



Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 178

What a fantastic selection of photos this month, we are delighted to receive so many, and we hope that you appreciate we are unable to use them all, but we do have a bumper bundle for your enjoyment.

In the news this month... a farewell to traditional timber sleepers as trains in Wiltshire are now running on top of old bottles, food packaging and other unwanted plastics, with the introduction of the first composite railway sleepers on Network Rail's main line tracks. Made from recycled plastic, engineers recently installed the environmentally-friendly technology across the weight-restricted Sherrington Viaduct, between Salisbury and Warminster. Previously, track across the viaduct would have had to be fitted with wooden sleepers, as concrete would have been too heavy for the structure. Sleepers of course sit on the ballast and hold up the rails, keeping them the correct distance apart, however from July 31st, creosote-treated softwood sleepers will be banned and the alternative was sleepers made from hardwood. Instead, the new sleepers are manufactured by Sicut Ltd in the UK using a blend of locally-sourced plastic waste that may otherwise end up at landfill.

Network Rail's Wessex route director, Mark Killick, said: "This is an exciting development; use of these recycled sleepers on the Network Rail Wessex route is a first for the overground railway network in Britain. Rail is already one of the greenest ways to travel, but we're committed to even greener and better journeys whether this be changing how we maintain the lineside or finding innovative ways to improve the railway by reusing materials and reducing landfill. By using these sleepers, not only are we upgrading the track for customers, they will be travelling on a railway laid using sustainable materials as part of the circular economy."

Sicut's CEO, William Mainwaring said: "Sicut is delighted to have been selected by Network Rail as its sole supplier of composite railways sleepers and it was a great pleasure to work with the Wessex Route on the Sherrington Viaduct project. Having proven that our products meet the performance required of modern rail track infrastructure we look forward to working closely with every Network Rail Route and Region to deliver the commercial and environmental savings promised by our technology, while at the same time helping the UK deliver on its commitments on carbon reduction and plastic waste

proliferation."

The recycled composite sleepers will help Network Rail achieve its Zero Carbon 2050 target due to at least a 40% reduction in greenhouse gas emissions from sleeper production and embodying recycled plastic within the track infrastructure for at least 50 years. The sleepers also offer an increase in service life and reduced maintenance compared with timber sleepers, helping to reduce both whole life costs and the risks to staff when attending site. Unlike traditional wooden sleepers, composite sleepers do not split, rot or degrade over time and can resist water, oil, chemicals and fungi. Designed for over 50 years of use, when they are eventually replaced, they can be re-used, re-purposed or recycled to make new sleepers or other composite products.

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

Until next month, stay safe.
Andy

This Page

Class 50 008 and 67 028 pass through Dunbridge with the 0Z50 Salisbury to Eastleigh on June 7th. The first day of test runs for the Class 50 after repairs at Eastleigh.

Michael Bennett

Front Cover

Very nearly caught out by a freight working north, 'Scots Guardsman' works south with the return 'Dalesman' approaching Ais Gill summit. *Shep Woolley*





LSL's Blue Pullman, sweeps through Winwick on June 12th with a return Carlisle to Bristol charter. *Paul Senior*

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With Thanks

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Charter Scene West Coast Railways

The Dalesman

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On June 17th, Royal Scot Class No.46115 'Scots Guardsman' speeds away from Helwith Bridge with 'The Dalesman'. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

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On June 22nd, Royal Scot Class No. 46115 'Scots Guardsman' heads 'The Dalesman' away from Langcliffe and onwards to Carlisle.

Shep Woolley



Charter Scene West Coast Railways

The Dalesman

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Stanier No. 46115 'Scots Guardsman' leads the return working of 'The Dalesman' as it speeds through Shapbeck Gate on June 22nd.

Shep Woolley



Charter Scene West Coast Railways

The Dalesman

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Class 37 685 and 37 706 pass Helsby on June 22nd with a return 1Z54 Carlisle to Chester charter. *Brian Battersby*



West Coast Railways

The Dalesman

On June 1st, Class 47 813 and 47 245 cross Whalley Viaduct working 'The Dalesman' as 1Z52 from Chester - Carlisle via the S&C.

Michael Lynam

Merchant Navy' Class Pacific No. 35018 'British India Line' pounds up to Ribbleshead with the outbound 'Dalesman' on June 3rd.

Gerald Nicholl

No. 46115 'Scots Guardsman' works the return 'Dalesman' on the approach to Birkett Tunnel, July 1st. *Shep Woolley*



West Coast Railways

The Dalesman

On June 3rd, West Coast's Class 47 813 and 57 006 top'n'tail the 1Z62 'The Dalesman' from York - Carlisle through Gargrave.

Michael Lynam

Merchant Navy' Class Pacific No. 35018 'British India Line' takes over the 1Z62 York - Carlisle at Hellifield on June 3rd. *Michael Lynam*

On July 1st, approaching Shotlock Tunnel, 'Scots Guardsman' heads the northbound 'Dalesman' to Carlisle. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

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Class 37 685 and 37 706 pass Cherry Tree on June 22nd working the 1Z52 from Chester - Carlisle. *Michael Lynam*



West Coast Railtours

The Pendle Dalesman

On June 8th, up and over Ais Gill summit as 'British India Line' leads the return leg of 'The Pendle Dalesman' to Lancaster'. *Shep Woolley*

On June 8th, No. 35018 'British India Line' effortlessly climbs Hoghton Bank with the return 'Pendle Dalesman' from Carlisle to Lancaster. *John Sloane*

On June 8th, No. 35018 'British India Line' passes Lostock Hall with 1Z54 15:34 Carlisle - Lancaster. *John Balaam*



Charter Scene Statesman Rail

Cornish Riviera Statesman

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Class 47614 and 47593 'Galloway Princess' head the returning 'Cornish Riviera Statesman', 1Z46 15:00 Penzance to Wolverhampton, along the Weston-super-Mare avoiding line approaching a signal check at Worle Junction on June 2nd.
Chris Perkins



Charter Scene Saphos Trains

Portsmouth Harbour Express

On June 16th, a trip to Dunbridge station to see No. 46100 'Royal Scot' working the 'Portsmouth Harbour Express' from Wolverhampton to Portsmouth Harbour, aided by Class 47 593 'Galloway Princess' on the rear. *David Lindsell*



Charter Scene Steam Dreams

Hampshire Countryside Tour

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On June 20th, LNER B1 No. 61306 'Mayflower' stands at Eastleigh with a tour from London Paddington which was joined by 'U' Class No. 31806 which had arrived from Swanage to be attached to the rear of the train before heading off to Portsmouth. *David Lindsell*



Charter Scene Midland Pullman

Settle & Carlisle Pullman

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On June 12th, the 'Blue Pullman' climbs through Brownhill (near Ramsgreave and Wilpshire) working 1Z14 Bristol to Carlisle.

David Hollowood



Charter Scene

Midland Pullman

Settle & Carlisle Pullman

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Running almost an hour late owing to a late start from Bristol, the 'Settle and Carlisle Pullman' climbs out of the Cheshire Plain at Red Bank on June 12th. The now-closed Fiddlers Ferry power station dominates the skyline; it's a sobering thought that the plant came on stream about the same time as the HST, which has outlived it. *Jeff Nicholls*



Midland Pullman

Settle & Carlisle Pullman

Power cars Nos. 43055 and 43046 pass Standish on June 12th with a Bristol to Carlisle excursion.

John Sloane

The 1Z14 'Midland Pullman' Bristol - Carlisle passes Daresbury on June 12th.

Mark Enderby

Pullman HST with power cars Nos. 43055 and 43046 heads through Whalley working the 1Z14 Settle & Carlisle Pullman. *Michael Lynam*



Charter Scene Saphos Trains

Devonian Express

On June 9th, Nos. 46100 'Royal Scot' and 45231 'Sherwood Forester' pass Oldmixon on the Weston-super-Mare avoiding line with 1Z70 06:00 Solihull to Plymouth 'Devonian Express', with the pair of steam locos coming on the train at Bristol Temple Meads. *Chris Perkins*



Charter Scene Railway Touring Company

The Scarborough Flyer

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LMS Jubilee 4-6-0 No. 45690 LEANDER is seen on the approach to Chinley on June 5th, while working the 07:47 Manchester Victoria to Scarborough special. *Barry Longson*



Charter Scene Railway Touring Company

The Scarborough Flyer

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With a whistle from the crew, immaculate Jubilee No. 45690 'Leander' is seen shortly after passing Edale in glorious light working Railway Touring Company's 07:47 Manchester Victoria to Scarborough charter on June 5th.
Lee Stanford

