW RESEARCH

A new nationwide survey has found that 87 per cent of us are planning an old-fashioned day trip this summer, with almost half (47 per cent) admitting we are desperate to get out to explore the UK again. Of 2,000 Britons polled for London North Eastern Railway (LNER), 77 per cent said they felt nostalgic for the day trips of their youth, with the excitement of getting up early to make the most of the day, enjoying ice creams on the beach, and spending time in the souvenir shop deciding what to take home with them among the highlights of the occasion. In fact, 71 per cent of us are now willing to consider travelling further afield for a day trip than we had been in the past, in order to make the most of a day out seeing the sights.

The findings come as LNER launches a day trip experience to inspire travel-hungry Brits to discover Lincoln, one of the hidden gems along the East Coast route. Tickets are now on sale for the special event, in partnership with Visit Lincoln, on Saturday 3 July. Customers taking the day trip will travel on the 08:06 LNER service from London King's Cross arriving in the heart of Lincoln in less than two hours. They can return on an LNER service of their choice later in the day.

As well as experiencing the comfort and speed of LNER's new Azuma trains, customers will get the chance to explore Lincoln's history and culture with its Cathedral and neighbouring Castle among the jewels in the crown. The Lincoln Experience will also promote the area's local producers and attractions and it coincides with launch of the renowned Lincoln Imp Trail, which takes visitors on a tour to find a series of imp statues on display. Imps have become a legendary symbol for Lincoln with the mythical creatures found in many places across the city, including the stonework of the Cathedral. Data from LNER shows a rise in journey searches in recent weeks following the reopening of attractions, restaurants and hotels. Saturday is the most popular day for people looking to take same-day return journeys, with figures mostly double the day return search rate during the week.

City destinations remain the firm favourites. David Horne, LNER Managing Director said: "According to this research, 70 per cent of people agree that there is a vast amount to do and see in the UK, and nine in 10 people said they would feel confident booking a day trip this summer. The LNER route offers so many destinations so we're delighted to see people are looking further afield

and are becoming more adventurous when it comes to days out. Of those who would be willing to travel further now than in the past, more than a third said it was down to better transport such as faster trains, while 54 per cent are keen to get out and travel to new places after being homebound for so long. We can offer both, with fantastic destinations from London to Scotland, as well as faster, more comfortable Azuma trains to get there."

Cities such as Lincoln are where tourism is an integral part of the economy, worth £216m to the city and supporting thousands of jobs across the region. Charlotte Goy, Chief Executive at Visit Lincoln said: "Lincoln is the ideal city break destination, for a day trip or short break. It's one of England's finest heritage cities. The railway station is in the heart of the city, and as you step off the train you'll be delighted by what's on offer and in awe at how Lincoln has grown and changed. We're delighted to be working with LNER and look forward to welcoming people back to Lincoln safely and responsibly for day trips as well as business and leisure."

The study for LNER also explored the best things about day trips, according to Brits, with eating fish and chips on the beach (35 per cent), trying local foodie specialties

(18 per cent), and being able to take a train rather than drive (14 per cent) all on the list. Twenty-three per cent of us love a day trip that involves paddling in the sea, 17 per cent enjoy the research that comes before the trip itself, and 12 per cent say one of the best things about a day trip are the travel snacks. Rain or shine, the UK is where we are set to stay this summer, according to the poll, with a whopping 83 per cent of those polled saying it was likely they'd be staying in the UK this year, swapping overseas travel for day trips and staycations. According to the study, 60 per cent of Brits said they were most looking forward to going on a day trip with their partner this summer, while 42 per cent are keen to take their kids out for a day of fun - and 19 per cent want to explore with their bestie. Another 30 per cent of us would even consider going on a day trip by ourselves, to soak up the sights and sounds of our chosen location in peace.

More than half (56 per cent) of those said a solo day trip would give them a chance to have some well-earned 'me time', 22 per cent claim they love exploring the UK on their own, and a fifth (20 per cent) said they wouldn't get lonely as it's only for one day.

L.N.E.R.

On May 26th, a Leeds to London King's Cross service with DVT No. 82213 leading and Class 91 111 providing the power is seen prior to departure at Leeds. *Michael Lynam*



NEW GATEWAY TO GRANTHAM CREATED AS PART OF STATION IMPROVEMENTS

London North Eastern Railway (LNER) has added more than 100 extra car parking spaces for customers and transformed the station approach at Grantham Station as part of a £1.5 million improvement scheme.

The 115 additional spaces have been created following the completion of a new car park, built on former disused land located just a short walk from the centre of the historic market town.

The full length of Station Road and the existing car park have also been enhanced and made safer with new crossing points, road markings, walking routes, CCTV and upgraded street lighting all creating a new gateway to Grantham. A revamped taxi rank and customer drop off area completes the improvements delivered as part of the project.

As part of LNER's commitment to deliver additional value to the local economy, the dedicated project team has worked with local suppliers and sourced materials from the Lincolnshire region wherever possible.

David Horne, Managing Director at LNER, said: "Grantham is a key destination on the LNER route, so we are pleased to be able to enhance the experience for customers using the station. The 115 new car parking spaces and wider improvements we've made to Station Road, make it much easier for people to choose the train when travelling across the region and beyond."

To celebrate Grantham's historic ties to the railway, the car park has been given the name, Mallard, after the famous locomotive that achieved a world speed record for steam locomotion just south of Grantham in 1938.

Grantham is also one of LNER's managed car parks to benefit from a parking offer. Customers can currently park for £5 per day after 09.30 Monday to Friday, or for those having a long weekend, park anytime Friday to Monday for just £12.

▶ Class 56 090 passes Kempseye with 6Y12 08:30 Marsh Brook Level Crossing to Crewe Basford Hall on May 16th. *Keith Davies*

▶ Class 56 096 is seen at Chatford on May 30th with 6Y12 08:05 Marsh Brook Level Crossing - Crewe Basford Hall. *Keith Davies*

▶ Class 37 116 on the 3Z39 Hither Green to Exeter test train heads through Pewsey Vale on May 30th. *Michael Bennett*



Network Rail

The Network Rail High Speed rail monitoring train is still powered by two former LNER power cars and was recorded under clear blue skies in the goods loop at Stockport on May 27th waiting to head south with No. 43299 leading.
Lee Stanford

www.railtalkmagazine.co.uk 120



Network Rail

On May 11th, Class 37 219, with 37 116 at the rear, pass Charnock Richard with a Derby to Carlisle test train. *John Sloane*

The Network Rail New Measurement Train with power cars Nos. 43299 on the rear, and 43290 at the front heads away from Farington Curve Junction on a Crewe to Slateford working on May 25th. *John Sloane*

On May 11th, Class 37 421 and 37 175 top'n'tail the 1Q15 06:50 Derby to Landore test train through Kemble. *Ken Mumford*





Class 37 240 and 37 254 pass Kempseye with 1Z96 08:50 Derby RTC (Network Rail) - Cardiff Canton on May 4th. *Carl Grocott*

Class 97 302 and 97 304 pass Harlescott with the 6C70 09:05 Talerddig - Crewe Basford Hall on May 9th. *Keith Davies*

Transrail liveried Class 37 240 leads the four-weekly Network Rail test train across Great Sankey Viaduct on May 13th. *Jeff Nicholls*



Under a heavy sky on May 11th, Class 37 219 and 37 116 forge north at Winwick, working the 10:55 Derby RTC to Carlisle test train.

Barry Longson

Class 97 303 brings up the rear of Network Rail's four-weekly test train as it crosses Great Sankey Viaduct on May 13th.

Jeff Nicholls

NMT power cars Nos. 43209 and 43299 pass Kempsey with 1Q20 07:50 Crewe CS (L&NWR Site) - Derby RTC on May 21st. *Keith Davies*







Network Rail

▶ Class 67 023 passes Droitwich Spa on May 28th with a Tyseley T.M.D. to Derby R.T.C. driver training run. *Tom Blanpain*

▶ Class 37 612 working the 3Z01 Reading to Exeter Riverside is pictured near Bedwyn on May 12th. *Michael Bennett*

▶ Class 67 023 and 67 027 pass Leaton on April 23rd with a Derby - Wrexham test train. *Phil Martin*



Rail Operations Group

On May 10th, Class 57 305 heads through Swindon hauling four Class 91s working from Doncaster to Newport (Sims Group), the Class 91s heading for scrap. *Ken Mumford*

On May 19th, Class 57 310 'Pride of Cumbria' and 57 305 lead the 5L47 10:28 Neville Hill T.&R.S.M.D to Ely Mlf Papworth Sidings through Doncaster conveying HST power car No. 43320 for storage. *Derek Elston*



TransPennine Express

▶ Class 68021 rolls towards Twelve Arches Bridge, Warrington, on May 26th, with a rake of TPE Mark 5s which it will shunt into Walton MSC Sidings (to the left of the photo) for storage.
Jeff Nicholls

▶ Pairs of Class 185s operating on the Cleethorpes - Manchester Piccadilly route pass at Doncaster on May 27th. *Steven Beesley*

▶ A Class 397 passes Bryn, between Wigan and St. Helens, with the diverted 16:01 Oxenholme to Liverpool Lime Street, on Sunday May 30th.
Paul Senior



TransPennine Express

▶ Class 68 022 sits on the goods line at Stockport during a short layover, while working the 13:00 Gascoigne Wood to Longsight Depot ECS movement on May 27th. *Barry Longson*

▶ On May 19th, Class 68 029 propels its Mark 5 stock away from Manchester Piccadilly with an ECS move to York. *Lee Stanford*

▶ With signs of a recent bogie change, Class 185 130 leads classmate 185 126 through Levenshulme on May 30th working the 15:18 Manchester to Doncaster service. *Lee Stanford*



TransPennine Express

On June 2nd, Class 68 026 and Driving Trailer No. 12802 are seen at the unusual location of Telford Railfreight Terminal, from where the DT would be taken by road for warm storage.

Richard Hargreaves

Class 68 020 approaches Manchester Victoria with a service to Scarborough.

Don Chadwick

Class 802 201 passes Leyland on a Carlisle to Longsight via Bolton test working on May 4th.

John Sloane



TransPennine Express

Class 397 010 heads north through Hest Bank on May 21st working a Manchester Airport - Carlisle service. *Michael Lynam*

Class 68 026 'Enterprise' growls through Rugby working 3H23 15:18 Bletchley Relief 2 to Crewe Basford Hall S.S.M. on May 5th. *Derek Elston*

A Class 397 working a Liverpool to Glasgow service passes Farington Curve Jct. on May 25th. *John Sloane*





Brand new trains off the production line in Newport

The transformation of the Wales and Borders network has moved another step closer with the first of the brand-new Class 197 trains coming off the production line. Testing has begun on the first two of 77 new trains which are due to begin entering service from next year on long-distance services, serving destinations as varied as Holyhead, Fishguard and Liverpool. The bodyshells of the Class 197 Civity trains were built in Beasain, northern Spain, by Spanish rolling stock manufacturer CAF before final assembly took place at the company's factory in Llanwnern, Newport.

Lee Waters, Deputy Minister for Climate Change, commented: "As we recover from the pandemic and work towards a greener future we need to do all we can to encourage more people back on the train. Seeing these new trains coming off the production line is a

positive sign of improving the quality of train travel in Wales."

James Price, Transport for Wales Chief Executive, said: "It's an exciting milestone to have the first brand new trains built by Transport for Wales off the production line and into testing. The Class 197s will be an important part of the transformation of the Wales and Borders network and we look forward to welcoming passengers onto the new trains from next year. We're delighted with the quality of the trains and proud that final assembly has taken place in Newport, supporting highly-skilled jobs and bringing further employment to the area."

These new trains will provide enhanced comfort for TfW customers with features such as leather seats (first class), stain resistant seats and a modern air conditioning/heating system.

The Class 197 trains also come equipped with a smart seat reservations system. Seat reservations will be downloaded from the reservation computer each time train crew change ends on the train.

Richard Garner, CAF's UK Director, comments: "CAF is proud to be playing a key role in delivering Transport for Wales' commitment to transform rail travel. Our 'Made in Wales' trains put the passengers needs first and will ensure a high-quality, reliable, and comfortable journey across the Welsh rail network."

The £30m CAF factory at Celtic Business Park near Llanwnern Steelworks in Newport has grown from just 12 employees in 2016 to more than 200. Testing for the two new trains (197001 and 197002) is currently taking place in North Wales and the north of England.



Transport for Wales

Class 67 015 passes Chatford on May 6th with the 1248 07:18 Cardiff Canton - Holyhead.

Keith Davies

Class 153 333 heads past Bayston Hill with the 2V08 10:09 Shrewsbury - Swansea service on May 7th.

Keith Davies

Class 175 106 passes Winwick on May 11th, working the 14:35 Manchester Airport to Chester service.

Barry Longson



Transport for Wales

On May 8th, Class 66 513 hauling new TfW unit Class 197 002 heads through Wellington enroute to Crewe. *Richard Hargreaves*

Class 67 017 climbs Hencote Bank on May 7th with 5J7916:05 East Usk Yard Jct. - Crewe CS. *Keith Davies*

Class 150 256 and 158 822 pass Meole Brace on May 30th with the 1V17 13:30 Manchester Piccadilly - Swansea service. *Keith Davies*



Transport for Wales

Old and new Transport for Wales liveries at Chester on May 22nd, with Class 153 935, 150 217 and 175 009 all stabled in the yard and Class 175 106 working the 14:54 service to Manchester Piccadilly. *Paul Senior*

On May 2nd, Class 150 240 passes Battlefield working the 2K17 08:25 Shrewsbury - Crewe service. *Phil Martin*

Class 67 017 passes Woolascott on May 11th working the 5J79 16:05 East Usk Yard - Crewe via Chester. *Phil Martin*



Units: DMUs and EMUs

▶ Northern's Class 195 015 stands at Grange-over-Sands, Cumbria, with the 1U97 Barrow-in-Furness to Manchester Airport service on May 22nd. *Ben Bucki*

▶ Northern's Class 319 368 arrives at Leyland on May 4th with a Liverpool to Blackpool service. *John Sloane*

▶ Substituting for a Class 331, Northern's Class 156 460 leads a Liverpool to Blackpool service at Charnock Richard on May 11th. *John Sloane*



Units: DMUs and EMUs

May 18th was the second day in passenger operation for Northern's Class 319 bi-mode convert Class 769 434, seen at Westhoughton (near Bolton) on diesel power, working the 12:51 Alderley Edge to Southport service.

Barry Longson

Northern's Bi-mode Class 769 458 departs from Stockport on May 27th working the 09:51 Alderley Edge to Southport service.

Lee Stanford

Northern's Class 195 131 awaits departure from Rose Hill Marple on May 11th with the 20:19 service back to Manchester Piccadilly.

Steven Beesley



Units: DMUs and EMUs

Great Northern's Class 365 522 and 365 504 working the 1P05 06:37 Peterborough to London King's Cross service passes Belle Isle on March 8th. *Jonathan McGurk*



Units: DMUs and EMUs

London NorthWestern's Class 350 244 and 350 110 working 1Y17 13:15 London Euston to Birmingham New Street pass DIRFT at Barby Nortoft on May 12th. *Derek Elston*

A lucky patch of sun sees Northern's Class 331 006 and 331 030 arrive at Davenport on May 10th, while working the 13:27 Blackpool North to Hazel Grove service. *Barry Longson*

On May 22nd, Northern's Class 195 015 pulls away from Grange-over-Sands, Cumbria, with the 1C54 Manchester Airport to Barrow-in-Furness service. *Ben Bucki*



Units: DMUs and EMUs

▶ Northern have created four more three car Class 150/0 sets by adding a 150/2 vehicle between a 150/1. Here is Class 150 004, previously 150 112 with the centre car coming from 150 209 (57212). The set is turning back at Horrocksford Jct. to work a service to Manchester Victoria from Clitheroe. *Michael Lynam*

▶ LNWR Class 319 218 stands at Northampton on May 5th having arrived on the 2N73 16:30 from London Euston. *Derek Elston*

▶ Northern's Class 323 234 arrives at Kidsgrove on May 7th with the 2H87 13:56 Stoke-on-Trent - Manchester Piccadilly service. *John Balaam*



Units: DMUs and EMUs

▶ Northern have recently reconfigured a small number of 2 car Class 150/1 DMUs, using one car from a 150/2, into 3 cars and renumbered them as 150/0. Class 150 005 is seen in the bay platform at Rochdale on May 18th, ready to work the 1518 service to Clitheroe.

Barry Longson

▶ South Western Railway's Class 158 890 departs Dunbridge with the 2R42 Salisbury to Romsey local service on May 26th. *Michael Bennett*

▶ Northern's bi-mode Class 769 431 departs Parbold with a working from Southport to Stalybridge on May 17th. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 507 005 departs the modern station at Hooton, with the 14:37 Liverpool Central to Chester service on May 22nd. Class 507 020 is seen in Platform 2, having failed earlier in the day. *Paul Senior*

The new timetable effective from May 16th saw the long awaited introduction of the Class 769 bi-mode units on the Alderley Edge to Southport service. The diesel engine is clearly visible under the leading coach of Class 769 431 as it enters Stockport on electric power working the 08:50 Alderley Edge to Southport service on May 18th. *Lee Stanford*

Northern's Class 156 428 is seen at Knutsford on June 4th working a Chester - Manchester service. *Mark Enderby*



Units: DMUs and EMUs

▶ Thameslink's Class 700 054 working the 1T08 07:12 London King's Cross to Ely is seen departing London King's Cross.

Jonathan McGurk

▶ London Overground's Class 710 115 climbs toward the station call at Bethnal Green working 2T72 15:03 London Liverpool Street to Chingford service on May 27th. *Derek Elston*

▶ Northern's Class 319 375 is seen approaching Manchester Piccadilly along the infamous and frequently in the news Castlefield corridor working the 10:27 Liverpool Lime Street to Crewe stopping service on May 27th.

Lee Stanford



Units: DMUs and EMUs

On May 27th, Northern bi-mode Class 769 431 slows for its booked stop at Cheadle Hulme while working the 09:17 Southport to Alderley Edge service. *Barry Longson*

Northern's Class 195 107 passes Bamber Bridge with the 3Z21 12:23 York - Blackpool North MD empty stock working on May 13th. *John Balaam*

Northern's unbranded Class 319 372 climbs past Standish with a Liverpool to Blackpool North service on May 19th. *John Sloane*



Units: DMUs and EMUs

Thameslink's Class 700 123 working the 9S24 11:12 Brighton to Cambridge service passes Holloway South Junction on April 6th.

Jonathan McGurk

Northern's Class 319 361 finds its self working the 14:28 Blackpool North to Hazel Grove service, seen on the approach to Salford Crescent on May 27th. For the past year, this service has been in the hands of pairs of Class 331/0 EMUs, before fracture faults were found on some units. *Barry Longson*

Merseyrail's Class 508 103, with 507 019 on the rear, wait to depart Ellesmere Port, just before a heavy downpour, with the 12:19 service to Liverpool Central on May 22nd. *Paul Senior*



Units: DMUs and EMUs

▶ TFL Rail Class 345 035 runs into Ealing Broadway working the 9P45 11:04 Hayes & Harlington to London Paddington service on May 27th.

Derek Elston

▶ HEX liveried Class 387 136 hurries through Acton Main Line working 1Y48 11:42 Heathrow Airport Terminal 5 to London Paddington on May 27th. *Derek Elston*

▶ TFL Rail Class 315 834 and 315 844 pass Bethnal Green on May 27th with the 2W77 14:33 Shenfield to London Liverpool Street service.

Derek Elston







ScotRail

Class 156 462 is operating the 08:07 Glasgow Central to Stranraer service on April 24th, seen before departure at Glasgow Central.

Kevin McCormick

Class 318 262 is seen arriving at Hyndland on April 17th (with 318 268 out of sight on the rear) working the 08:14 Airdrie to Balloch service.

Kevin McCormick

At Glasgow Central on April 24th, Class 318 253 is waiting to operate the 11:12 Glasgow Central to Paisley Canal service, while 380 003 awaits its next working. *Kevin McCormick*



Manchester Metrolink

Trams pass at Piccadilly on May 7th, as No. 3013 arrives on an Ashton service, No. 3007 departs with a service to Eccles. *John Balaam*

On May 5th, tram No. 3009 departs Deansgate with a service to Ashton. *Michael Lynam*

The latest batch of M5000s are now entering service, here No. 3123 departs Deansgate for Manchester Airport. *Michael Lynam*





Thousands of Covid test kits help keep railway safe

Thousands of Covid-19 testing kits are being offered to staff at Great Northern, Southern, Thameslink and Gatwick Express to help prevent the spread and give added reassurance to staff and passengers returning to the railway.

From Monday May 31st, at-home lateral flow testing kits have been made available at stations, depots and offices across Govia Thameslink Railway (GTR), the UK's largest rail network which covers 11 counties, from East Sussex to Norfolk.

Mark Whitley, GTR's Head of Safety & Health, said: "We take the safety of our staff and the public extremely seriously. For months we've had test centres open for our colleagues. Now, the move to self-test kits will continue to help stem the spread of Covid-19, giving added reassurance to staff, as well as passengers as they return to the railway."

To reassure people travelling by rail, GTR sanitises every one of its 2,700 carriages daily and uses long-lasting viricide

across its network, which kills coronavirus for weeks at a time.

Other measures include: Modern trains have air conditioning which replaces the fresh air in each carriage every 6-9 minutes and Alerts show busy trains in online journey planners such as National Rail Enquiries, where passengers can also subscribe to journey alerts and see information on busier services

A new 'live maps' service, available from the top right-hand side of each train service's websites (Southern, Thameslink and Great Northern), shows the service status of each route. Weekly Covid safety checks are carried out across trains and stations, looking at cleaning, passenger information, social distancing and the wearing of face coverings.

Over 1,000 touch-free hand sanitisers have been installed at stations since the start of the pandemic. Independent laboratory results show that Southern, Thameslink and Great Northern trains are testing negative for Covid-19.

Fares Advice with RailUK

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

Cross country sold out Birmingham - Exeter am Off Peak?

Q: How on earth can we have a train system where cross country say they are sold out nearly 2 weeks before travel on an off peak journey. Not sure how this is supposed to be managed but it is bonkers.

A: *The problem is Cross Country only booking up to their maximum socially distanced capacity and there are no seats left available for the full journey. TrainSplit will find a combination of seats that are available for different sections of the journey on the same train. I have just tried and found availability on the 11:12 and 12:12 from New Street.*

The only catch is that you will have to move between several different reserved seats during the journey.

If a family of 4 wish to travel together, the system with many operators appears to just book 4 bays of 4 (or 4 pairs or a combination) as this is all it can do. It means that on the day the family sit together at one bay of 4 and there are 3 bays of 4 (or 3 pairs) left unoccupied but no tickets available for purchase for that train. This can result in a train with lots of free seats and passengers turned away.

Some operators are dealing with this better than others by allowing extra people on to fill these seats etc but others are just letting people crush load the unreserved carriage or be turned away. There isn't really an incentive to fix this.

On recent social media, a passenger booked 6 or 8 seats for a journey in 3 weeks time with another operator who have compulsory seat reservations (or at least the trains are in the system that way). They were promptly offered 6 bays of 4 and 2 pairs (or 4 and 2) taking up half a carriage.

These people could have occupied 2 parallel bays but the system doesn't seem to allow for that. No more seats on that train now in standard class.

Booked train short formed, what are my options?

Q: I have an advance ticket for a CrossCountry service from Leeds to Newcastle that is short formed (4 coaches instead of 7), in the event that I'm unable to board it because it's too busy for social distancing, would I be able to use my advance ticket on the following XC service, and if so would I be entitled to delay repay, or am I basically stuffed if my booked train is too busy?

A: *Some operators have specifically said that you should board the next train and claim Delay Repay if it's too busy to socially distance but you could have physically boarded. I don't think XC have said that, but you could ask them (e.g. on Twitter).*

As social distancing is merely guidance and not law, strictly speaking I don't see how you can claim unless you missed the train on the instruction of TOC staff. I had this a few weeks ago when a 4 car Voyager turned up instead of a 7 coach HST.

There were free seats if you sat next to strangers, some people did, some remained standing in the vestibules. The train manager apologised for the situation and announced that people could get the next train (presumably ~1hr wait) if they wanted to. Nor could they/would they force people to allow strangers to sit next to them. Nobody was denied boarding.