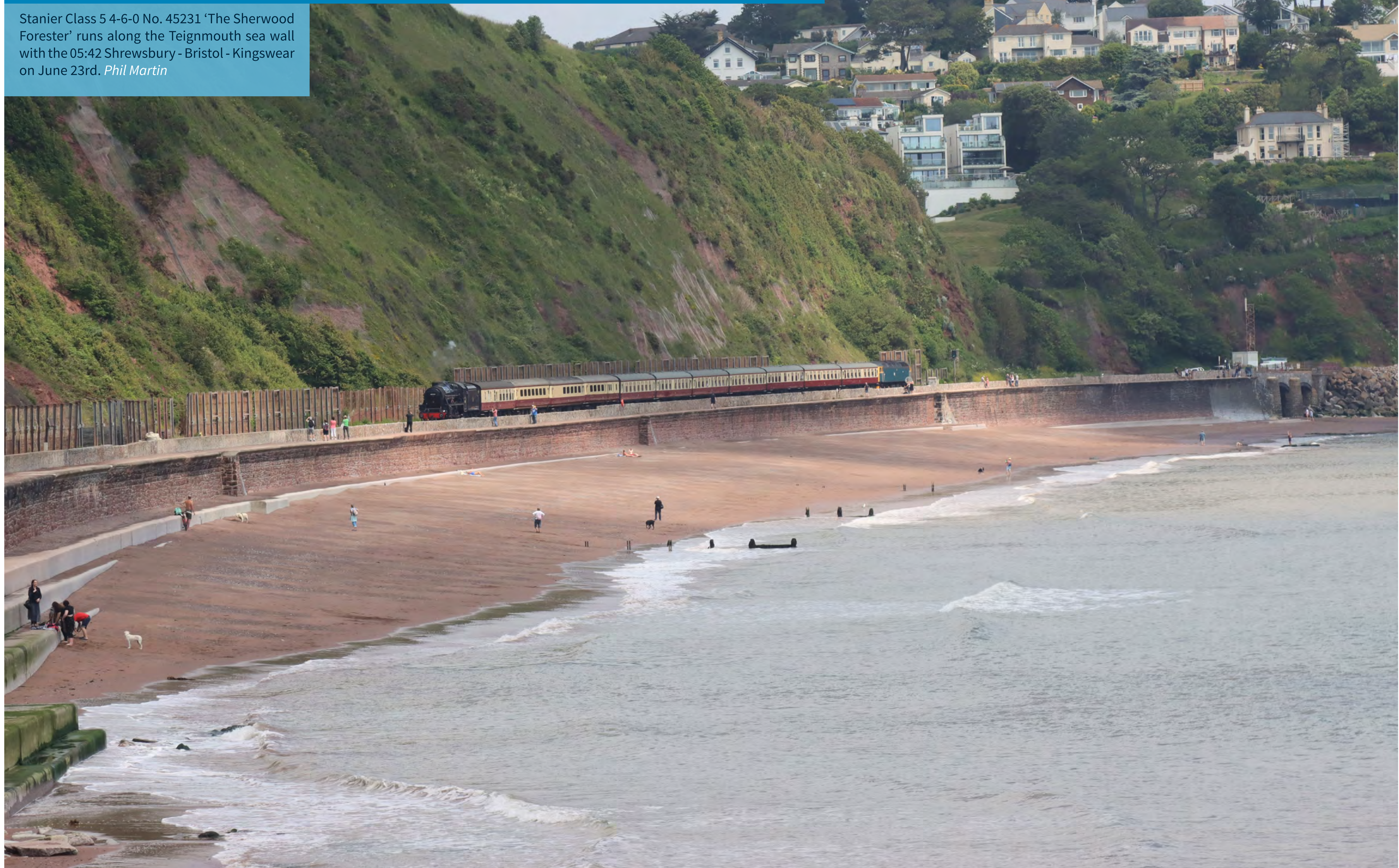


Charter Scene Saphos Trains

Torbay Riviera Explorer

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Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' runs along the Teignmouth sea wall with the 05:42 Shrewsbury - Bristol - Kingswear on June 23rd. *Phil Martin*



Charter Scene

Saphos Trains

Torbay Riviera Explorer

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Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' races across the North Somerset Levels with the Bristol-bound returning 'Torbay Riviera Explorer' on June 23rd.

Gerald Nicholl



Charter Scene Steam Dreams

Flying Scotsman to Scotland

LNER A3 Pacific No. 60103 'Flying Scotsman' gets a healthy shove from the rear whilst climbing Hoghton Bank on June 27th with Carlisle to Preston leg of a 'Steam Dreams' excursion. *Gerald Nicholl*



Charter Scene Belmont British Pullman V.S.O.E.

Class 50 049 and 50 007 arrive at Worcester with the Belmont Pullman from London Victoria on July 3rd. Class 50 007 was carrying the nameplate 'Furious' and number 50 034 on one side only. *Chris Morrison*



Charter Scene Belmond British Pullman V.S.O.E.

Class 67 021 passes through Andover with the
London Victoria to Bath Pullman on June 9th.
Michael Bennett



Charter Scene Belmond British Pullman V.S.O.E.

Class 66 737 'Lesia' leads the Belmond Pullman through Wellingborough a few minutes late and under cautionary signals on June 5th, with Class 50 049 'Defiance' on the rear. *Derek Elston*



Charter Scene Saphos Trains

The Bristol Forty

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Class 40 No. D213 heads 'The Bristol Forty' 07:40 Bangor - Bristol Temple Meads past Hatherley on July 1st. *Chris Morrison*



Charter Scene Saphos Trains

Welsh Marches Whistler

Dusk is falling, as English Electric Class 40 No. D213 'ANDANIA', slows for its stop at Wigan North Western, with the return 'Welsh Marches Whistler' railtour on June 3rd. *Paul Senior*



Charter Scene Railway Touring Company

The Cotswold Express

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On June 12th, LNER A3 No. 60103 'Flying Scotsman' heads through Kemble working the 1Z60 London Paddington - Worcester Shrub Hill charter. *Ken Mumford*



Railway Touring Co.

The Cumbrian Mountain Express

On June 26th, working the return 'Cumbrian Mountain Express', 'British India Line' emerges from Waitby Cutting. *Shep Woolley*

Southern MN Class No. 35018 'British India Line' working the northbound 'Cumbrian Mountain Express' heads away from Oxenholme on June 26th. *Shep Woolley*

On June 26th, Class 86 259 arrives at Crewe working a London Euston - Carlisle CME. The Class 86 will come off the train at Carnforth for steam forwards to Carlisle. *Richard Hargreaves*



Charter Scene West Coast Railways

The Scarborough Spa Express

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Class 37 685 and 37 706 working the 1Z27 Scarborough to Carnforth, pass through Mill Hill on June 10th. *David Hollowood*



Charter Scene Statesman Rail

Settle & Carlisle Coastal Statesman

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Class 47 614 and 47 593 'Galloway Princess'
pass Gregson Lane on June 5th with 05:56
Cardiff - Appleby. *John Balaam*



Charter Scene Saphos Trains

English Riviera Express

In failing light, LMS 4-6-0 No. 46100 'Royal Scot' flies through Avoncliff with the returning 'English Riviera Express' on June 20th.
Gerald Nicholl



Charter Scene Saphos Trains

English Riviera Express

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Royal Scot Class No. 46100 'Royal Scot' departs from Weston-super-Mare with the returning 'English Riviera Express', 1Z28 16:40 Kingswear to Bristol Temple Meads on June 6th.

Chris Perkins



Statesman Rail

Settle & Carlisle Coastal Statesman

▶ Class 47 614 and 47 593 'Galloway Princess' climb Battlefield Bank with the 1Z40 Cardiff Central - Appleby on June 5th. *Carl Grocott*

▶ Class 47 614 and 47 593 climb Battlefield Bank with 1Z40 05:56 Cardiff Central to Appleby charter on June 5th. *Keith Davies*

▶ Class 47 614 and 47 593 'Galloway Princess' roar up Boars Head Bank at Standish with a Cardiff to Appleby 'Statesman' tour on June 5th. *John Sloane*



Charter Scene Statesman Rail

Settle and Carlisle Statesman

Class 47 593 and 47 614 top'n'tail a Worcester to Appleby charter on June 19th, seen at Standish with the outward run and (inset) at Balshaw Lane Jct. with the return. *John Sloane*



Railway Children/BLS

The Coast and Peaks Rover

▶ Carrying their former identities, LSL operated Class 37s Nos. D6851 and D6817 approach Winwick Junction on June 11th working the 13:13 Llandudno Junction to Carlisle. *Lee Stanford*

▶ Class 37s Nos. D6851 (37 667) and D6817 (37 521) approach Balshaw Lane Junction with the Three Peaks Special from Llandudno Jct. to Carlisle on June 11th. *John Sloane*

▶ Class 37 667 and 37 521 are seen between Balshaw Lane Jct. and Euxton Jct. with the 13:13 Llandudno Jct. - Carlisle on June 11th. *John Balaam*



Charter Scene Railway Children/BLS

The Haggis Peaks and Tractors

Class 37667 and 37521 head through Westerton (Glasgow) working the 1Z17 06:53 Carlisle to Oban Branch Line Society/Railway Children tour on June 12th. *Kevin McCormick*



Charter Scene Statesman Rail

Snowdonia Statesman

Class 47 593 'GALLOWAY PRINCESS' leads the Hull to Blaenau Ffestiniog 'Snowdonia Statesman' charter through Horbury Cutting on May 19th. Green liveried Class 47 805 brings up the rear. *Neil Scarlett*



Charter Scene Northern Belle

Northern Belle

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Class 57 601 'Windsor Castle' leads the Manchester Victoria to Edinburgh 'Northern Belle' through Horbury Junction on June 4th.
Neil Scarlett



Northern Belle

Northern Belle

On June 26th, Class 57 313 and 57 314 depart Crewe with a Coventry to Carlisle outing.

Richard Hargreaves

'Princess Elizabeth' is seen speeding away from Tebay, with the return working of the 'Northern Belle' to Coventry on June 26th. *Shep Woolley*

West Coast Railways' Class 57 313 'Scarborough Castle', with 57 314 on the rear, speed through Red Bank, Newton-le-Willows, with the late running return 16:13 Carlisle to Coventry 'Northern Belle' on June 26th. *Paul Senior*



Charter Scene Northern Belle

Northern Belle

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On June 26th, 'Princess Elizabeth' approaches Shotlock Tunnel with the northbound 'Northern Belle' to Carlisle. *Shep Woolley*



Northern Belle

Northern Belle

▶ Class 57 601 'Windsor Castle' and 57 313 'Scarborough Castle' top'n'tail the 1Z12 Bristol TM to Liverpool 'Northern Belle' through Swindon on June 8th. *Colin Pidgeon*

▶ 'Atrocious weather on July 3rd for No. 6201 'Princess Elizabeth' as it works the 'Northern Belle' towards Grayrigg. *Shep Woolley*

▶ A fine sight and sound as 'Princess Elizabeth' speeds the return 'Northern Belle' through Kirkby Stephen on July 3rd. *Shep Woolley*



Charter Scene Belmond British Pullman

The Royal Scotsman

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Class 66 743 and 66 746 top'n'tail the 1H85 13:45 Edinburgh Waverley to Spean Bridge on June 4th, seen here passing near Station Road Garelochhead, Argyll And Bute.

Jonathan McGurk



Charter Scene Railway Touring Company

The Bournemouth Express

On July 3rd, SRMN Class No. 35018 hauls a Weymouth to London Victoria charter through Wyke, east of Andover. *Michael Bennett*



Charter Scene ECS and Light Engine Movements

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On June 7th, Class 50 008 and 67 028 pass through Dunbridge on their way out to Salisbury from Eastleigh with a test run.

Michael Bennett



Charter Scene ECS and Light Engine Movements

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On June 19th, BR Green Class 37s Nos. D6817 and D6851, speed past Winwick with 5Z69 10:30 Oban to Crewe holding sidings ECS conveying an assortment of stock. *Paul Senior*



Charter Scene

ECS and Light Engine Moves

▶ Class 37s Nos. D6817 and D6851 are seen approaching Moore working the 10:30 Oban to Crewe empty stock on June 19th. *Lee Stanford*

▶ West Coast's Class 57 006 stands cab to cab with recently acquired 47 813 at Hellifield on June 3rd. *Lee Stanford*

▶ On June 19th, Class 47 805 powers past Kempsey with the 5Z26 13:45 Crewe CS - Bristol Temple Meads. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

Class 47 772 passes Balshaw Lane Jct. on June 11th with 5M43 Southall - Carnforth.

John Balaam

Class 50 049 'Defiance' with 66 737 'Lesia' in tow, passes Wilson's farm crossing running light engine running as 0Z60, the 15.06 Kidderminster S.V.R. to Stewarts Lane T&R.S.M.D. on June 4th.

Derek Elston

LSL power cars Nos. 43049 and 43047 are seen at Crewe on June 30th awaiting future work.