Loading was perhaps equivalent to the total number of seats in the Voyager, at least in Std class, if all the seats had been used.

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

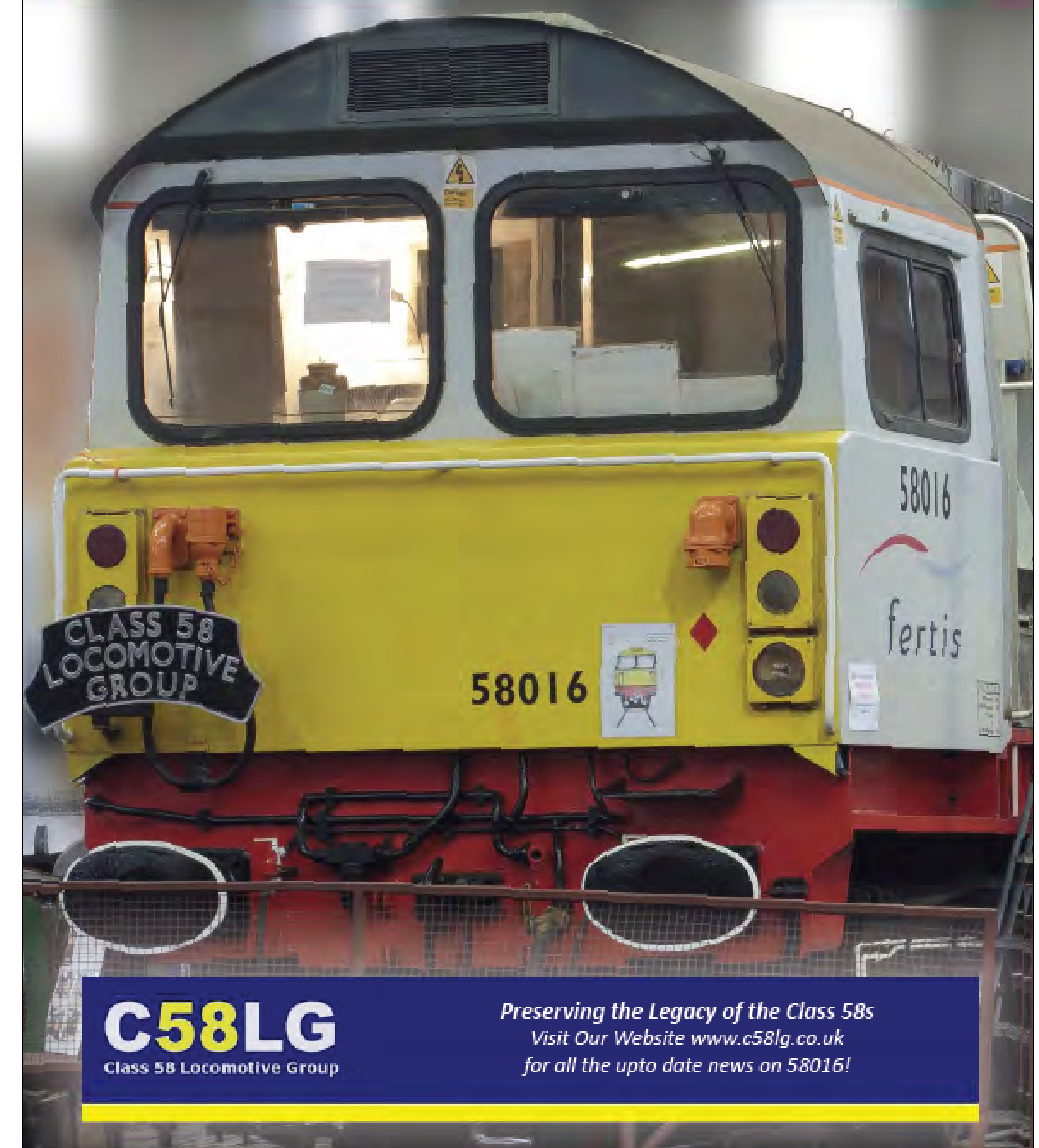
On May 14th, Class 90 002 and 37 667 are seen stabled at the LSL Crewe depot.
Richard Hargreaves



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Greater Anglia publishes new promise to improve accessibility of rail service

Greater Anglia has outlined its commitment to making the railway more accessible to all customers – the most recent in a series of measures the company has taken to improve disabled customers' experience of rail travel. The company has just published a new Accessible Travel policy which is summed up in a user-friendly customer leaflet.

The policy sets out in detail Greater Anglia's policies for providing assistance for disabled and older customers in all parts of their journey including train and station facilities, journey information, ticketing and fares, travelling with assistance dogs, wheelchair and mobility scooters, blue badge parking, staff training and accessible rail replacement.

It lets customers know exactly what they can expect when travelling and reflects recent changes to Greater Anglia's accessibility strategy – such as the appointment of an Accessibility Panel, who will help shape the future of rail services in the region, and improvements to staff training.

The policy can be found online at greateranglia.co.uk/accessibility and the customer leaflet is available at all staffed stations or can be sent free of charge via the operator's Customer Relations Team.

Before the pandemic, around 30,000 people per year used Greater Anglia's Assisted Travel service to get help with making a train journey. Staff are able to

meet passengers, help them get on and off trains or help with luggage. A similar number of customers with accessibility needs also used Greater Anglia services without booking.

Greater Anglia's Accessibility Manager, Rebecca Richardson, said, "We want everyone to have a good journey with us and the updated policy and leaflet outlines our promise to do everything we can to ensure that this is the case. We recognise the industry has a lot of work to do to improve accessibility and to build a better relationship with our disabled customers and we think our improved training, new accessibility panel and our diversity and inclusion strategy is the start of real progressive change for our business."

The train operator is working to make rail travel more accessible and has recently brought in a new fleet of trains which feature lower level floors and a retractable step at each door, which bridges the gap between station platform and train, making them more accessible for wheelchairs, buggies and people with mobility impairments.

All of Greater Anglia's new trains will have improved accessibility including dedicated wheelchair spaces and accessible toilets on every train.

There are also several projects currently underway or completed across the network to improve access to stations and waiting rooms.

National Rail

Network Rail Stoneblower No. 80205 heads through Swindon on May 10th.
Ken Mumford



Birmingham New Seats: station set for summer city picnickers

Passengers and the public now have a new outdoor seating area at Birmingham New Street station. From May 28th, picnic benches are in place on the eastern plaza, out of the station entrance towards the Moor Street Link and Smallbrook Queensway.

It's so that passengers and the public can relax in the warmer weather as measures to stop the spread of Covid-19 continue to be eased.

Passenger numbers through the station are steadily increasing. On a Saturday in May, 98,373 journeys were made in and out of Birmingham New Street station - around 61% of pre-pandemic levels.

Craig Stenning, station manager at Birmingham New Street, said: "We're so pleased that more people are returning to the city and travelling more again. Birmingham New Street is right at the core of the city and we can't wait to feel the heartbeat of Birmingham again properly. The new picnic benches will be a great space for passengers and the public to safely unwind in the summer sunshine."



People should continue to follow Government guidance so they know how to travel safely.

This includes planning ahead and checking before you travel as transport services and roads might be busier as restrictions ease.

New Essex Coast Explorer booklet encourages visiting the county by train

An exciting new Essex Coast Explorer activity booklet has just been launched encouraging visitors to travel more sustainably to the Essex Coast by using the train rather than the car.

The booklet is packed with creative activities for children to become involved with on their visit to the seaside.

Ideas range from fossil hunting to sculpting a piece of land art from shells and forage finds. The booklet also encourages people to remember the Essex Plastic Pledge and take their litter home with them.

Essex County Council has worked with the Essex and South Suffolk Community Rail Partnership (CRP) on the coastal project, which promotes sustainable travel to the area. Twenty five new posters are on display at rail stations in Essex which map the most direct walking route to the coast from their station.

The booklet is available at rail stations and on The Essex and South Suffolk CRP website at Coastal leaflets | Essex & South Suffolk Community Rail Partnership

Jayne Sumner, Essex and South Suffolk Community Rail Partnership Officer, said, "We're delighted to be involved in this big project to introduce new visitors to the area by train.

"In choosing a green form of transport, they will be helping to protect the local environment by reducing the congestion and pollution from road traffic in the county's towns and villages."

Martin Moran, Greater Anglia's Commercial, Customer Service and Train Presentation Director, said, "It's so easy to get to the Essex Coast on a Greater Anglia train and have a day out that, literally, doesn't cost the earth.

"Grab a bargain Advance fare and enjoy the area's beautiful scenery and attractions without the stress and pollution caused by sitting in traffic."

Cllr. Graham Butland, Cabinet Member for Devolution, The Arts, Heritage and Culture, Essex



County Council, said, "There are many stories to discover along the Essex Coast and this booklet will help visitors get the most from the area with activities that appeal to different interests and ages. Why not make getting there part of the adventure? "

Greater Anglia continues to ensure that rail travel is safe for staff and passengers with an enhanced cleaning and sanitisation 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 - including floor markings, one-way systems, new signs and queuing systems.

It is mandatory for customers to wear a face covering when using public transport unless you are exempt, to help reduce the spread of Covid-19.

Network Rail and Porterbrook to showcase Britain's green trains of the future at COP26

Network Rail has announced plans to work with rolling stock owner and asset manager, Porterbrook, to showcase some of the best of British low-carbon train technology at the UN Climate Change Conference of the Parties (COP26), which will be held in Glasgow later this year.

The collaboration will bring a ground-breaking hydrogen-powered HydroFLEX train that has been converted to include an 'on-board boardroom' to COP26, giving invited guests the chance to use the train to support the globally significant discussions that will take place.

Last year, Network Rail became the first railway company in the world to commit to the most stretching science-based targets for reducing carbon. A key part of the strategy for achieving those targets is decarbonising traction energy by powering trains with alternative fuels, notably further overhead line electrification and the introduction of hydrogen and battery trains.

This unique fringe event will give guests, including leaders and climate experts, a first-hand experience of British technological innovation and expertise, and how alternative fuel trains of the future will play a vital part in building back better and greener from the pandemic.

It is envisaged that the HydroFLEX may also be used to transport visitors to see the Zero Emission Train, Scotland's first hydrogen powered train.

Network Rail is also in the earlier stages of planning a similar event with Vivarail to bring an operational battery train to COP26.

Rail Minister Chris Heaton-Harris, said: "As a previous winner of DfT funding through our First of a Kind competition, it is amazing to see Porterbrook's HydroFLEX train showcased on an international stage. Ground-breaking green technology projects like HydroFLEX are central to our plan to decarbonise the rail network by

2050."

Network Rail's Group Safety and Engineering director Martin Frobisher OBE, said: "I'm delighted to announce we are hosting this exciting train at COP26. Rail is already the greenest form of public transport and we want to show our commitment to running an even cleaner, greener railway and playing a vital role in helping tackle climate change. To do this, we're working in partnership with Porterbrook, an innovative British company who have developed green technology with tremendous export potential."

Managing Director of Scotland's Railway, Alex Hynes, said: "We're working hard alongside Governments to bring the benefits of electrification and decarbonisation to communities across Scotland. We have ambitious targets to decarbonise our network and developing new technologies like hydrogen and hybrid trains will be key to delivering on those commitments. During COP26

the world will be watching Glasgow, and this will be a tremendous opportunity to demonstrate how rail will play its part in making a greener future."

Mary Grant, CEO of Porterbrook said: "We are delighted to work with Martin and the Network Rail team to bring our HydroFLEX to COP26 and showcase the best of British engineering to the world. Porterbrook has spent the last three years working on a range of engineering initiatives that will help both UK and Scottish governments meet their decarbonisation targets. We believe that our £7m investment in HydroFLEX reflects a significant acceleration of the railway industry's journey towards Net Zero."



Who would have thought that in 2021 you could find two Class 08 shunters and a Class 31 in carriage sidings, but that was the case at Great Yarmouth on May 20th where Class 08 588, Inter City liveried 08 870 and 31 452 could all be found together with a number of stored ex Caledonian sleeper stock. *Lee Stanford*

Class 60 074, then named 'Teenage Spirit', crosses the Mersey on Twelve Arches Bridge on its way to Walton MSC Sidings to run round a loaded coal train from Liverpool Docks to Fiddlers Ferry. Hard to believe that this photo was taken just over eight years ago! January 2nd 2013. *Jeff Nicholls*

Now named 'Luke' and painted in Puma Energy colours, Class 60 074 crosses Twelve Arches Bridge, Warrington, with the 09:30 Arpley Yard - Tunstead empties on May 26th. *Jeff Nicholls*



Snakes on a plain: track workers protect reptiles' railway residence

Network Rail is helping to protect snakes and lizards which have made the railway their home in Cumbria.