Richard Hargreaves



Charter Scene ECS and Light Engine Movements

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On June 17th, Class 37 716 passes Moore with a rake of redundant DRS Mk2s heading from Carlisle to Burton. *Mark Enderby*





Royal Scot train attempts London to Glasgow record

Avanti West Coast has named one of its Pendolino trains 'Royal Scot' to mark a record attempt with Network Rail for the fastest journey between London and Glasgow. Pendolino 390 044 carries the name of what was once the flagship train in the West Coast Main Line Timetable and which provided the fastest passenger services from London to Glasgow for many years.

Royal Scot made its inaugural journey on June 17th with a non-stop run from London Euston to Glasgow Central that aimed to beat a record of 3 hours 52 minutes and 40 seconds that was set in 1984 by an Advanced Passenger Train (APT) – the tilting high speed train developed by British Rail for the West Coast Main Line. While the record was missed by just 21 seconds the collaborative efforts of Avanti West Coast and Network Rail enabled the nine-carriage Pendolino to travel at an average speed of 103 mph during the journey. The final time was clocked at 3 hours, 53 minutes and one second.

Britain's biggest-selling rail title, The Railway Magazine, also offered its readers an exclusive seat onboard – with proceeds from ticket sales going to Avanti West Coast's

charity partner, Action for Children, and Railway Benefit Fund. The charity event champions the ease of travelling between the home nations by train and the environmental benefits of rail travel – the ordinary journey time (4 hours 30 minutes) for the 401.25-mile journey by train emits 24kg of CO₂e per passenger compared with a plane journey of the same distance that emits 158kg per passenger – saving 134kg of CO₂e per passenger. The record run is the latest project to be carried out by Avanti West Coast and Network Rail. It follows the delivery of additional upgrade works while the rail network was quieter with fewer trains. These upgrades aim to make journeys more reliable as the industry welcomes back passengers.

Sir Peter Hendy, Chairman of Network Rail, said: "Today marked a brilliant collaboration across the railway industry! This event showed how the clean, green railway of today can cement economic growth, jobs, housing and social cohesion through better connectivity across the United Kingdom. There will be more on better connectivity by rail and faster journey times between England and Scotland when I publish my final

Union Connectivity Report for the Prime Minister in the summer."

Steve Montgomery, First Rail Managing Director, said: "As we begin to build back better from the pandemic, the essential role of rail services in connecting our major cities and driving economic growth whilst combating climate change, has never been clearer. This record attempt shows how effectively rail can deliver cross-border connectivity.

Phil Whittingham, Managing Director at Avanti West Coast said: "While we're disappointed we've not broken the record today, we are proud to have worked with industry partners to showcase the vital role rail can play in enabling cleaner, greener travel and connectivity across the United Kingdom. We want to connect people and places to opportunity, so we're pleased to champion the railway's part in this with our record attempt, while supporting Action for Children and Railway Benefit Fund whose work supports families and individuals along our route. The addition of Royal Scot to our Pendolino fleet highlights our commitment to connecting the nations

we serve on the West Coast Main Line and we look forward to helping to deliver better Union Connectivity."

Locks Farmer, Director of Fundraising & Marketing, Action for Children, said: "We are so grateful Avanti West Coast has supported Action for Children through this exciting record attempt. The money raised will help ensure we can continue providing essential support to children who desperately need our help. Thanks to Avanti West Coast, Action for Children can be a lifeline to children and young people, giving them the tools they need to have a safe and happy childhood."

Pete Waterman, President of the Railway Benefit Fund, said: "It's a real privilege for the Railway Benefit Fund to be involved in this Record Run attempt. Time is of the essence for us all and every seven minutes somebody in our railway family reaches out to the RBF for help and advice. We are so thankful for the support of Avanti West Coast and Railway Magazine, which ensures we can continue to meet the increase in demand for our services and help the Railway family through tough times."

Avanti West Coast

Class 390 130 clatters over Winwick Junction with the 17:08 London Euston to Carlisle service on June 6th. *Paul Senior*



Avanti West Coast trials wayfinding technology to help customers navigate station

Avanti West Coast is trialling digital technology to help customers navigate their way around railway stations step by step. A digital wayfinding tool – an information system to guide people through a physical environment – in the form of a mobile app is available for customers who need to find their way at Birmingham International station.

Customers travelling to or from the station can download the Waymap app, which shows them around the station, to their device. The technology will be trialled until the end of July and if successful, the app or another of a similar nature, could be rolled out across Avanti West Coast managed stations.

Utilising Bluetooth beacons and smartphone technology positioned throughout the station building, the app locates the customer as they move through the station to accurately guide them to their chosen destination.

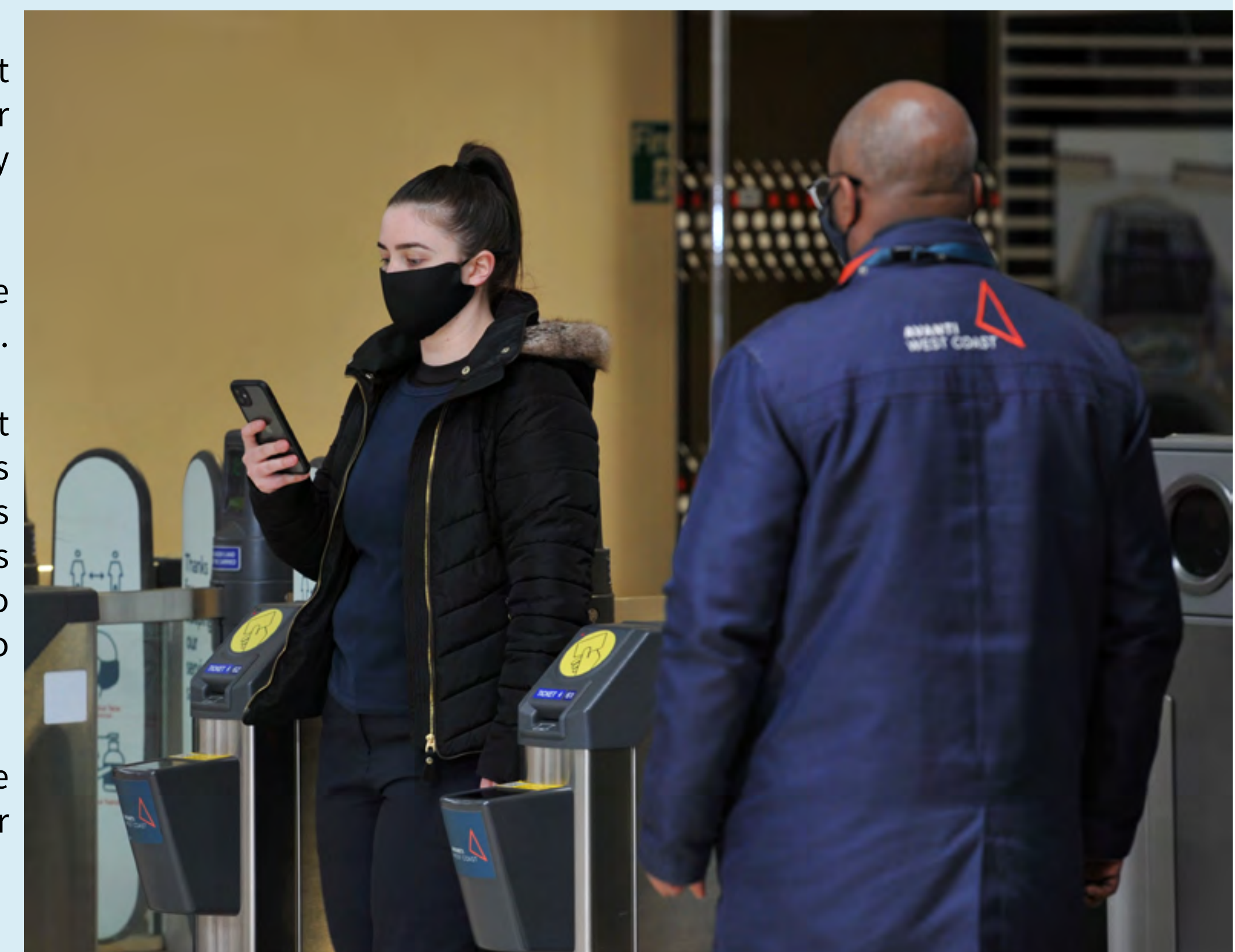
The technology activates when the customer is at Birmingham International. They can then enter their starting location and destination to receive custom instructions enabling them to self-navigate to nearby attractions, platforms, or points of interest at the station.

Tailored to individual journeys, the step-by-step guides provide directions that are accurate and relevant with the choice of a live map, audio instructions or written instructions - making it easier for both visually sighted and visually impaired users to get where they need to, independently.

The trial is part of the inter-city operator's commitment to improve wayfinding and make it easier for customers to make independent journeys.

Natasha Grice, Executive Director of Customer Experience at Avanti West Coast, said: "We want to make it easier for customers to have seamless end-to-end journeys, so finding their way around stations is key, which is why we're trialling digital wayfinding technology. This latest initiative gives customers the tools to navigate platforms or points of interest tailored to their journey with their preferred choice of instructions – allowing them to get where they need to be more easily and with independence."

As we strive to provide the best possible experience, we're keen to explore this innovation across our route to help increase the confidence of all our customers when travelling with us."



Avanti West Coast

▶ Class 390 119 passes Slindon with the 9S80 14:43 London Euston - Carstairs on June 1st. *Keith Davies*

▶ Class 390 118 heads north through Standish on June 5th. *John Sloane*

▶ Class 221 117 and 221 106 are seen at Slindon on June 1st with the 9P85 15:54 London Euston - Blackpool North service. *Keith Davies*



Avanti West Coast

Class 390 039 with its Lady Godiva decal, await departure time at Preston, with the 16:18 service to London Euston on June 26th.

Paul Senior



Caledonian Sleeper

Class 66 755 and 73 971 are seen at Inverness having arrived earlier with the 1S25 from London Euston.
Kevin McCormick

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Colas Rail

DRS's Class 66 305 heads through Helsby on June 21st with the 6J37 Carlisle to Chirk logs, deputising for the failed 66 849.

Brian Battersby

Class 70 809 rolls through Bamber Bridge station hauling the Preston Dock to Lindsey tanks on June 10th. *John Sloane*

Class 66 849 passes Pleasington on June 15th with the 6J37 log train from Carlisle - Chirk.

Michael Lynam



Colas Rail

On June 16th, Class 70 809 passes Brocklesby Junction with discharged oil tanks from Ribble Rail Preston - Lindsey Oil Refinery.

Michael Lynam

Class 70 801 passes Coppull with an empty log train from Chirk to Carlisle on June 12th.

John Sloane

Class 66 848 passes through Micheldever on June 15th with an Eastleigh to Hinksey engineers train. *Michael Bennett*



Colas Rail

Class 56 094 passes Cheney Longville with the 6Z51 16:05 Bagan Bay - Chirk Kronospan on June 15th. *Keith Davies*

Class 70 801 is seen at Duncote Mill with 6Z37 08:11 Chirk Kronospan - Carlisle Yard on June 8th. *Keith Davies*

Class 56 094 passes Condoover on June 15th with the 6Z51 16:05 Bagan Bay - Chirk Kronospan. *Phil Martin*



▶ Class 66 849 crosses Cefn Mawr viaduct on June 16th with the 12:46 Carlisle - Chirk loaded logs.
Phil Martin

▶ On June 20th, Class 66 144, 66 094, 70 815, 66 850 'David Maindment OBE', 66 846 and 66 848 are seen at Eastleigh. *David Lindsell*

▶ Class 70 801 with the 6J37 Carlisle to Chirk logs heads through Pleasington on June 11th.
David Hollowood



Colas Rail

On June 10th, Class 70808 passes through Acton Bridge with a ballast train from Mountsorrel Sidings - Carlisle NY. *Michael Lynam*

Class 66 849 on the Carlisle - Chirk logs passes Winwick on June 16th. *Mark Enderby*

Class 70 803 heads through Wellington on June 30th with the Chirk to Carlisle empty log carriers. *Richard Hargreaves*





MMA TRACK WORK TO BEGIN AT WOLVERHAMPTON STATION

Following the successful commissioning and opening of the second phase of Wolverhampton Railway Station, the Midland Metro Alliance (MMA) have started work to link the station to the tram network. Utilising the current works compound in front of the new station, the MMA will complete the final section of the Wolverhampton city centre Metro extension to the station plaza, creating a fully integrated transport hub with the neighbouring bus station.

MMA, working on behalf of Transport for West Midlands (TfWM), returned to the city centre earlier this year to carry out a series of works to complete the project ahead of the line opening for passenger service. Further construction activity will take place throughout the summer and winter months, including finishing works along Pipers Row.

Once the extension is complete, West Midlands Metro will serve two new tram stops; one at the city's bus station on Pipers Row and one at the railway station, allowing people to easily change between other modes of transport.

Speaking about the start of next phase, MMA Construction Director, Paul Brown, said: "Following the completion of the new railway station our construction activity has now begun at the Station Plaza in what is a significant step forward for the scheme. I am thrilled that these works, to lay the final section of track for the new line are now underway and people can see how much closer we are to finishing. The team have worked extremely hard since returning to the city in March and I am proud of what has been achieved during these challenging times.

We will have a presence in the city centre into the winter and will continue to work closely with the City of Wolverhampton Council, Wolverhampton Business Improvement District and our partners at Transport for West Midlands to minimise impact wherever possible."

The Midland Metro Alliance consists of the West Midlands Combined Authority, which owns West Midlands Metro; a consortium of design experts from Egis, Tony Gee and Pell Frischmann; and rail construction specialists Colas Rail – supported by Colas' sub-alliance partners Colas Ltd, Barhale, Bouygues UK and Auctus Management Group.



Colas Rail

Class 70 809 clatters over the pointwork at Stainforth Junction on June 16th, while in charge of the 10:05 Colas Ribble Rail to Lindsey discharged tanks. *Barry Longson*

Northern's Class 156 461 with a Preston to Colne working passes 70 816 on the Mountsorrel to Carlisle at Lostock Hall Junction on June 18th. *John Sloane*

Class 70 815 is seen at Worting Junction with a Hinckley to Eastleigh engineer's train on June 23rd. *John Sloane*



Colas Rail

Class 56 078 is seen at Kempsey on June 13th with the 6C25 20:51 Crewe Basford Hall - Crewe Basford Hall. *Keith Davies*

On June 3rd, Class 56 090 headspast Woolascott with 6Z51 16:05 Baglan Bay - Chirk Kronospan logs. *Keith Davies*

A grimy Class 70 801 passes Moore on a dull June 12th working the 07:14 Chirk to Carlisle yard empty log wagons. *Lee Stanford*



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Colas Rail

▶ Class 56 090 approaches Langley Mill with 6Z01 Margam T.C - Doncaster Roberts Road on June 4th. *Mark Pichowicz*

▶ On June 23rd, Class 56 049 and 56 105 approach Langley Mill working 4Z22 16:50 Humberstone Road to Carlisle Yard. *Mark Pichowicz*

▶ Class 70 816 passes Barrow-upon-Trent on June 30th with 6C89 Mountsorrel to Carlisle ballast. *Steve Chapman*



▶ Power cars Nos. 43208 and 43239 pass Cockwood Harbour on June 20th working the 1S55 14:26 Plymouth - Edinburgh service.

Phil Martin

▶ On June 25th, Nos. 43366 and 43378 pass Cockwood Harbour working the 1E63 15:26 Plymouth - Leeds service. *Phil Martin*

▶ Class 221 123 and 220 005 pass Cockwood Harbour on June 22nd working the 1V58 11:39 Newcastle - Penzance service. *Phil Martin*



CrossCountry

On June 16th, Class 221 119 and 220 017 (out of sight) enter Stockport with the 05:15 Southampton to Manchester Piccadilly service. *Barry Longson*

A pair of Voyagers pass through Worting on June 9th. *Michael Bennett*

A pair of CrossCountry Voyagers head towards Eastleigh station with a service to Manchester Piccadilly on June 21st. *John Sloane*





DB Cargo

▶ Class 66 143 speeds through Stafford on June 4th, in charge of the 13:15 Trafford Park to London Gateway intermodal. *Barry Longson*

▶ On June 20th, the 6N38 Ent C - Lackenby hauled by Class 60 040 takes its load of slabs through Scunthorpe station. *Steve Thompson*

▶ Class 66 106 passes Charnock Richard heading the Seaforth to Mossend intermodal on June 9th. *John Sloane*



DB Cargo

Class 66 003 takes the freight only line at Hatfield and Stainforth on June 16th, while working the 12:50 Drax to Immingham.

Barry Longson

Class 66 148 approaches Eastleigh with a Southampton to Wakefield intermodal on June 21st. *John Sloane*

Class 66 192 approaches Shrewsbury on June 30th with a Dee Marsh to Llanwern working.

Richard Hargreaves



DB Cargo

On June 20th, just as it was getting dark, something a little different. 6N10 Immingham SS - Sunderland Londonderry Siding looked intriguing in the schedules, so it was a rare late evening out to satisfy my curiosity. It turned out to be well worth it as, not only did it produce a Class 60, but it stopped for a driver change-over too, a good thing in poor light. It was Class 60 015 with 21 empty BYAs, but why, I have no idea. Answers on a post card..... *Steve Thompson*





DB Cargo UK to collaborate with SMEs on digitalisation and sustainability

DB Cargo UK is challenging the SME community to help it improve the efficiency and effectiveness of its major engineering depots at Toton, Stoke and Crewe.

Through its membership of the Rail Forum Midlands (RFM), the company is inviting SMEs to come up with innovative solutions to a range of issues relating to the ongoing digitalisation of its depots and how to make them even more environmentally-sustainable.

The challenge, which will be formally launched at an online event on July 19th, will be the third initiative of its kind run by RFM as part of the Rail Supply Group's Rail Sector Deal Midlands Pilot.

Marie Hill, DB Cargo UK's Chief Digitalisation and Transformation Officer, said the innovative call-to-action is a great opportunity for SMEs to work collaboratively with one of the UK's largest rail freight operators.

"Our vision is to become the first choice for rail logistics and the work undertaken at our engineering depots plays a pivotal role in ensuring we can provide customers with fast, efficient and reliable rail solutions," said Marie.

"We have recently launched a new company strategy that places digitalisation, safety and sustainability at the centre of our decision-making, so we're really excited to tap into the extensive knowledge and experience of the SME community who have a great track record for doing things differently," she added.

Bob Hodgson, Engagement Manager at RFM, said; "We are really pleased to be working with DB Cargo UK to bring this third challenge opportunity to the SME community. Some of the areas SMEs could consider and that we will discuss at the launch event are digitally monitoring vehicle movements and workflow within the depot, depot emissions monitoring, asset mapping, intelligent lighting and heating and increased automation".

The new challenge comes hot on the heels of last week's announcement of the winners of the recent First of a Kind (FOAK) InnovateUK funding round. This included four ideas originally submitted as part of the previous SME challenge, Opportunities to Decarbonise Freight, organised by the Rail Forum.

Elaine Clark, CEO of RFM, said; "This success demonstrates that the challenges are providing real opportunities for SMEs to work collaboratively with clients to take their ideas from concepts through to the next stages of development and we look forward to watching them come to life."

DB Cargo

Still in its original livery, Class 66 096 heads the 12:15 Immingham to Drax PS loaded Biomass through Hatfield and Stainforth on June 16th.
Barry Longson

On June 2nd, Class 66 143 departs Crewe Basford Hall with an intermodal working from Trafford Park - London Gateway.
Michael Lynam

Class 66 148 passes Worting Junction with a Wakefield to Southampton intermodal on June 23rd.
John Sloane



DB Cargo

Class 66 124 coasts past Red Bank, Newton-le-Willows, with the evening Knowsley to Willton refuse train on June 1st. *Paul Senior*

On June 9th, Class 66 124 passes through Sowerby Bridge working an empty bin train from Wilton EfW - Knowsley Freight Terminal. *Michael Lynam*

On June 16th, Class 66 035 passes Brocklesby Jct. with an Ore train from Immingham - Santon FOT. *Michael Lynam*



DB Cargo

Class 66 124 heads through Daisy Hill on June 8th with a 'bin' train. *Jeff Nicholls*

Class 66 134 passes Brocklesby Jct. on June 16th with an empty Biomass train from Milford West Sidings - Immingham Biomass Terminal. *Michael Lynam*

On June 20th, things fell apart a bit in the early afternoon when Class 60 044, working 6E68 Kingsbury - HOR discharged tanks, failed near Medge Hall. It was eventually rescued by 66 164, which had run 1Z99 from Immingham to attach to the front of the train via the emergency crossover at Crowle. Here, the train is seen at Frodingham Jct. running almost 3 hours late. *Steve Thompson*



DB Cargo

Class 60 074 passes Chinley with the
6H02 Warrington to Tunstead empties
on June 2nd. *Steve Chapman*



DB Cargo

Class 66 007 passes Duncote Mill with the 6G51 07:46 Arpley Yard - Donnington RFT on June 2nd. *Keith Davies*

Class 66 013 climbs Hencote Bank with the 6M30 10:26 Margam TC - Dee Marsh Reception Sidings on June 6th. *Keith Davies*

Class 66 148 approaches Horseshoe Bridge with the Southampton to Wakefield intermodal on June 24th. *John Sloane*



DB Cargo

Class 66 030 approaches St. Denys with a Trafford Park to Southampton intermodal on June 23rd. *John Sloane*

Class 60 074 with an Arpley - Tunstead working passes Daresbury on June 7th. *Mark Enderby*