South and west facing railway embankments and cuttings provide ideal conditions for cold blooded reptiles to bask in the sun's warmth.

Shap Cutting had become overgrown with birch and brash providing too much shade for certain species to survive and thrive.

With that in mind Network Rail has been sensitively clearing trackside vegetation to provide perfect sunbathing conditions for reptiles.

They include Britain's only venomous snake – the Adder. The notoriously shy species belongs to the viper family. Female vipers incubate their eggs inside their bodies giving birth to live young. This means they rely even more on

the sun for warmth and for their snakelets to survive.

Matthew Thomas, Network Rail ecologist, said: "When you think of animals living beside the railway, snakes and lizards aren't perhaps the first ones which spring to mind. But like for so much other wildlife, embankments and cuttings - rarely visited by humans - provide a perfect sanctuary. We used special equipment to quietly clear overgrown trees and plants to provide perfect sunbathing conditions for our cold-blooded Cumbrian creatures at Shap. It's all part of Network Rail's commitment to protect the environment while running a safe and reliable railway for passengers and freight."

The trees and overgrown plants were cleared using quieter equipment and by hand to minimise disturbing wildlife as much as possible. As well as clearing the trees, habitat piles made from logs were built to create refuges for other creatures on the railway cuttings.

This work should provide a perfect habitat for wildlife to thrive at this location for years to come.

Major £33m investment for Cadder rail yard upgrade

As part of the Scottish Government's on-going investment in Scotland's Railway, Network Rail is delivering a new £33m train depot and staff accommodation facilities within the existing Cadder railway yard, between Bishopbriggs and Lenzie.

The investment will include the construction of three new service platforms and night-time accommodation for six High Speed Trains (HSTs) and a new modular building to accommodate up to 250 support staff working on Scotland's Railway.

The new service platforms will be complemented by the installation of a new cleaning facility and re-fuelling unit which will allow for night-time cleaning, servicing and maintenance for the HSTs that travel from Glasgow and Edinburgh to Aberdeen and Inverness.

In early May the first HST test train visited site and operational activities will start from the end of June 2021 with the full facility in use by December 2021.

Up to 100 railway staff can be on site each day, working to deliver the project, as part of Network Rail's commitment to make Scotland's Railway more resilient and reliable.

Graeme Dey, Minister for Transport said: "This impressive new depot, funded by the Scottish Government, will service the requirements of the refurbished High Speed Train fleet that has transformed long-distance travel between Scotland's seven cities. It offers real benefits including supporting over 200 existing jobs while also creating the potential for up to 25 new roles. I have also been impressed by the collaboration displayed between

Network Rail, the Rail Systems Alliance, Scotland and the various contractors who have been working together to deliver this new facility."

Alex Sharkey, Network Rail Programme Director for the Rail System Alliance Scotland, said: "There will be many strategic benefits from this new HST depot to both Network Rail and ScotRail. The new facility will free up space at the existing depots at Edinburgh Haymarket, Glasgow Eastfield and Perth station, providing greater flexibility for freight and passenger services, ultimately improving performance on key intercity routes."

Syeda Ghufra, ScotRail Engineering Director, said: "Cadder depot is going to be an impressive addition to our maintenance facilities. Being able to accommodate some of our HST fleet there overnight will take the pressure off other depots around the country and Cadder, located between Bishopbriggs and Lenzie on the Edinburgh to Glasgow line, is an ideal location for stabling ScotRail HSTs."

The new office facility will accommodate Rail Systems Alliance Scotland (RSAS) staff, which is a partnership between Network Rail, Babcock and Arcadis.

The two-story building located within the yard will be operational both day and night and will also provide accommodation for ScotRail HST Depot staff.

Main contractor, Babcock, is delivering the work alongside sub-contractors Story, CK Contracts, CPMS, Airquick, Structural Fabrications, Forte Engineering, Rail

Electrical Services and CPR.

Work at Cadder Yard is being carried out in line with government advice on physical distancing, using additional protective equipment and adapting to new ways of working that will help keep everyone safe while work is ongoing.



National Rail

GWR Hall Class No. 4920 'Dumbleton Hall' is seen on a low loader enroute from Buckfastleigh to Carnforth.

John Alsop



£250,000 major refurbishment at world's largest operating mechanical signal box

The largest operational mechanical signal box in the world has just had its biggest refurbishment in more than a decade with work on the 117-year-old, Grade II listed Severn Bridge Junction signal box in Shrewsbury now complete.

The historic building has its original 180 levers inside with 89 still in use today and is responsible for signalling around 280 trains every day.

Now the historic building has been given a new lease of life, in keeping with its Edwardian charm, thanks to a £250,000 project carried out by Network Rail and MPH Construction. The project, partly funded by the Railway Heritage Trust, has allowed the entire three-storey building to be weather-proofed.

As part of the huge refurbishment, the original single-glazed windows, installed when the building first opened in 1903, have been replaced with new double-glazed units.

Other improvements include new timber cladding and holding repairs to the external walkway gantry and a full exterior paint job - including the famous 'Shrewsbury' signs that greet passengers travelling in and out the historic town by train.

Darren McKenna, asset engineer at Network Rail, said: "It's not until you can get up close to this iconic structure that you can appreciate how well built and unique it is. Working on this refurbishment was an absolute pleasure. The gantry repair was a big job and involved rope access teams working day and night to strengthen and replace the boards. We gave very careful consideration to a sympathetic repair that has managed to maintain the building's Edwardian character while securing its future for many years to come. The mechanical signal box, now the world's largest operational mechanical signal box in the world, still plays a fundamental part on the railway by controlling safe access in and out of Shrewsbury station."

Darren Peake, signaller at Network Rail, commented: "I have been working at this signal box for around 13 years and I can tell you these improvements will make a huge difference to us, including being warmer in the winter with the new windows."



We used to have to put pieces of paper in the gaps of the old ones. In fact, when they replaced the windows, they found newspaper cuttings behind the frames from the 1960's. The history of this building is fascinating, and I am extremely proud to work from here."

Gareth Ellis, Construction Manager at MPH Construction Ltd, added: "We started on site in October last year and knew that this was going to be a challenging project; restoring a Grade II listed building, working at height and being completely surrounded by track. However, we couldn't turn down the opportunity to work on this iconic piece of railway infrastructure and even carried out some extra works, such as renewing the eye-catching Shrewsbury sign for passengers to see. It has been a unique and fascinating project to work on."

Andy Savage, executive director, Railway Heritage Trust, said: "We were delighted to give a grant towards the restoration of this iconic signal box, which clearly will have a long-term future. We congratulate the Network Rail team for their careful work in restoring the building."

Engineers worked for more than 300 days, restoring this crucial part of the railway infrastructure which is a vital link for passengers and freight travelling between Wales & Borders and the rest of Britain.

Further improvements are also planned for the interior of the signal box over the next few weeks.

Loco Fleet List Ten

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

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

Features:

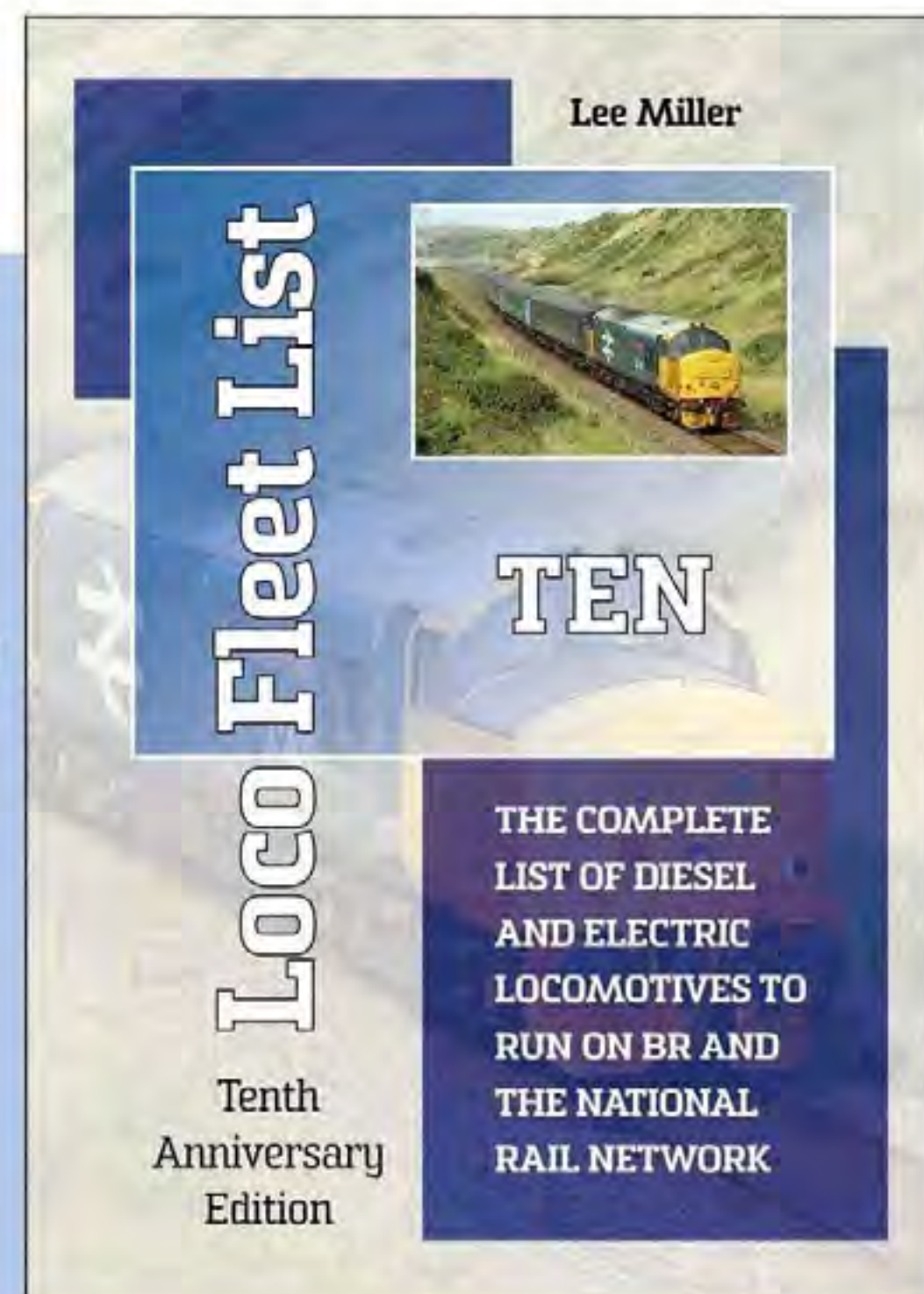
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk

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



National Rail

Class 08 288, now named ‘Phoenix’ after being a survivor of the shed fire here a few years ago is seen at Ropley on May 22nd. *David Lindsell*



Former railway yard supports work to reinstate Levenmouth rail link

Network Rail has taken delivery of sixteen thousand sleepers that will form part of the new Levenmouth Rail link.

The sleepers have been delivered to and are being stored in Thornton Yard, to the west of the branch line, ahead of major work to deliver the project from early 2022.

The sleepers were delivered over a four-week period with a proportion of the former shunting yard being given over to storing the components while the old rails are lifted and cleared and the new railway formation is created.

As well as reinstating 19 single track kilometres of railway, the Levenmouth project will create new stations at Leven and Cameron Bridge and offer two trains an hour into Edinburgh with one each way via Dunfermline and Kirkcaldy respectively.

Joe Mulvenna, Network Rail project manager said: “Often space is at a premium around our work sites but the proximity of Thornton Yard has given us the opportunity to start to assemble materials we will need during the build.

“It is a real positive that this former railway site is playing a role in supporting the work to reconnect Leven back onto the mainline network.

“Although we are very much still in a planning and development phase, the arrival of the sleepers to site is another tangible sign of the progress we are making on the project.”