DB Cargo

Class 66 137 passes Kempseye with the 6V75 09:26 Dee Marsh Reception Sidings - Margam TC on June 5th. *Keith Davies*

Class 66 165 passes Colton Junction with 6M16 Wilton to Knowsley binliner empties on May 25th. *Steve Chapman*

Normally a service entrusted to Class 60 locomotives, on June 23rd DB provided Class 66 002 to work the 11:04 Kingsbury to Humber empty oil tanks, seen here passing through the delightful Lincoln Central station. *Barry Longson*



DB Cargo

Under clear blue skies, Maritime blue Class 66 051 approaches Mauldeth Road on June 16th working the 02:35 London Gateway to Trafford Park. *Lee Stanford*

Class 66 137 passes Kemps Eye on June 5th working the 6V75 09:30 Dee Marsh - Margam empty steel. *Phil Martin*

On June 16th, Class 66 134 working a Biomass train from Immingham en route to Drax passes Brocklesby Jct. *Michael Lynam*



On June 5th, Class 60 044 passes Beeston sidings in the early morning sun working 6E46 04:24 Kingsbury - Lindsey empty fuel tanks.
Mark Pichowicz



DB Cargo

Class 60 039 passes Colwick on June 15th with the 6E02 12:20 Toton Up Sidings - Boston Sleaford Sidings. *Mark Pichowicz*

On July 3rd, Class 66 067 working the 4M30 Grangemouth - Daventry arrives at Warrington Bank Quay running 166mins early! *Mark Enderby*

Class 60 039 is pictured at Stenson Junction on June 30th with 6E08 Wolverhampton to Immingham steel empties. *Steve Chapman*



DC Rail Freight

Class 20 118 and 20 901 pass Dunkirk with 6Z21
15:23 Brandon to Chaddesden on June 3rd.

Mark Pichowicz

Class 20 901 and 20 118 pass Bennerley Viaduct
working 6Z20 17:52 Kellingley Colliery to
Chaddesden on June 17th. *Mark Pichowicz*

Class 60 029 working the 6Z18 Middleton Towers
to Ravenhead passes through Warrington Bank
Quay on July 3rd (Wonder how much sand they
lose per trip?). *Mark Enderby*



DC Rail Freight

Class 60 029 'Ben Nevis' passes
Hawes Lane, Coedkernew with 6Z33
10:13 Chaddesden Sidings to Cardiff
Canton Sidings wagon move on June
19th. *Chris Perkins*



DC Rail Freight

Class 60 029 heads for Peak Forest at Barber Booth on June 2nd whilst working 0Z62 route learner from Chesterfield. *Steve Chapman*



Direct Rail Services

▶ In 20 years of DRS livery, Class 57 307 'Lady Penelope' passes Heamies Farm with 6G94 12:22 Crewe Basford Hall to Bescot Up Engineers Sidings on June 4th. *Chris Perkins*

▶ Class 68 006 passes Coppull Moor with a short 6K05 Carlisle to Crewe engineer's train on June 10th. *John Sloane*

▶ On June 16th, Class 66 422, with 37 716 tucked inside, working the 07:41 Carlisle Kingmoor to Doncaster Roberts Road are seen arriving at Doncaster West Yard. *Barry Longson*



Direct Rail Services

Class 68 006 with a very light load on the 6K05 Carlisle to Basford Hall passes through Pleasington on June 11th. *David Hollowood*

Class 66 303 heads past Colton Junction on May 25th while working 6X20 York to Doncaster departmental. *Steve Chapman*

Class 37 402 and 37 425 pass Winwick on June 16th with a Carlisle - Crewe engineers. *Mark Enderby*



Direct Rail Services

Class 66 430 leading the 4L48 13:51 Daventry DRS (Tesco) to Ripple Lane F.L.T. approaches Wilson's farm crossing on June 1st. *Derek Elston*

Class 88 003 'Genesis' arrives at Carlisle with 06:23 Daventry - Mossend on June 3rd. *John Balaam*

Class 88 006 passes Standish with the 4S45 Daventry to Mossend on June 3rd. *John Sloane*



Direct Rail Services

On a beautiful June 1st, Class 88 010 slows on the approach towards Weaver Junction, while in charge of the 09:28 Dagenham Dock to Garston Car Terminal. *Barry Longson*

Class 68 006 with the 6K05 Carlisle to Basford Hall is seen near Blackburn on June 10th. *David Hollowood*

On June 26th, Class 88 001 speeds through Stafford with the 4S44 Daventry - Mossend working. *Richard Hargreaves*



Direct Rail Services

Class 37 425 and 37 402 pass Euxton
hauling the 6K05 Carlisle to Crewe
engineer's train on June 15th.

John Sloane



Direct Rail Services

With a seemingly endless train, Class 88 007 leads the daily 12:16 Daventry to Mossend past Old Alder Lane on June 11th. *Lee Stanford*

Class 88 010 passes Slindon with 6X43 10:54 Dagenham Dock - Garston Car Terminal on June 1st. *Keith Davies*

Class 66 434 on 4E49 Daventry - Doncaster passes Deblenfield Bridge on June 30th. *Mark Enderby*



Direct Rail Services

On June 15th, Class 37 425 and 37 402 approach Pleasington working the 6K05 engineers train from Carlisle - Crewe via the S&C.

Michael Lynam

Class 88 008 working the 6L48 Garston Car Terminal to Dagenham Dock Recp. heads through Stafford on June 26th.

Richard Hargreaves

Class 66 304 speeds through Leyland on June 17th with a light engine 0K05 working from Carlisle to Crewe. *John Sloane*



Direct Rail Services

Class 88 001 'Revolution', passes the light and shade of Preston station, with the afternoon Daventry to Mossend intermodal on June 26th. *Paul Senior*

Class 88 001 'Revolution' eases through Northampton loaded with new Fords working as 6X43 09:28 Dagenham Dock Reception to Garston Car Terminal on June 10th. *Derek Elston*

On June 2nd, Class 68 007 departs Crewe with an engineers train to Bescot. *Michael Lynam*



East Midlands Railway

Class 360 117 and 360 121 run into Wellingborough with 1Y09 08:15 London St. Pancras International to Corby service on June 5th. *Derek Elston*

On June 30th, Class 158 773 working a Derby - Crewe service is seen at North Staffs Jct. *Mark Enderby*

Class 66 134 waits at the signal at North Staffs Junction on June 30th with 6E54 Kingsbury to Humber empty oil tanks whilst 156 404 passes through with the 12:08 Crewe to Newark service. *Steve Chapman*



East Midlands Railway

▶ Class 158 780 sweeps across the River Glaze at Glazebrook East with a Liverpool - Norwich service on the evening of June 10th. *Jeff Nicholls*

▶ Class 158 785 and 158 780 pass through the Hope Valley at Edale working the 08:52 Liverpool to Grantham service on June 5th. *Lee Stanford*

▶ Running a few minutes late, Class 222 005 speeds through Wellingborough with 1C20 07:31 Sheffield to London St. Pancras International service on June 5th. *Derek Elston*



Freightliner

On June 20th, Freightliner had worked a couple of sets of autoballasters the previous night from Doncaster Up Decoy to Marsh Jct. at Grimsby, via Immingham East Jct. The empties returned from Wrawby Jct. with Class 66 519 hauling one of them, 6Y30, seen approaching Scunthorpe Station. *Steve Thompson*

Class 66 413 passes Slindon with the 4L92 12:15 Trafford Park FLT - Felixstowe North FLT on June 1st. *Keith Davies*

Class 70 010 hauls 90 013 back from Leeds Balm Road to Crewe as it heads past Charnock Richard on June 9th. *John Sloane*



Freightliner

▲ A rather work stained Class 47 830 is seen approaching Acton Bridge, working the 11:11 Manchester Victoria to Crewe Basford Hall driver training run on June 1st. *Barry Longson*

▲ Class 70 002 passes Peak Forest signal box while working 6H51 Hardendale to Tunstead stone empties on June 2nd. *Steve Chapman*

▲ Class 66 593 passes Slindon on June 1st with the 4M63 09:12 Felixstowe North FLT - Trafford Park liner. *Keith Davies*



Freightliner

Former Anglia pair Class 90 003 and 90 009 pass Stableford with 4L97 06:15 Trafford Park to Felixstowe North on June 4th.

Chris Perkins

Class 90 045 and 90 011 pass Balshaw Lane Junction with a Coatbridge to Crewe intermodal working on June 19th. *John Sloane*

Class 70 019 passes Worting Junction at the head of a Southampton to Lawley St. liner on June 23rd. *John Sloane*



Freightliner

Class 66 526 and 66 593 top and tail a very short 15:13 Toton to Crewe Basford Hall engineers train, seen passing Rugeley Trent Valley on June 4th. *Barry Longson*



Freightliner

On June 1st, Class 70 002 has charge of the 11:04 Hardendale to Tunstead empty box wagons, seen near Acton Bridge. *Barry Longson*

Class 70 008 passes Horseshoe Bridge with a Southampton to Crewe working on June 24th. *John Sloane*

Class 66 418 stands at platform 2 Manchester Victoria on June 15th working a Crewe - Manchester Victoria - Crewe route learner. *Steve Stepney*



Freightliner

▶ Class 66 613 hauls 70 002 away from Peak Forest on June 5th, working the 10:01 Tunstead to Hope (Earles Sidings) light engine movement. *Barry Longson*

▶ Class 66 511 eases through Lincoln Central with the late running 08:51 Leeds FLT to Felixstowe North on June 23rd. *Barry Longson*

▶ On June 2nd, Class 70 019 departs Crewe Basford Hall with a Trafford Park - Southampton liner. *Michael Lynam*



Freightliner

Class 66 508 passes through Dunbridge with a Southampton to Garston liner on June 7th.

Michael Bennett

On June 30th, Class 66 567 working the 4L10 EMG - Felixstowe passes 66 703 on 4M19 Southampton - EMG at Gateway West Jct.

Mark Enderby

On June 9th, Class 70 010, with 90 013 in tow following wheel turning at Leeds Midland Road depot, heads through Sowerby Bridge en route to Crewe. *Michael Lynam*



Freightliner

▶ Running 22 minutes early, Class 70 016 approaches Stockport hauling the loaded 09:16 Bredbury to Runcorn Folly Lane waste train on June 8th. *Lee Stanford*

▶ Class 90016 and 90046 in charge of a Felixstowe - Garston liner head through Acton Bridge on June 10th. *Michael Lynam*

▶ Class 59 203 on the Woking stone empties passes Hook at Pot Bridge on June 16th. *Michael Bennett*



Freightliner

With the first five wagons empty, Class 90 046 and 90 010 make light work of the 11:13 Felixstowe North to Trafford Park liner on June 4th, seen passing Rugeley Trent Valley. (Of note, the following day white Class 90 010 was taken out of traffic and taken to Wolverton for painting into orange). *Barry Longson*



Freightliner

▶ A strange working sees the 11:18 Tinsley to Felixstowe North run via the Doncaster avoiding line as far as Hatfield and Stainforth. Having run round its load on June 16th, Class 66 587 heads back towards Doncaster and the ECML. *Barry Longson*

▶ Class 66 533 passes under the overhead gantries of Stockport as it heads a short rake of flats forming the 08:38 Crewe Basford Hall to Guide Bridge on June 8th. *Lee Stanford*

▶ Class 66 529 approaches Wilson's farm crossing on June 1st working the 08:45 Ipswich S.S. to Lawley Street F.L.T. *Derek Elston*



Freightliner

Class 66 616 on the Fareham to Whatley empties passes Dunbridge on June 7th.
Michael Bennett



Freightliner

▶ Class 70 008 kicks out a signature black clag as the driver applies the power to the 12:56 Southampton to Trafford Park rounding the curve at Rugeley TV. *Barry Longson*

▶ On June 26th, 6Y30 had made its way from Toton Yard to Wickenby on Saturday evening in readiness for dropping stone between Market Rasen and Wrawby Jct. overnight. On Sunday morning, June 27th, Class 66 520 is seen passing through Scunthorpe station, returning its 10 autoballasters to Doncaster Up Decoy. *Steve Thompson*

▶ Class 66 593 '3MG Mersey Intermodal Gateway' working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. passes Wilson's farm crossing on June 1st. *Derek Elston*



Freightliner

Class 70 010 hauls 90 013 as OM90
Leeds Balm Road to Basford Hall
through Pleasington on June 9th.
David Hollowood



Freightliner

On June 14th, the camera was dusted off for a couple of shots of this at Scunthorpe, 6Y31 Barnsley - Trent Yard empty RDT. Topped and tailed by Class 66 512 and 66 420, the pair returned later to Midland Road depot.

Steve Thompson

Class 90 010 leads 90 047 at Slindon on June 1st working the 4M87 11:13 Felixstowe North FLT - Trafford Park FLT. *Keith Davies*

Powerhaul liveried Class 90 042 and 90 043 approach Wilson's farm crossing on June 1st working 4L75 04:59 Trafford Park F.L.T. to Felixstowe North F.L.T. *Derek Elston*



A view taken from Renwick road bridge in Dagenham on June 8th shows what's left of the west end of Ripple Lane Yards as Class 66 519 passes with a Garston - Tilbury liner. The riverside extension runs alongside. *Charlie Robbins*



Freightliner

Former Greater Anglia Class 90s Nos. 90 009 and 90 008 'The East Anglian' pass through Northampton on June 15th with 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T.

Derek Elston

Class 66 509 heads through Andover on June 7th with a Southampton to Garston liner.

Michael Bennett

Class 66 592 is seen at Stenson Junction on June 30th with the 6K50 Toton to Crewe departmental.

Steve Chapman



Freightliner

Class 66 602 approaches Deblenfield Bridge at Barrow-upon-Trent on June 30th with the 6G65 Earles to Walsall cement. *Steve Chapman*

Class 66 511 heads through St. Denys with a Crewe to Southampton liner on June 24th. *John Sloane*

Class 66 505 is pictured at Stenson Junction on June 30th working the 4095 Leeds to Southampton liner. *Steve Chapman*





Freightliner leads the way with the heaviest 'jumbo' trains.

Since trialling the heaviest aggregates train ever to have operated on the West Coast Mainline, from Tarmac's Tunstead Quarry to London earlier this year, Freightliner has continued to build upon its position as the leading operator of the heaviest jumbo trains on the Network.

Working closely with Network Rail, we are now consistently trialling weekly jumbo services weighing in at over 4,000 tonnes, including a maximum 4,230 tonne service, hauling a record-breaking 44 wagons of aggregate for valued customers Tarmac, serving terminals in London including Battersea, Paddington, Park Royal and Bow.

As well as driving operational efficiencies, the environmental benefits of this additional tonnage moved by rail are impressive – removing 140 lorries from the UK's congested roads and a saving of around 112 tonnes CO2e compared to road.

Freightliner is proud to have worked innovatively to challengewhat is achievable on this route in collaboration with Network Rail and Tarmac. A huge thanks to all involved in this significant achievement and especially our planners, drivers and ground staff who have rallied round to ensure we deliver a successful outcome for our customers.

Class 66 703, 73 201, 442 403 and
73119 pass Hook on June 14th working
the 5Q85 Wolverton to Eastleigh.
Michael Bennett



On Bank Holiday Monday May 31st, Class 66 745 speeds through Cheadle Hulme with the diverted 07:17 Clitheroe to Avonmouth cement. *Barry Longson*

Class 66 745 is seen at Coppull with an Avonmouth to Clitheroe empty cement working on June 12th. *John Sloane*

Class 59 003 and barrier vehicle No. 68504 are seen in Eastleigh works yard on June 21st. *John Sloane*





GBRf runs first Stanton Gate service since 2009 for Ward

GB Railfreight, one of the UK's leading transport companies and the fastest growing rail freight operator, operated the first loaded freight service from Stanton Gate since 2009 on behalf of Ward.

GBRf reacted to a late notice demand from Ward and was asked to transport in excess of 1400 tonnes of fragmented steel to Immingham Dock. Previous trials had been run at the site to prove the ability to transport bulks services following significant infrastructure work.

The site at Stanton Gate was recently acquired by Verdant Regeneration, a joint venture between Ward and Trust Utility Management.

The team has plans to transform the former steel works – one of the largest potential development sites in the East Midlands – into a thriving national distribution, logistics and rail freight hub for the Midlands, to be called New Stanton Park.

The service is further proof of GBRf's reliable and resilient customer service, which once again delivered for its commercial partners at a moment's notice. Having already run trials to prove its credentials, the GBRf team showed how it can turn around services such as this in a short space of time and that it will stop at nothing to meet customer demands.

Carl Kent, Head of Sales at GB Railfreight, said: "The acquisition of such a large site by Verdant JV will help breathe new life into the local area and we hope further opportunities for sustainable freight by rail. The commitment that Ward have shown to developing new rail freight has been impressive and we have worked with them to promptly respond to their demand. If all parties involved are committed and work collaboratively, there is no reason at all that new to rail freight activity from dormant freight estate need take many months or years to deliver."





GBRf

Class 59 003 is back on the Westbury to Eastleigh diagram, seen here passing through Dunbridge on June 7th. *Michael Bennett*

Class 66 722 'Sir Edward Watkin' with two barrier coaches in tow passes Wilson's farm crossing with 5Y77 10:09 Walton Old Junction M.S.C. Sidings to Wembley Receptions 1-7 on June 1st. *Derek Elston*

Class 66 702 makes a fine sight speeding through Rugeley Trent Valley on June 4th, working the 14:18 Trafford Park to Felixstowe North service. *Barry Longson*



Class 66 779 arrives at Great Rocks with 4H73 Wellingborough to Tunstead stone empties on June 2nd. *Steve Chapman*

Class 66 750 arrives at Andover with the 0Z47 Eastleigh to Ludgershall MOD light engine move on June 7th. *Michael Bennett*

Class 66 744 passes Worting Junction with a Southampton to East Midlands Gateway intermodal on June 23rd. *John Sloane*



Class 66 755 is in charge of the 04:10 Renwick Road (Barking) to Scunthorpe Roxby Gullet waste train on a very bright June 16th, seen here on the approach to Doncaster.

Barry Longson

Class 73 962 and 73 966 are seen stabled at Eastleigh on June 24th. *John Sloane*

Class 66 776 passes through St. Denys with a Mountfield to Southampton working on June 23rd. *John Sloane*





Class 66 703 on the Eastleigh to Mountsorrel empties passes through Worting on June 9th.
Michael Bennett

Class 66 784 is seen at its destination of Peak Forest with 6H10 stone empties from Bletchley on June 2nd. *Steve Chapman*

Class 66 748 rounds the curve at Styal on June 14th, in charge of the 14:18 Trafford Park to Felixstowe North. *Barry Longson*



Class 66 793 works the Mountfield to Southampton gypsum near Hook on June 16th. *Michael Bennett*

Class 66 754 arrives at Buxton Reception sidings on June 2nd with 4N61 stone empties from Small Heath. *Steve Chapman*

On June 14th, Class 66 723 and 66 715 pass Moore with a Merseyrail Class 777 heading to the Rail Live exhibition at Long Marston. *Mark Enderby*



Class 66 707 heads past Duncote Mill with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement. *Keith Davies*

Class 66 776 hauling the Mountfield to Southampton gypsum empties passes Hook on June 14th. *Michael Bennett*

Class 66 790 passes Peak Forest sidings on June 2nd with 6F73 Tunstead to Wellingborough stone. *Steve Chapman*



Class 66 764 is seen at Barrow-upon-Trent on June 30th working the 4E34 Southampton to Doncaster intermodal. *Steve Chapman*

Class 60 047 works past Colton Junction on May 25th with 6H70 Tyne Dock to Drax Biomass. *Steve Chapman*

Class 66 718 leads 66 725 through Reddish South on June 14th working the 12:03 Doncaster to Peak Forest empty hoppers. *Lee Stanford*



Class 66 776 departs St. Denys with a Mountfield to Southampton gypsum train on June 24th.
John Sloane

Class 66 772 is pictured at Colton Junction on May 25th with 6N60 Tinsley to Tyne Dock stone empties.
Steve Chapman

Class 66 781 is pictured at North Staffs Junction with 4F62 East Midlands Gateway to Seaforth intermodal on June 30th.
Steve Chapman



GBRf

▶ Class 66 726 hauls 66 018 as part of 7G45 Toton to Bescot departmental past Gateway Junction on June 30th. *Steve Chapman*

▶ Class 66 745 with a Clitheroe - Avonmouth cement working passes Daresbury on June 7th. *Mark Enderby*





Life of former inspector of railways celebrated with freight loco named in his honour

GB Railfreight and the Office of Rail and Road has honoured the last Royal Engineer officer to be appointed a HM Railway Inspector, Major John Poyntz, by naming a freight loco after him. GB Railfreight's Class 66 locomotive – 66764 – will take the name of the former inspector, who died in November 2020 aged 82. His life was celebrated at industry event, Rail Live, on June 16th where the unveiling was announced in front of a socially distanced crowd. Major John Poyntz was in the army for 35 years, serving with the Royal Engineers and later the Royal Corps of Transport. After military service, he joined the Railway Inspectorate – now part of the Office of Rail and Road – a move he viewed as an honour and privilege. He was the last Royal Engineer to take

such route, spending 25 years in the role as a Railway Inspector. His work included inspections of heritage railways and dealing with accidents and incidents such as the Severn tunnel rail accident and the Cannon Street rail crash both in 1991.