£6m refurbishment of Hither Green station completed providing more comfort and convenience to passengers after lockdown

A £6m refurbishment of one of London’s busiest suburban stations, Hither Green, has now been completed. The works included the refurbishment of the platforms, rewiring all the electrics in the station and replacing all the lighting, removing and replacing the old timber canopy on Platform 2 and 3 with a tubular steel glass one, as well as work to improve the station buildings and footbridges.

The station is a busy one, serving 3.3 million passengers a year in normal times. These passengers will now be able to enjoy brighter lighting and shelter from the weather under new glass canopies, along with resurfaced platforms and new tactile strips to help visually impaired passengers.

The project team liaised closely with the local community and included the renovation of a garden area.

Network Rail’s Route Director for Kent, Fiona Taylor, said: “This project was completed during our year of lockdown without having to close the station and was carried out in the spirit of close collaboration with the local community. The size and location of Hither Green station made this a challenging job, with six platforms high above the surrounding area, and sitting in the junction between two major railway lines. I’m really pleased to be welcoming passengers back to a much lighter and brighter station.”

Dan Matthews, Southeastern Area Manager for Hither Green station, said: “Our focus is always on providing the best customer experience and I’m proud that our team at Hither Green managed to keep the station open for passengers during the work. Delivering it under Covid was a challenge and the partnership with Network Rail worked really well. As more passengers return to rail in the coming weeks I’m sure they will appreciate the improvements at the station.”



National Rail

Network Rail track machines Nos. DR77907 and DR73120 are seen on Condober Bank with 6Q53 09:00 Dorrington to Coleham Yard on May 2nd. *Keith Davies*



On May 27th, London Overground's Class 345 070 departs Acton Main Line working the 9T57 11:48 London Paddington to Heathrow Central service. *Derek Elston*



More reliable journeys through Norfolk as 100-year-old swing bridges are upgraded

Network Rail is renewing and refurbishing the existing electrical and mechanical parts of three swing bridges in Norfolk to keep services running reliably and prevent disruption at the ports and marinas.

The internal components on the Somerleyton, Reedham and Oulton Broad swing bridges haven't been replaced in over 100 years but are frequently repaired, each bridge costing over £100,000 a year to maintain.

Starting early next year (2022) internal upgrades will be made as part of a £5.5million programme of work. Network Rail will replace the winch system, hydraulic jacks and pipework, lighting across the bridges, and install a new power system. This will make the structures easier to maintain for the coming 25 years, saving up to a combined £7.5million in future costs.

Reducing future maintenance

Once the work is complete the bridges will be able to operate more reliably throughout the year, giving river traffic consistent access to the ports and marinas, benefitting the local economy, especially throughout summer as tourists are welcomed to the area. The bridges will break-down less often, and save taxpayer funded Network Rail more than £100,000 a year, per bridge, in maintenance costs.

The three bridges are an important part of Network Rail's railway heritage and work to the internal elements of the bridges will be carried out whilst also maintaining the current look-and-feel and heritage of each bridge.

Drones reduce survey time and cost

In order to prepare for this work, surveys works have been completed. Usually, this would require several engineers to close the railway and visit each site on foot, multiple times, over a number of days. Network Rail has sped up this process by using drones, so engineers were able to complete

the surveys in a matter of hours, whilst also keeping the railway running.

Ellie Burrows, Network Rail's route director for Anglia, said: "These bridges are an important part of our railway heritage and also an important part of keeping both rail and boat traffic moving. Renewing the components will reduce the risk of mechanical problems and help keep services running safely, smoothly and reliably for our



passengers, as well as maintaining access to the ports and marinas. The use of drones to complete survey work is a great example of how we're innovating to keep the railway running with minimised risk to our staff, minimised disruption for passengers and at reduced cost for taxpayers."

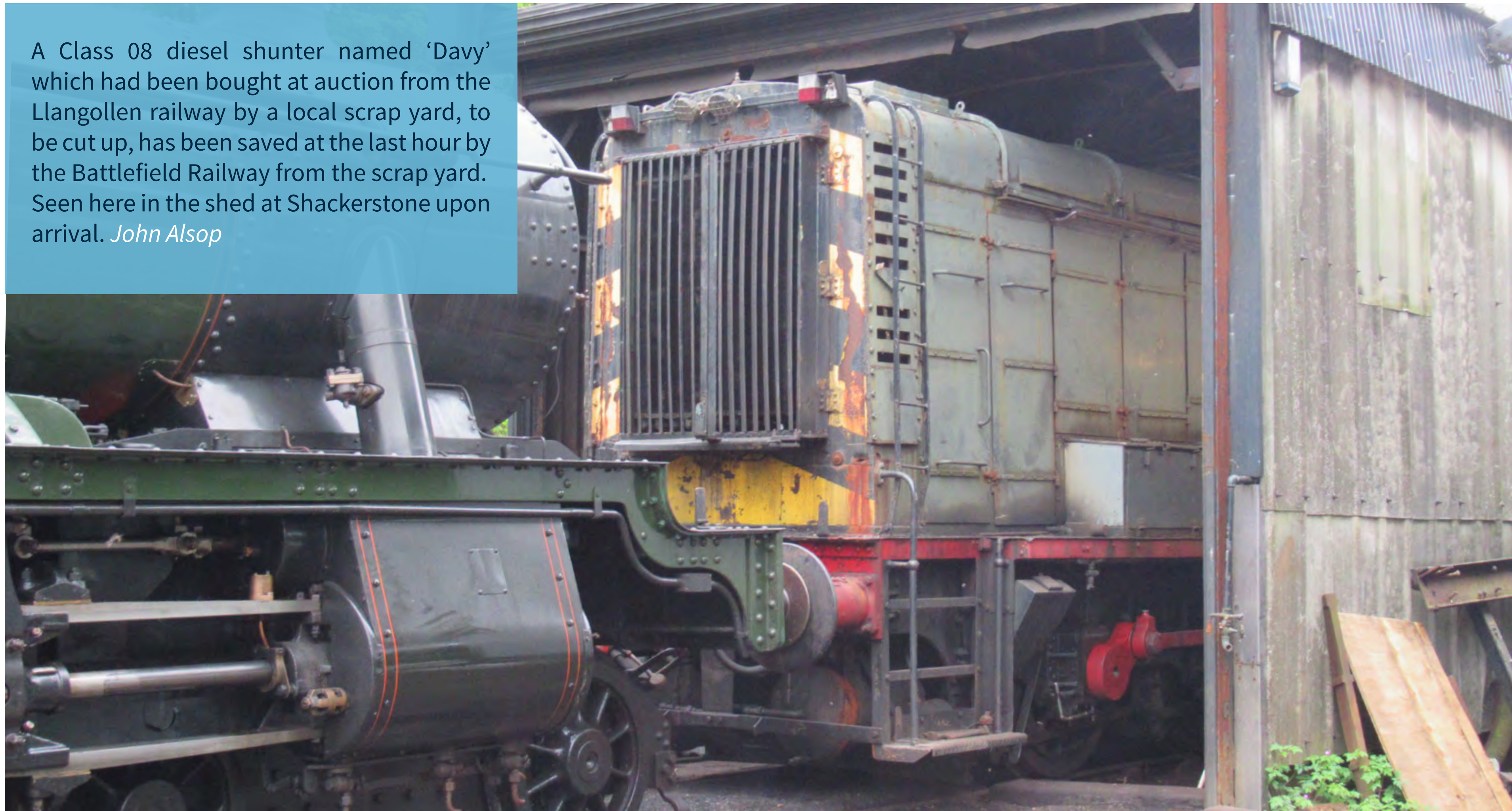
Jamie Burles, Greater Anglia managing director said: "This work will make our Norwich and Ipswich to Lowestoft lines even more reliable, which I know our customers will welcome. While the work is going on we will make sure customers can still complete their journeys with a rail replacement bus service."

National Rail

Class 20 No. D8110 is seen on its first run of the day at the Battlefield line.
John Alsop



A Class 08 diesel shunter named 'Davy' which had been bought at auction from the Llangollen railway by a local scrap yard, to be cut up, has been saved at the last hour by the Battlefield Railway from the scrap yard. Seen here in the shed at Shackerstone upon arrival. *John Alsop*



More seats and faster journeys between East Midlands and London

Network Rail completes major improvements on Midland Main Line in £1.5 billion upgrade

50% more seats for passengers travelling at peak times between London and Corby

Faster journeys between London and Derby, Leicester, Sheffield and Nottingham

Quieter, cleaner trains which are better for the environment

Network Rail has completed the biggest improvements to the Midland Main Line since it was built, meaning more seats, faster journeys and more reliable services for passengers travelling between the East Midlands and London.

In the latest stage of the upgrade, teams have carried out vital work to install new overhead line equipment between Bedford and Corby, as well as improvements to station platforms and major work to upgrade bridges on the route – to make way for electrification between London St Pancras International and Corby.

All of this work means there will be 50% more seats for passengers travelling at peak times between Corby and London. The new train timetable was introduced on Sunday May 16th, and East Midlands Railway launched its new all-electric service between Corby and London St Pancras International, providing a sixth train per hour.

The upgrade, along with the new timetable, also boosts the number of seats on services across the East Midlands and cuts travel time between London and Derby, Leicester, Sheffield and Nottingham.

It's hoped the improvements will take more cars off the roads, as COVID restrictions ease and passengers return to the railway. Electric trains are quieter and much better for the environment than diesel trains. They produce almost 80% less carbon, benefitting people who live and work near the railway.

Gary Walsh, Route Director for Network Rail's East Midlands route, said: "As passengers return to the railway, it's great to be welcoming them back with the biggest improvements in a generation on the Midland Main Line.

"New overhead line equipment, as well as new track, new platforms and new bridges along the route, has made way for electric trains to run between Corby and St Pancras International. The major upgrade also brings faster, more reliable services which better connect passengers between the East Midlands and London."

Will Rogers, Managing Director of East Midlands Railway, said: "We are delighted to be able to start this new and significantly improved timetable. The £1.5 billion Midland Main Line upgrade has allowed us to offer more seats, quicker journeys and more frequent journeys to our passengers across both our Regional and Intercity network.

"The timetable includes earlier and later services supporting leisure, business and tourism journeys and will help to support the region's recovery out of the pandemic."

National Rail

On May 11th another outing with the camera, as it's weed killing time again! Having failed miserably to get to it's ultimate goal of Roxby, 3Z12 approaches Scunthorpe station on its way back to Knottingley depot, having waited time in Anchor Sidings. Surprisingly running with no locos (for social-distancing purposes) MPVs Nos. DR 98905 and DR98955 head for home. *Steve Thompson*



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Boost to Oxford rail travel following £69m funding confirmation

Oxford station is set to be transformed thanks to a £69m funding boost to improve capacity and journey times and develop plans for a new platform and entrance which will mean more trains will be able to serve the station in the future.

The funding will progress the next stage of development work for the introduction of a new track and platform to be added alongside the existing platform 4, creating an island platform on the west-side of the station. This will significantly improve station capacity from 2024 to accommodate new services, such as East West Rail (EWR). This investment is separate but complimentary to the consultation currently underway on EWR: a project which would see Oxford better connect with destinations to Cambridge.

Designs will also be developed for a new western station entrance that will be built next to Botley Road and will link up to the new platform via a subway. The new entrance will make the station more accessible to people living to the west of the station, reducing walking time by up to three minutes. As part of the plans the road network will also be improved near to the station as Botley Road bridge will be replaced and the road lowered to enable standard double-decker buses to pass underneath for the first time.

As part of the new design, a four-metre wide cycle/footpath will also be installed on each side to encourage sustainable transport and improve safety. The money will also fund the closure of level crossings to the north of Oxford at Sandy Lane and Yarnton Lane, as well as creating three high-speed crossovers at Oxford North Junction. These changes will help make the line safer, as well as enabling additional Oxford to Birmingham passenger services and reduce journey times for passengers by up to two minutes.

It will also generate an increase in capacity along the corridor to accommodate an additional 12 freight trains per day along this key part of the country's strategic freight network, which will help ensure fuel reaches the petrol pumps, food makes it onto supermarket shelves and household waste is taken to recycling depots.

Early consultations about the proposals have taken place with local residents ahead of the plans being formally submitted to Oxford City Council. Further funding is required for the full implementation of the scheme and the Full Business Case for the project will be submitted to DfT later this year, with a decision on final funding expected in spring 2022.

Claire Mahoney, Network Rail industry programme director, said: "We are delighted to have been awarded this government funding. The rail network in Oxfordshire plays a vital role in transporting passengers and freight around the country. With Oxford station close to full capacity, these plans for a new platform and western entrance are key to enabling an increase in passenger services, such as East-West Rail, as well as paving the way for wider station development in the future."

Rail Minister Chris Heaton-Harris said: "Our investment in Oxford's rail infrastructure will enable major improvements to freight links between the Port of Southampton and the Midlands, and pave the way for improved passenger services. Modernising and upgrading our vital transport links is critical to levelling up every part of this country, unleashing our economy and spreading opportunity."

Councillor Susan Brown, Leader of Oxford City Council, said: "I welcome this announcement about the redevelopment of the western side of Oxford station which is much needed. This is a critical next step to boost rail capacity, frequency and connectivity across the region. Rail will be an important part of the city, the county's and the region's economic recovery and this funding will enable Oxford's railway station to support the transport links we need for the future. Improving rail connectivity into and through Oxford will help tackle congestion and provide fast, low-carbon transport. Investment in the station itself remains central to unlocking the transformation of the west end of Oxford into a globally significant innovation district, providing high quality office, R&D and other employment space, as well as improved public spaces and many more homes. We will work with our rail and other partners to ensure that Oxford's station is a worthy gateway to our city."

National Rail

Class 317 515 and 317 884 pass Bethnal Green working the 2H37 13:53 Cambridge North to London Liverpool Street service on May 27th. *Derek Elston*



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



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



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Did you Know - Ken Mumford

Some more of the nations oddities this month:

Speedometers for steam									
It was announced at the beginning of 1960 that British Railways are fitting speedometers to 1,007 of the bigger steam locomotives which will be kept in service for some time to come. The speedometers, which should be installed by the end of this year [i.e. 1960], have been ordered mainly from J. Stone & Co. (Deptford) [936] and A.E.I. [56].									
The locomotives which are to be fitted with speedometers are as follows:-									
REGION	CLASS "8"		CLASS "7"		CLASS "6"		CLASS "5"		TOTAL
	NUMBER	TYPE	NUMBER	TYPE	NUMBER	TYPE	NUMBER	TYPE	
N.E.	32	A1	30	A3	22	LM/6P			
	8	A4	8	LM/7P	8	V2			
			15	A2					123
E.	10	A1	26	A3	12	LM/6P			
	16	A4	6	A2	1	A2			
			19	BR/7MT	8	V2			99
Sc.	5	A1	15	A3	11	LM/6P	5	BR/5MT	
	5	A4	3	LM/7P	5	BR/6MT	10	LM/5MT	
	7	LM/8P	12	A2	3	A2			122
					41	V2			
W.R.			12	BR/7MT	9	LM/6P	71	"Hall"	92
L.M.	41	LM/8P	78	LM/7P	134	LM/6P	3	BR/5MT	
			11	BR/7MT	5	BR/6MT	99	LM/5MT	
			4	A3	13	V2			388
S.R.	30	"MN"	16	"LN"			20	"Schools"	
			110	"BB"+"WC"			7	BR/5MT	
									183
TOTAL									1007

Cheltenham Spa Station Parrot

Cheltenham Spa (St. James) Station [closed 3rd January 1966]was the terminus of the old GWR/M.& SWJR joint terminus and was said to be the most conveniently sited of the Cheltenham stations.

Tennyson the poet [6th August 1809 to 6th October 1892]used to live nearby and would sometimes stroll over and talk to a pet parrot by the station offices.

Apparently the parrot could recite the destinations of the trains more distinctly than the station staff! A Waitrose supermarket is now built on the station site.

A Different View

On May 11th, LSL's 'Blue Pullman' HST was operating a Crewe - Carlisle and return run for staff training operations, bringing a splash of colour to the Settle-Carlisle line. The train is seen at Ribbleshead in the early afternoon, on the way back to Crewe.
Ben Bucki



A Different View

▶ On May 8th, with the withdrawal of many Class 800s for safety checks, this was the sorry sight of the departure board at Swindon. *Ken Mumford*

▶▶ Whilst we often complain about ‘the state of the railways’ when referring to the trains, what about the track litter and redundant track being removed from site, and just look at all that plastic waste! *Ken Mumford*

▶ Northern’s Class 158 901 pulls away from Hellifield on May 22nd with the 2H92 Leeds - Carlisle service. *Ben Bucki*

Departures			
10:30	Cheltenham Spa	Cancelled	
10:40	Swansea	4	On time
11:04	London Paddington	1	Cancelled
11:05	Westbury via Melksham	2	On time
11:11	London Paddington	3	Cancelled
11:21	London Paddington	3	Cancelled
11:22	Bristol Temple Mds	4	On time
11:29	Cheltenham Spa	3	On time
11:40	Swansea	4	On time
11:50	Plymouth	4	On time
12:04	London Paddington	3	Cancelled
12:10	Pewsey	Bus	On time
12:12	London Paddington	3	Cancelled
12:22	Bristol Temple Mds	4	Cancelled
12:22	London Paddington	3	On time
12:29	Cheltenham Spa	3	Cancelled
12:40	Swansea	4	Cancelled
10:29:22			





On May 18th, 1940s Bulleid Pacific 'Eddystone' headed out on its first loaded test runs since overhaul - hauling a rake of carriages and a Class 33 diesel loco.

The classic 1940s express steam locomotive has returned to the Swanage Railway after an extensive three year £350,000 overhaul by its owners – Southern Locomotives Limited – who restored the leviathan of steam from a rusting scrapyard hulk to a gleaming machine in a determined labour of love across 16 years.

Rescued from the Barry scrapyard in South Wales – where it languished for 22 years after being withdrawn from British Railways service in 1964 – restoration of 'Eddystone' began in 1986 and was completed by Southern Locomotives in 2003 with the gleaming locomotive hauling its first train on the Swanage Railway in the autumn of 2003.

No. 34028 hauled passenger trains on the Swanage Railway for ten years before being taken out of traffic in 2014 for a major overhaul that took three years to complete and started in 2018.

Photos: © Andrew P. M. Wright



NEW VOLUNTEER RECRUITMENT AND RETENTION OFFICER FOR SWANAGE RAILWAY AND MAIN LINE STATION SUPPORT GROUPS



A new recruitment and retention officer has been appointed to attract volunteers to the Swanage Railway – as well as the Wareham and Wool main line station support groups – thanks to a grant from South Western Railway’s Customer and Communities Improvement Fund.

Based on the award-winning heritage line at Swanage station, the two-year full-time paid appointment will see Jonathan Evans working with the Purbeck Community Rail Partnership and South Western Railway in setting up a new support group for Moreton station.

Rebuilt over more than 30 years since 1976 – after the ten-mile branch line from Wareham to Corfe Castle and Swanage was controversially closed by British Rail and the tracks lifted in 1972 – the Swanage Railway currently has more than 400 regular volunteers.

The Swanage Railway’s director for volunteers Trevor Parsons said: “We are delighted to welcome Jonathan to this new and important volunteer recruitment and retention role which has been made possible thanks to the support of the South Western Railway’s Customer and Communities Fund for which we are very grateful.

“The Swanage Railway has been rebuilt from nothing since 1976 thanks to mainly volunteers who are the lifeblood of the heritage line with volunteering, in general, contributing to the vibrance and cohesion of our communities.

“We look forward to Jonathan working with the Purbeck Community Partnership and South Western Railway for the benefit of not just the Swanage Railway but also the main line stations at Holton Heath, Wareham, Wool and Moreton on the main London to Weymouth line,” added Trevor who is a volunteer guard and signaller on the heritage line as well as a trustee with the Swanage Railway Trust charity.

South Western Railway’s Customer and Communities Improvement Fund manager Veronika Krcalova said: “Here at SWR, we’re passionate about volunteering. Not only does volunteering enable people to gain valuable new skills and experiences, it also helps to connect people with similar values and interests.

That’s why we’re delighted to support the Swanage Railway and the PCRCP with the funding required for this important role.”

Jonathan Evans, Purbeck’s new volunteer recruitment and retention officer, said: “The Swanage Railway relies heavily on volunteers so their recruitment and retention is vital to the continued success and development of the heritage line which has been rebuilt from nothing since 1976.

“Made possible thanks to the support of South Western Railway’s Customer and Communities Improvement Fund, this new volunteer recruitment and retention role is an exciting and challenging one that allows me to work with the Swanage Railway as a whole and understand the structure and responsibilities of each department and group.

“I look forward to working with the Purbeck Community Rail Partnership, its community rail officer Josephine Foley and the support groups at the main line stations for Wareham and Wool as well as setting up a new support group for Moreton station.

“I love the idea of what the Swanage Railway has achieved over the past 45 years as well as the exciting plans that it has for the future that will place the heritage line firmly at the heart of local communities across the Isle of Purbeck.

“Being a part of that is a wonderful and very rewarding feeling while being a volunteer signaller means that I am involved in the signalling of Swanage Railway trains – and keeping our passengers and staff safe – while being an important part of the team which I love,” he added.

Born in Dorchester, Jonathan has returned to live in Dorset’s county town after travelling and working in France, Switzerland and South America for several years.



While in Argentina, Jonathan was a volunteer who helped to run an after-hours school club. The 49-year old also set up and ran a free city walking tour in Buenos Aires for four years that was ranked the best tour on Trip Advisor.

The Swanage Railway and South Western Railway are both members of the Purbeck Community Rail Partnership which aims to develop rail travel in the Purbeck area and has been in existence for more than 20 years.

To find out more about South Western Railway’s Customer and Communities Improvement Fund, visit www.southwesternrailway.com/other/about-us/community-and-rail-station-adoption/customer-and-communities-improvement-fund.

To find out more about the work of the Purbeck Community Rail Partnership, visit purbeckcrp.org.uk.

The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

Photo: Jonathan Evans volunteer recruitment officer, Swanage Railway. © Andrew P.M. Wright

REAL TIME TRAIN INFORMATION FOR PASSENGERS COMES TO THE SWANAGE RAILWAY IN A FIRST FOR A HERITAGE RAILWAY



In an attractive and engaging heritage style, constantly updated live train information has come to the Swanage Railway in a first for a preserved railway – thanks to the Realtime Trains company and a grant from the Government’s Culture Recovery Fund for Heritage.

Housed in traditional 1950s notice board-style frames, digital screens giving train times – as well as information about the locomotive hauling the train and the facilities in its carriages in an innovative visual ‘Know Your Train’ form – have been installed at Swanage and Corfe Castle stations, with more to follow at Norden and Harman’s Cross stations.

And in another national first for a heritage line, the live Swanage Railway train information will also be available on the main Realtime Trains website at realtimetrains.co.uk.

The pioneering development in constantly updated train information for the public has been possible thanks to a partnership between the Swanage Railway and the Realtime Trains company which provides three million passengers a year, across the national railway network, with continually updated train information via the Internet and mobile phones.

The new system for the popular Isle of Purbeck heritage line works thanks to high-tech global positioning system (GPS) tracking equipment installed in the carriages which constantly relays the position of the trains thanks to a variety of mobile phone networks.

As well as giving Swanage Railway passengers live up to date train running information, the new station display screens include locomotive details, what carriages make up the train and accessibility information.

Swanage Railway passenger services director Trevor Parsons said: “We are very grateful for the innovative and imaginative technical expertise of Realtime Trains in producing such an attractive, clear, concise and engaging continually updated train information system for our passengers.

“Housed in traditional 1950s notice board-style frames – the sort that used to display timetables in the days of steam trains – the new digital screens are a very effective

blend of old and new; the best of our railway heritage with the very best in up to date information technology.

“The Swanage Railway is always looking for ways to further improve the information we give to our passengers to keep them informed and we are very grateful to the Government for its £223,200 Culture Recovery Fund for Heritage grant – awarded to us in the Autumn of 2020 – part of which has been used to pay for this important improvement,” added Trevor who is also a volunteer guard and signaller on the heritage line.

Tom Cairns, founder and operator of the Realtime Trains company, said: “It’s wonderful to see the new system up and running – I wanted to incorporate the visual look of the Swanage Railway’s heritage branding with a modern twist that was visually attractive and engaged the public’s interest.