Ian Prosser, HM Chief Inspector of Railways at ORR, said: "His enthusiasm for anything on the railways was unparalleled and he would often be seen with a notebook in hand, while looking from a train window. It was a privilege to have got to know him and he remains greatly missed. I am pleased to donate this name plate on behalf of ORR and thank GB Railfreight for offering its locomotive to place this commemorative plaque,

and have his name etched in the railways."

GBRf Managing Director John Smith said: "Major John Poyntz had a very special connection to the railway throughout his established and celebrated career. Working with ORR, we're proud to see his legacy continue by naming a Class 66 locomotive in his honour. After today, the loco carrying his name will be supporting the movement of crucial rail freight across the network. A fitting tribute to Major John who dedicated so much of his time for country and the railways."



Class 66 747 'Made in Sheffield' working the 4M29 10:45 Felixstowe North GBRf to Birch Coppice GBRf approaches Wilson's farm crossing on June 4th. *Derek Elston*

Class 66 782 passes the disused signal box and station at Brocklesby Jct. with a coal train from Immingham HIT - Ratcliffe PS on June 16th. *Michael Lynam*

On June 7th, Class 66 750 'Bristol Panel Signal Box' working 09:00 0Z47 Eastleigh to Ludgershall passes Andover. The loco would return with the 11:50 6M47 to Kineton MOD via Salisbury and Melksham consisting of one VKA van. This was the first move on the branch since mid March when one VKA van was taken in. (possibly the same van!). *David Lindsell*



Class 47 749 passes Pinxton on June 16th working 5Q47 15:01 Worksop to Derby Litchurch Lane moving SWR EMU Class 701 017.

Mark Pichowicz



On June 2nd, Class 47 739 drags unit 720 565 (with 47 749 on the rear) past Trowell Junction working 5Q47 16:01 Worksop Down Yard to Toton which would then proceed to Leicester.

Mark Pichowicz

On June 16th, the 0041 10:14 Westbury to Eastleigh heads through Dunbridge with Class 59 003 'Yeoman Highlander' leading Colas Rail's Class 66 846. *David Lindsay*

Class 66 707 arrives into Doncaster on June 19th hauling a SouthEastern EMU for attention at the works. *Class 47*



Grand Central

First built Class 180 101 speeds through Doncaster on June 16th, with the 08:44 Sunderland to London King's Cross service. *Barry Longson*

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Greater Anglia

Refurbished Class 321 318 arrives at Weeley on a sunny June 23rd working the 18:00 Walton on the Naze to Colchester service. *Lee Stanford*

Class 321 324 stands with a classmate at the busy but seldom photographed Colchester Town station, formerly called St. Botolphs, with the 11:00 Walton on the Naze to Colchester service. *Lee Stanford*

Class 755 406 awaits it's departure time from Norwich with 2P30 17:06 to Great Yarmouth service on June 7th. *Derek Elston*



Great Western Railway

Class 166 201 leads a Portsmouth to Cardiff service near Dunbridge on June 7th.

Michael Bennett

Class 166 133 working the 1F15 Cardiff to Portsmouth service passes through Dunbridge on June 7th.

Michael Bennett

Power car No. 43172 flies non stop through Dawlish Warren on the rear of the 2E03 Penzance - Exeter St. David's service on June 9th.

Dave Harris



Great Western Railway

Power car No. 43 194 'St. Mawes Castle' working the 2C65 Gloucester - Penzance heads between the tunnels at Coryton Cove on June 9th.

Dave Harris

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Great Western Railway

▶ Power car No. 43170 'Chepstow Castle' leads the 2U10 Penzance - Cardiff Central service along Kings Walk, Dawlish on June 5th.

Dave Harris

▶ Class 166215 is seen between Horseshoe Bridge and St. Denys with a Cardiff to Portsmouth service on June 23rd. *John Sloane*

▶ Class 158 760 leads a Portsmouth to Cardiff service into St. Denys on June 23rd.

John Sloane



Great Western Railway

On June 24th, power cars Nos. 43153 and 43040 pass Cockwood harbour with a Penzance - Bristol service. *Phil Martin*

Class 57 605 passes Cockwood Harbour on June 21st with the 5C50 14:37 Penzance - London Paddington ECS sleeper move. *Phil Martin*

Power car No. 43022 runs along Marine Parade, Dawlish with the 2C34 Exeter St. David's - Penzance service on June 5th. *Dave Harris*



Great Western Railway

On June 22nd, power cars Nos. 43022 and 43009 pass Cockwood Harbour working the 2U32 16:50 Penzance - Cardiff Central service.

Phil Martin

Class 150 239 leads 150 219 working the 2T30 18:24 Exmouth - Paignton service past Cockwood Harbour on June 22nd. *Phil Martin*

Class 150 233 and 150 236 working the 2F06 06:04 Paignton - Exmouth service approaches Dawlish Warren on June 23rd. *Phil Martin*



Great Western Railway

Class 802 022 departs Teignmouth on June 23rd working the 1A82 09:10 Penzance-London Paddington service. *Phil Martin*

Power cars Nos. 43027 and 43155 pass North Staffs. Junction on June 30th taking two Mark 3 coaches back to Laira from Doncaster Wabtec as 5V84. *Steve Chapman*

On June 22nd, Class 800 306 working the 1A90 15:14 Plymouth - London Paddington service passes Cockwood Harbour. *Phil Martin*



Hull Trains

On June 16th, Hull Trains Paragon unit Class 802 302 arrives at Doncaster, working the 09:48 London King's Cross to Hull service. *Barry Longson*



L.N.E.R.

Azuma Class 801 223 slows for its booked stop at Doncaster on June 16th, while working the 09:30 London King's Cross to Edinburgh service.

Barry Longson



LNER SEEKS VIEWS ON PROPOSED MAJOR TIMETABLE CHANGES

London North Eastern Railway (LNER) has begun an eight-week public consultation to seek views on its proposed significant timetable change and uplift from May 2022. LNER's proposed new timetable builds on over a decade of planning and investment in LNER's new Azuma trains and Network Rail's modernisation of the East Coast's tracks. It aims to support the economies and communities along its East Coast route, providing more services, more seats and reduced journey times and high levels of reliability on long distance services between London, the north of England and Scotland, as an even more sustainable alternative to air and road.

The timetable will see LNER's five trains per hour into and out of London King's Cross increase to six, enabling

the introduction of new, faster services throughout the day. There will be 39 additional LNER services per weekday and many more at the weekend too. London-Edinburgh services will be around 15 minutes faster with up to 1,500 more seats per day, each way; and London to Newcastle services will be around 10 minutes faster, with up to 7,500 more seats per day, each way. By adding extra capacity to and from York, LNER is also putting in a building block for a regular Middlesbrough service once local infrastructure work is complete.

The proposed May 2022 timetable has been developed by Network Rail with all train and freight operators on the East Coast Main Line. It has involved balancing long-distance, high-speed, regional and local services,

alongside the needs of the rail freight sector. It is based on investment into the East Coast Main Line as well as decisions by the rail regulator in 2016 on how the route's finite capacity is to be used and the consultation on our predecessor franchise. The public consultation is open from June 11th to August 5th 2021 to seek the views on the proposed timetable.

David Horne, LNER Managing Director, said: "Our new consultation gives us the opportunity to hear the views of our customers and communities across LNER's route on the proposed improvements we'd like to make from next May, including faster services and more seats between London, York Newcastle and Edinburgh. We are confident of the future of long-distance rail travel

on the East Coast route and that, by delivering to our customers the full benefit of our new trains and upgraded tracks, we can help level-up and connect the country, protect the environment and support our communities and destinations."

A dedicated website – www.lner.co.uk/Timetable2022 – went live on June 11th, where people are able to find lots of information explaining the improvements proposed, including what the changes mean for each station that LNER serves. The website includes a simple survey for people to give their views. In the weeks following the consultation, LNER will publish a report on what it heard and any changes the company will seek to make in response from May 2022 or later timetable changes.

In the last of the evening sun on June 15th, Class 91 110 speeds north at Eaton Lane working 1D30 19:33 London King's Cross to Leeds.

Mark Pichowicz

Class 91 130 arrives at Doncaster on June 19th working a London King's Cross to Leeds service.

Class47

A small number of Class 91s have been reinstated due to problems with newer stock. On June 16th, Class 91 101 is seen at Doncaster, working the 10:03 London King's Cross to Leeds service. *Barry Longson*





L.N.E.R.

▶ LNER bi-mode Class 800 203 departs Lincoln Central on June 23rd, working the 13:24 service to London King's Cross. *Barry Longson*

▶ With a cloudburst over York in the background Class 800 109 heads into the sun at Colton Junction on May 25th while working the 07:55 Inverness to London King's Cross service. *Steve Chapman*

▶ Class 801 209 crawls through Huntingdon working the 1507 08:00 London King's Cross to Edinburgh service on June 19th. *Derek Elston*



▶ Class 37 175 working 14:15 Blackpool North - Derby measurement train is seen between Farington Curve Junction and Lostock Hall on June 18th. *John Balaam*

▶ Class 950 001 passes Balshaw Lane Junction on a Derby to Carlisle working on June 19th. *John Sloane*

▶ Recently repainted into Colas livery, Class 37 057 (with 37 116 on the rear) storms through Trafford Park on the evening of June 10th hauling the 18:45 Crewe to Crewe test train. *Lee Stanford*



Network Rail

On June 17th, Class 67 023 and 67 027 top'n'tail the 1Z23 Bristol - Tyseley with coaches Nos. 9523, 977997, 72631, and 975091, seen here at Swindon. *Colin Pidgeon*

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On June 10th, Class 37 057 leads 37 116 across the River Glaze at Glazebrook East with the four-weekly Network Rail test train. Glazebrook East Junction signal box is to the left of the picture.
Jeff Nicholls



Network Rail

Class 37 057 stands amidst the shadows at Clacton on Sea on June 23rd at the rear of the 10:14 Welwyn to Cambridge reception sidings, Class 37 254 was at the front. *Lee Stanford*

Class 37 057 leads the returning 1Q28, 14:28 Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) via London Euston across the River Nene at Kingsthorpe on June 15th. *Derek Elston*

On June 10th, the 3Q64 10:20 Cardiff Canton to Cardiff Canton via Gloucester/Swindon/Gloucester passes Purton (Collins Lane) with DBSO No. 9701 leading Nos. 999602, 9803, 977985, 977986, 96609 and 37 612 on the rear as it heads into Swindon and then with the Class 37 leading on the return. *Ken Mumford*



Class 97 303 passes Hadnall on June 22nd with the 17:00 Newtown - Crewe Basford Hall ballast empties. *Keith Davies*

Class 97 304 and 37 219 pass Harlescott with the 6C75 11:00 Newtown - Crewe Basford Hall on June 17th. *Keith Davies*

Class 97 304 leads 37 418 past Hadnall with the 6C72 16:00 Newtown - Crewe Basford Hall on June 22nd. *Keith Davies*





Rail Operations Group

Class 37 608 is seen at Sawley working 5R56 08:53
Derby RTC - Castle Donington EMDC on June 5th.