“We designed the hardware and software for the new system from scratch. Train passengers everywhere – whether it’s on the main line or on a heritage line – want more information so finding a way of delivering accurate, live and helpful information to customers is important.

“Realtime Trains built a new software package combining the strengths of our main line information platform with the understanding of heritage and private railway train operation to provide passengers with clear and up to date information in the same way as the main line train operators can.

“The Swanage Railway has helped in the development of the new system and we are delighted with the results. The work is new compared to my national railway network main line train information system currently in operation and has required me to follow a different technical development path,” added Tom who lives in Bournemouth.



Tom started Realtime Trains in 2012 – while he was studying at Southampton University – with the enterprising 29-year old covering train operations on Network Rail ever since with several upgrades of his system taking place to improve the presentation of information and the system’s ease of use by the public.

Over the last 14 months, Tom has been working with main line train operators to improve customer information through an innovative ‘Know Your Train’ visual system which gives easily accessible detailed information about the carriages running on a train service, including its facilities.

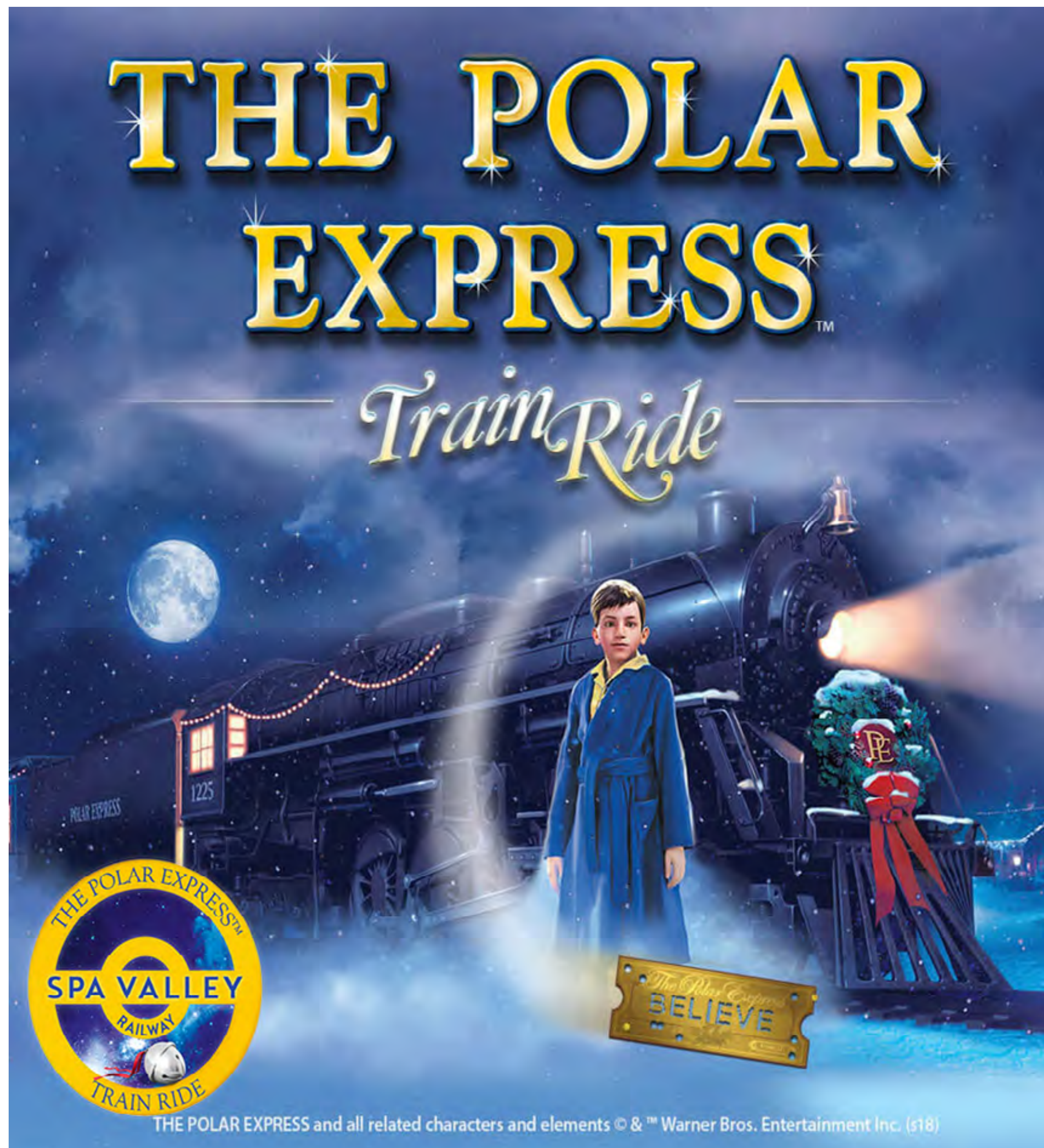
The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact

Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

Photo: Trevor Parsons (left) and Tom Cairns (right) of Realtime Trains next to one of the new heritage-look Swanage Railway real time train information digital screens in the booking hall of Corfe Castle station.
© Andrew P.M. Wright

Preserved
Railways

“All Aboard” THE POLAR EXPRESS at the Spa Valley



The most magical and enchanting of Christmas experiences will be coming to the Spa Valley Railway heritage line in Kent this December with the arrival of the ‘THE POLAR EXPRESS™ Train Ride’.

‘THE POLAR EXPRESS™’ experience is described as a “magical memory-making marvel at Christmas” which is bought to you by UK-based PNP Events Ltd in partnership with the Spa Valley Railway.

‘THE POLAR EXPRESS™’ event is based upon the story and characters from the 1985 popular Chris Van Allsburg children’s book and subsequent block-buster film, which is now widely considered to be one of the classic Christmas stories for young children. You and your family can come dressed in PJs, to experience a fun filled theatrical adventure,

as the train makes its way through the beautiful High Weald countryside to the North Pole!

When you hop aboard the awe-inspiring steam train you will begin a journey of a lifetime with a Christmas experience to top all others!

Once on board, the Polar Express’s amazing team of chefs will serve up the richest hot chocolate and tastiest cookies of the year as they sing and dance up and down the train. And, just as in the original book, the train’s ‘Conductor’ will stamp everyone’s tickets creating a shower of smiles plus a sprinkling of ticket clippings all over the tables!

Then, just as everyone thinks they couldn’t possibly be happier, the beautiful steam-powered train will come to a halt at the end of the line – but it’s not a dream as the train has made it to the North Pole and the most memorable part of the ‘THE POLAR EXPRESS™’ experience, when Santa Claus himself comes on board the ‘THE POLAR EXPRESS™’ to meet everyone! The sound of bells will ring around the carriage as children’s eyes dance around and grow ever wider, and THEY BELIEVE.... and so do parents too!

Santa greets everyone personally and gives them their first gift of Christmas, a beautiful, small shiny silver bell. And everyone aboard is advised to check for holes in their pockets before leaving just in case they might have lost anything valuable...!

As the train conductor says: “Well, you comin’?”

People can register their interest to receive further information from May 24th at <https://spavalleythepolarexpressride.com>

Tickets for ‘THE POLAR EXPRESS™’ Train Ride will go on sale at 10am on June 25th. Anyone wishing to book tickets should do so as early as possible to avoid disappointment.

The Spa Valley Railway is easily reached from London with trains arriving at Tunbridge Wells station from London.

THE POLAR EXPRESS™ and all related characters and elements are trademarks of and © Warner Bros. Entertainment Inc. (s21)

BLACK BIRD TAKES UP RESIDENCE ON A BLACK 5



The Great Central Railway’s First Hurrah Gala planned for the weekend of June the 5th and 6th has had to make some late alterations to the planned locomotive roster.

A Black Bird has moved into residence on Black 5 No. 45305 ‘Alderman A E Draper’ and settled in for a staycation pending the hatching of it’s little ones on top of the manifold in the cab. Loco shed staff are keeping a close eye on the nest to make sure Mum is not disturbed.



Keighley and Worth Valley Railway

BR 2MT Class No. 78022 was once again in operation on the line on May 16th with the weekend timetable. The loco is seen on the outskirts of Haworth, heading for Oxenhope.

Ben Bucki

In somewhat damp conditions, English Electric loco No. D0226 'Vulcan' was on engineering train duties on May 15th and is seen propelling an Atlas wagon towards Oxenhope.

Ben Bucki

On May 16th, 2MT Class No. 78022 is seen beside the River Worth at Ingrow, heading for Oxenhope. *Ben Bucki*



East Lancs Railway

GWR 0-6-2T No. 5643 carries a wreath in memory of Jordan Banks at Irwell Vale with the first northbound steam run of the day on the ELR on May 16th. Jordan tragically lost his life the previous week in a thunderstorm. *Gerald Nicholl*

www.railtalkmagazine.co.uk 171



East Lincs Railway

Getting a Bank Holiday weekend run-out on the ELR, LNER A4 Pacific No. 60009 'Union Of South Africa' adds to the greenery at Horncliffe Crossing with the lunchtime Bury to Rawtenstall service on May 29th.
Gerald Nicholl

www.railtalkmagazine.co.uk 172



East Lancs Railway

Bag Pipe Class 33 109 'Captain Bill Smith RNR', with recently overhauled Peak No. 45 108, which had failed at Rawtenstall, with the 11:05 Service to Bury are seen at Irwell Vale running over 2 hours late on May 31st. *Paul Senior*

www.railtalkmagazine.co.uk 173



East Lancs Railway

Showing off its new coat of blue paint Peak Class 45 108 crosses the River Irwell at Summerseat working the 09:45 Heywood to Rawtenstall on May 31st. *Lee Stanford*

Now in the last year of its boiler ticket LNER A4 No. 60009 'Union of South Africa' approaches the site of Ewood Bridge station working the 09:00 Bury to Rawtenstall service on May 30th. *Lee Stanford*

On May 31st, Class 33 109 approaches Irwell Vale with a service to Bury. *Michael Lynam*



Severn Valley Railway

▶ Vintage Trains' Class 47 773 (D1755) climbs Eardington Bank with the 17:25 Kidderminster - Bridgnorth service on May 16th. The Class 47 taking part in the diesel gala following a repaint here. *Phil Martin*

▶ Class 40106 is seen at Stearns on May 13th with a Kidderminster to Bridgnorth service. *Richard Hargreaves*

▶ On May 15th, in its new blue livery, Class 17 No. D8568 prepares to depart Kidderminster. *Richard Hargreaves*



Severn Valley Railway

Class 50 007 and 50 049 descend Eardington Bank on May 14th with the 17:15 Bridgnorth - Kidderminster service. *Keith Davies*

Class 20 227 is seen on Eardington Bank with the 16:20 Bridgnorth - Kidderminster service on May 16th. *Phil Martin*

Warship No. D821 climbs Eardington Bank on May 14th with the 16:30 Kidderminster - Bridgnorth service. *Keith Davies*



Severn Valley Railway

▶ No. D1015 'Western Champion' heads down Eardington on May 15th working a Bridgnorth to Kidderminster service. *Phil Martin*

▶ On May 5th, GWR new build No. 2999 'Lady of Legend' is seen at Kidderminster with the 09:50 service to Bridgnorth. *John Alsop*

▶ Class 33 108 is seen at Eardington on May 16th working the 15:26 Bridgnorth - Kidderminster service. *Phil Martin*



Severn Valley Railway

Class 33 108 working a Bridgnorth - Kidderminster service crosses Victoria Bridge on May 14th. *Carl Grocott*

www.railtalkmagazine.co.uk 178



Ffestiniog & Welsh Highland Railway

▶ A busy, sunny Bank Holiday weekend saw the railways operating an intensive service over their lines. The railway rostered both operational Double-Fairlies 'David Lloyd George' and 'Merddin Emrys' for the runs to Beddgelert, the 'Glaslyn Venturer', and the pair are seen at Beddgelert, waiting to take the return to Porthmadog on May 31st. *Ben Bucki*

▶ On May 31st, the 'Woodland Wanderer' operation from Porthmadog to Tanybwllch, sees England Tank loco No. 2 'Prince' pull away from Porthmadog harbour station with the first train of the day. *Ben Bucki*

▶ On May 31st, Double-Fairlie 'David Lloyd George' heads through the station having taken on water, before taking a service up to Beddgelert with fellow Double-Fairlie 'Merddin Emrys'. *Ben Bucki*



Ffestiniog & Welsh Highland Railway

Double-Fairlies 'David Lloyd George' and 'Merddin Emrys' are seen crossing the road/rail bridge at Pont Croeser, returning to Porthmadog on May 31st. *Ben Bucki*

www.railtalkmagazine.co.uk 180





The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that all six machined coupling rods have now been delivered to Darlington Locomotive Works only seven years after its launch. The fundraising campaign to raise an initial target of £210,000 needed to pay for the manufacture of the heavy motion has also made good progress, with £178,000 plus Gift Aid already pledged by 178 supporters. Overall, fundraising is also moving forward well. The 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted 960 Covenantors, with over £3.4m spent and £3.9m donated to-date of the estimated £5m required to complete No. 2007 Prince of Wales within the next three years, if Gift Aid is included. However, to succeed we must raise at least £700,000 every year – a figure we are yet to achieve.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s for the London & North Eastern Railway (LNER) to haul 600-ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed, and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4 and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT) - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over ten years, at an estimated cost of over £5m through its P2 Steam Locomotive Company subsidiary.