Mark Pichowicz

On June 2nd, Class 37 800 departs Crewe Basford
Hall yard with a light engine move to Derby RTC.

Michael Lynam



TransPennine Express

Class 185 135 and 185 140 thread their way across the up and down fast at Doncaster, while working the 14:26 Cleethorpes to Manchester Piccadilly service on June 16th. *Barry Longson*

On June 22nd, Class 68 024 'Centaur' stands in Manchester Piccadilly with the 13:16 Liverpool Lime Street to Longsight Carriage Sidings ECS (to avoid the Castlefield corridor, this involved a reversal at Stalybridge and again here). *Barry Longson*

Class 397 004 stands at Haymarket just a few minutes into it's journey with 1M95 10:12 Edinburgh to Manchester Airport service on June 24th. *Derek Elston*



TransPennine Express

On June 2nd, Class 68 026 passes Hadnall with the 5Z26
05:16 Manchester Int Dpt (FL) - Donnington RFT.

Keith Davies



Transport for Wales

Class 67 025 passes Wolascott on June 15th working the 1W96 17:12 Cardiff Central - Holyhead service. *Phil Martin*

Class 175 108 is seen at Kemps Eye on June 5th working the 1W52 05:54 Milford Haven - Manchester Piccadilly service. *Phil Martin*

Class 158 837 and 158 820 approach Shrewsbury on June 30th with a Carmarthen to Manchester Piccadilly service. *Richard Hargreaves*



Transport for Wales

Class 197 002 passes Waverton on June 22nd with a Crewe - Crewe test run. *Brian Battersby*

Class 67 008 departs Chester on June 10th with a test run. *Brian Battersby*

Class 175 103 arrives into Llandudno on June 15th. *Allison Twycross*



Transport for Wales

▶ Class 67 008 is seen at Leaton with the 1W96 17:15 Cardiff Central - Holyhead service on June 8th. *Carl Grocott*

▶ Class 175 116 is seen on Hencote Bank with the 1W96 15:15 Cardiff Central - Chester service on June 18th. *Keith Davies*

▶ Class 67 025 passes Cheney Longville with the 1W96 17:15 Cardiff Central - Holyhead on June 15th. *Keith Davies*



Transport for Wales

On June 4th, light and shadow cast patterns on the side of Class 158 827, in platform 8 at Crewe. *Barry Longson*

Class 175 116 passes the signal box at Llandudno as it arrives with a service from Manchester on June 15th. *Allison Twycross*

Class 230 008 is seen stabled at Chester on June 10th. *Brian Battersby*



Units: DMUs and EMUs

Not too many stations retain on platform signalboxes that are still in active use. Hazel Grove boasts one such structure and on June 2nd oversees the arrival of Northern EMUs Class 331 009 and 331 028 with the 11:28 from Blackpool terminating service. *Barry Longson*

Northern's Class 158 844 is seen near Daisy Hill on June 8th. *Jeff Nicholls*

South Western Railway's Class 450 102 leads a Portsmouth to London Waterloo service at Worting on June 9th. *Michael Bennett*



Units: DMUs and EMUs

On June 2nd, Northern bi-mode Class 769 456 departs platform 0 at Stockport, while working the 13:15 Southport to Alderley Edge service.

Barry Longson

South Western Railway's Class 450 084 departs Eastleigh with a service to London Waterloo on June 21st.

John Sloane

A busy time at the very well tended Hunmanby station on June 19th as Class 170 472 on the late running 05:42 Sheffield - Scarborough crosses 155 344 on the 08:15 Scarborough - York via Hull service.

Jeff Nicholls



Units: DMUs and EMUs

▶ Northern's Class 153 331 and 158 905 call at Daisy Hill on June 8th. *Jeff Nicholls*

▶ Northern's Class 155 344 approaches Hunmanby station, the end of the double track section from Filey, with the 08:15 Scarborough - York via Hull on June 19th. Just look at the weeds! *Jeff Nicholls*

▶ Northern's Class 195 002 and 195 006 pass Helsby on June 22nd with a Leeds - Chester service. *Brian Battersby*



Units: DMUs and EMUs

On June 1st, Northern's Class 150 003 recently reconfigured from units 150 116 and 150 209 approaches Whalley working a Rochdale - Clitheroe service. *Michael Lynam*

Thameslink's Class 700 105 stands at Huntingdon on June 19th with 9J17 08:24 Peterborough to Horsham service. *Michael Lynam*

Northern's Class 195 014 has just arrived at Windermere working the 1C73 17:30 Manchester Airport to Windermere service. *Kevin McCormick*



Units: DMUs and EMUs

▶ Northern's Class 195 126 slows for its booked call at Chinley on June 5th, while working the 07:47 Manchester Piccadilly to Sheffield stopping service. *Barry Longson*

▶ De-branded Gatwick Express unit Class 378 202 paired with 387 116 working the 1T15 08:45 Ely to London King's Cross service is seen at Cambridge North station on June 7th. *Derek Elston*

▶ On June 9th, Northern's Class 195 014 calls at Sowerby Bridge working a Leeds - Chester service. *Michael Lynam*



Units: DMUs and EMUs

▶ Northern's EMU Class 319 383 (built in York 1990) departs Styal with the 13:27 Liverpool Lime Street to Crewe service, on a warm June 8th. *Barry Longson*

▶ Unbranded Northern's Class 319 372, waits to depart Wigan North Western, with the 15:21 service to Liverpool Lime Street. *Paul Senior*

▶ South Western Railway's Class 450 015 leads another set out of Eastleigh on June 21st with a service to Weymouth. *John Sloane*



Units: DMUs and EMUs

Photographed from the footbridge which rises into the roof, Northern's Class 158 756 departs the impressive trainshed of Filey station with the 12:57 Sheffield - Scarborough service on June 18th. *Jeff Nicholls*

Several South Western Railway's Class 705s await the call into service at Eastleigh depot on June 21st. *John Sloane*

SWR's Class 444 011 is seen on the tail end of a London Waterloo to Poole service at Brockenhurst on June 22nd. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 158 860 pulls away from Hatfield and Stainforth working the 11:53 Hull to Doncaster service, on a very pleasant June 16th. *Barry Longson*

▶ On June 9th, Northern's Class 153 360 partners a Class 158 working a Wigan North Western - Leeds service at Sowerby Bridge. *Michael Lynam*

▶ Thameslink's Class 700 109 makes its scheduled call at Huntingdon with the 9J1206:25 Horsham to Peterborough service on June 19th. *Derek Elston*



Units: DMUs and EMUs

▶ In warm evening sunshine, a passenger looks on as Northern's Class 323 233 departs Newton-le-Willows, with the 17:17 Crewe to Liverpool Lime Street service on June 12th.

Paul Senior

▶ South Western Railway's Class 158 863 leads a Salisbury to London Waterloo service through Worting Jct. on June 23rd. *John Sloane*

▶ Northern's Class 769 450 departs Wigan Wallgate on June 17th with a Southport - Alderley Edge service. *Steve Stepney*



Units: DMUs and EMUs

▶ Northern's Class 331 004, with 331 010 on the rear, slows for the stop at Horwich Parkway, with the 13:39 Blackpool to Manchester Airport service on Bank Holiday Monday May 31st.

Paul Senior

▶ On June 23rd, South Western Railway's Class 450 062 passes Worting Junction with an up semi fast train to London Waterloo.

John Sloane

▶ SWR's Class 444 016 passes Worting Junction on June 23rd with an up express from Poole to London Waterloo. *John Sloane*



Units: DMUs and EMUs

South Western Railway's Class 701 004 on a mileage accumulation run from London Waterloo to London Waterloo is seen near Hook on June 16th. *Michael Bennett*

SWR's Class 444 014 and 444 045 pass St. Cross with a service to Poole on June 23rd. *John Sloane*

One of Northern's better unit types, Class 170 461 awaits departure time from Doncaster, while working the 15:00 Scarborough to Sheffield service. *Barry Longson*



Units: DMUs and EMUs

▲ A Southern Class 377 EMU crosses the River Itchen near Bitterne on June 24th. *John Sloane*

▲ South Western Railway's Class 450 105 approaches St. Denys with a Portsmouth service on June 23rd. *John Sloane*

▲ Southern's Class 377 434 departs St. Denys with a service to Southampton on June 23rd. *John Sloane*



Units: DMUs and EMUs

▶ Southern's Class 377 448 approaches Horseshoe Bridge on its way out of Southampton on June 24th. *John Sloane*

▶ Northern's Class 150 150 and 150 106 approach Buxton on June 2nd with the 15:08 service from Manchester Piccadilly. *Steve Chapman*

▶ Northern's Flex Class 769 442 departs Southport with the 13:14 service to Alderley Edge on June 26th. *Chris Morrison*



Units: DMUs and EMUs

Merseyrail's Class 507 001 arrives at Aigburth with the 12:44 Southport - Hunts Cross service on June 5th. *Chris Morrison*

Northern's Class 170 474 awaits to take its passengers to Scarborough for a day out, with the 10:57 departure from Sheffield on a very pleasant June 23rd. *Barry Longson*

The Rhododendrons create a colourful splash at Cressington as Merseyrail's Class 508 137 arrives with the 13:24 Southport - Hunts Cross service on June 12th. *Chris Morrison*



Scotrail

On June 5th, power car No. 43136 shows off its Inter7City livery, ready to depart Nairn and continue its journey to Aberdeen.

Kevin McCormick

Class 156 500 and 156 446 working the 1Y48 16:01 Mallaig to Glasgow Queen Street High Level pass north of Bridge of Orchy on June 4th. *Jonathan McGurk*

ScotRail Inter7City HST power cars Nos. 43146 and 43033 on the blocks at Aberdeen on June 5th. 43146 would be the rear power car of 1T34 15:38 Aberdeen to Glasgow Queen Street and 43033 was the rear power car of 1B40 16:00 Aberdeen to Edinburgh service.

Kevin McCormick



Scotrail

InterCity HST power cars Nos. 43033 and 43134 sit in Glasgow Queen Street, having arrived with the 08:45 service from Inverness on June 9th. *Barry Longson*

On June 9th, ScotRail provided no less than three Class 158 DMUs (158 733, 158 707 and 158 736) for the 12:43 Glenrothes with Thornton to Edinburgh service, seen here departing Haymarket. *Barry Longson*

Class 158 710 (with 158 731) arrives at Nairn with 1A52 12:44 Inverness - Aberdeen service. *Kevin McCormick*





Scotrail

Class 385 123 and 385 109 stand at Haymarket on June 23rd with the 1R76 14:45 Glasgow Queen Street to Edinburgh service.

Derek Elston

Class 170 407 on the blocks at Edinburgh Waverley after arriving with 2K50 10:52 from Glenrothes with Thornton on June 24th.

Derek Elston

Power car No. 43150 approaches