Despite the impact of COVID-19, progress on the construction of the new Gresley class P2 'Mikado' continues to move forward rapidly. The engine has reached the condition where it is recognisably a P2 and the structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works. Construction and assembly work continue on all fronts, including boiler, wheelsets, tender frames, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to further improve the original design.

The work involved in manufacturing the motion includes:

- Redesign of coupling and connecting rods to use modern material as pre-war nickel chrome steel alloy proved prone to fracture
- Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes
- Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER 'Pacifics' to big-end failure
- Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap
- CNC machining of all rods
- Manufacture of oil box lids, coupling rod knuckle pins, nuts & washers and bearing bush keys
- Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes
- Machining and white metallizing of bearing bushes
- Fitting oil box tops
- Assembly of bearing bushes to rods
- Polishing rods.

In May 2018 the Trust placed a £181,000 order with Stephenson (Engineering) Ltd of Atherton, Manchester for the heavy motion. The order included the forging, machining and heat treatment of the nine heavy motion rods – intermediate coupling rod LH/RH, trailing coupling rod LH/RH, leading coupling rod LH/RH, outside connecting rod LH/RH and the inside connecting rod assembly (including strap, gluts and strap nuts and washers) – and the combined piston and rod.

Progress to-date on the heavy motion includes:

Six coupling rods: all six coupling rods have now been delivered to DLW; the intermediate coupling rods (between second and third coupled wheelsets) have been fettled, polished to a fine finish and fitted with white metal lined bronze bushes; the leading coupling rods (between first and second coupled wheelset) have also been fettled and polished to a fine finish; the trailing coupling rods (between third and fourth coupled wheelset) have both been delivered to DLW, both have had the tapered gradient pin holes lapped, one has been fettled and the other is being fettled

Two outside connecting rods: both have been forged and heat treated; machining is underway with delivery

to DLW expected by the end of May 2021

Inside connecting rod and strap: the inside connecting rod has been forged, heat treated and is now ready for machining; the strap has been forged, to be followed by heat treatment and machining with delivery to DLW expected at the end of July 2021

Bronze white metal lined rod bushes: the first four bushes (for the intermediate coupling rods) were delivered to DLW from Locomotive Maintenance Services Ltd (LMS) of Loughborough in January 2021; LMS has the materials for the final four with an order expected to be placed over the next weeks

Gradient pins: the drawings are being finalised and will be made inhouse by apprentice machinist Ed Laxton

In April 2018, we launched a new appeal to raise the funds to manufacture the motion for No. 2007 Prince of Wales. The Motion Club was established with the aim of raising £210,000 from 175 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. The appeal started well and in just seven weeks it had already reached over a quarter of its target. Within three months, we had recruited over 140 members, with around £170,000 pledged, including Gift Aid.

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

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Motion Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special supporters' day with Tornado
- Special limited-edition version (signed/numbered) of Stuart Black's drawing of No. 2007 Prince of Wales.



Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch over seven years ago. With over £3.4m spent and around £3.9m donated to-date of the estimated £5m required, we remain on-track for completion within three years. However, to maintain this progress we need to raise £700,000 per year and we are still seeking to recruit members of The Motion Club in order to complete the funding for the heavy motion as well as additional 'P2 for the price of a pint of beer a week' regular donors or covenantors."

David Elliott, Director of P2 Engineering, The A1 Steam Locomotive Trust, added: "The delivery of the final pair of coupling rods for Prince of Wales is a major step forward for the project, especially given the limitations of working during the COVID-19 pandemic. The machining of each rod by Stephenson (Engineering) takes around 100 hours. The next few months will see the completion of all of the heavy motion and the trial fitting of the coupling rods to the engine – creating the first tender-engine standard gauge 'Mikado' in the UK since 1945."

Photo: No. 2007 Prince of Wales' trailing coupling rods at Darlington Locomotive Works. ©A1SLT

Northampton and Lampport Railway

On May 31st, Class 31 289 'Phoenix' and
47 205 are both seen both out of service.
Derek Elston

Class 33 053 arrives at Pitsford & Brampton
station on on May 31st having been hired in
from the Chinnor and Princes Risborough
Railway due to issues with their own locos.
Derek Elston

Peckett R4 Class 0-4-0ST No. 2104 is seen at the
line on May 31st. *Derek Elston*



From the Archives

On March 30th 1978, Class 40 185 is seen at Bickershaw Colliery exchange sidings. *Mark Enderby*

www.railtalkmagazine.co.uk 183



From the Archives

▶ An unidentified Class 50 approaches Acocks Green with a Liverpool - London Paddington service in May 1980. *Chris Morrison*

▶ Class 45 112 with a rake of coaches passes through Manchester Piccadilly on February 5th 2002 heading for Longsight wheel lathe. *Brian Hewertson*

▶ Class 40 No. D200 passes Sutton Bridge with a Liverpool Lime St - Cardiff Central service on September 1st 1987. *Keith Davies*



From the Archives

Class 50 043 stands at London Paddington on November 6th 1976.

Mark Enderby



From the Archives

Class 81 006 departs Rugby with a
short train of vans in July 1987.

Chris Morrison

www.railtalkmagazine.co.uk 186



From the Archives

Class 47's Nos. 1868, 1608, 1839 and 1916 are seen during a Crewe Works open day on September 18th 1971. *Mark Enderby*

An abundance of Class 37s can be seen on the stabling point at Newport on December 12th 1992. *Brian Hewertson*

Class 31 177 is seen hauling a passenger service towards March on August 31st 1981. *Mark Enderby*



From the Archives

Class 37 010 is seen stabled at March depot on August 31st 1981.

Mark Enderby

www.railtalkmagazine.co.uk 188



From the Archives

▶ Class 45 143 calls at York on July 18th 1984 with the 1M77 15:57 Scarborough - Liverpool Lime Street service. *Keith Davies*

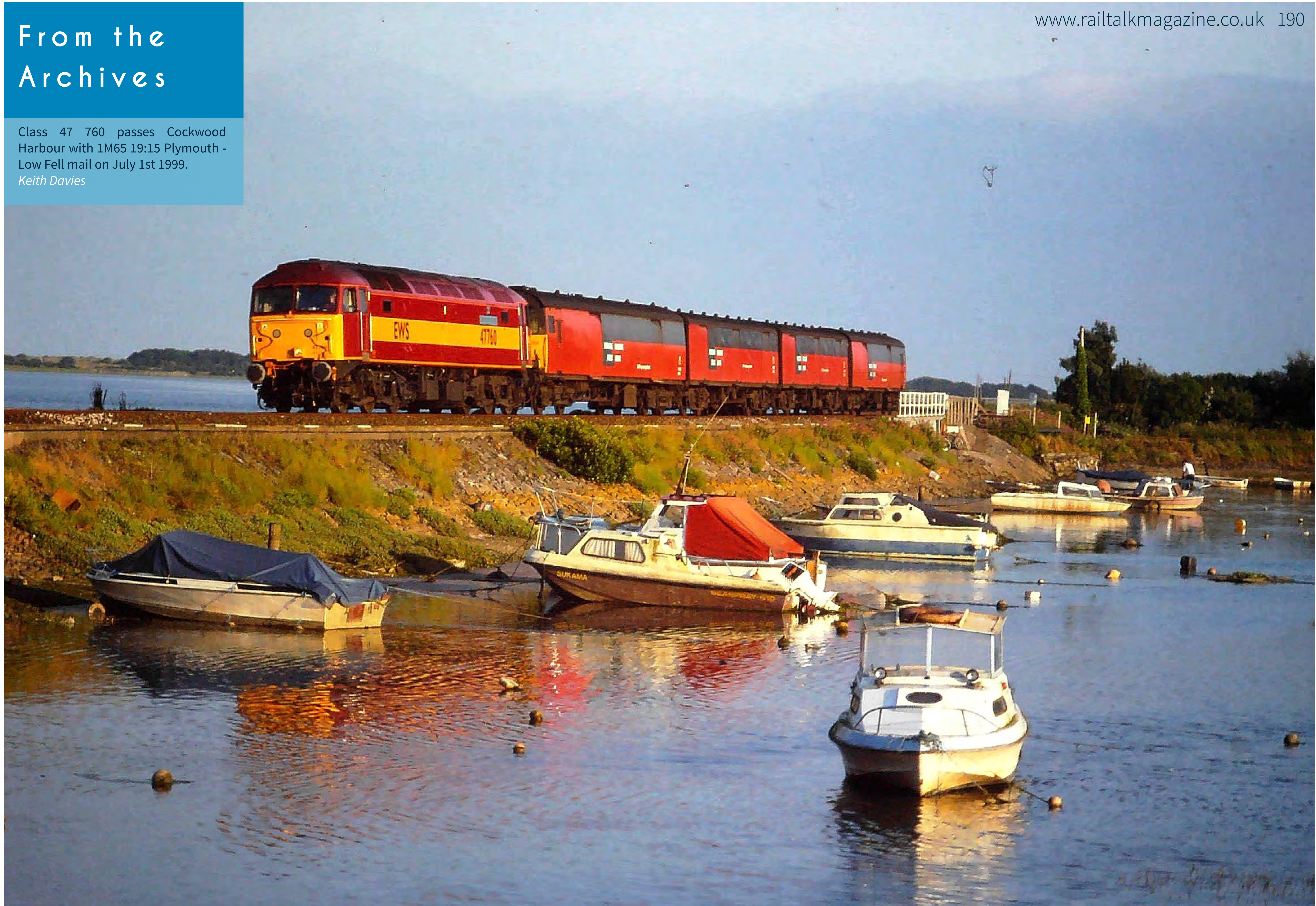
▶ Class 20 043 and 20 037 approach York on April 16th 1982. *Brian Hewertson*

▶ Mid July 1985 and on a summer Saturday, a Class 45 on a holiday train from the north is seen at Whiteball summit. *Don Chadwick*



From the Archives

Class 47 760 passes Cockwood Harbour with 1M65 19:15 Plymouth - Low Fell mail on July 1st 1999.
Keith Davies



From the Archives

▶ Class 26 035 passes through barren Highland scenery near Achnasheen with a Kyle-Inverness working on August 29th 1984. *Jeff Nicholls*

▶ Class 26 032 indulges in a little light shunting at Kyle of Lochalsh in-between arrival and departure times of passenger workings on August 26th 1984. *Jeff Nicholls*

▶ In mid July 1985, on a summer Saturday, a Class 50 approaches Whiteball summit with a service from London Paddington. *Don Chadwick*



A busy time at Kyle of Lochalsh on August 29th 1984. Sparkling clean Class 37 035 prepares to depart with a late afternoon service to Inverness whilst 26 035 is stabled alongside waiting to return to Inverness with a later train. *Jeff Nicholls*



From the Archives

▶ A slightly battered Class 37 424 is pictured at Doncaster works open day on July 10th 1994.
Steve Stepney

▶ On January 21st 1991, Class 56 022 was the only loco inside Barrow Hill roundhouse, all the other loco's were outside. *Steve Stepney*

▶ Waterman Rail's Class 47 710 'Lady Godiva' is seen at Crewe Basford Hall open day on August 21st 1994. *Steve Stepney*

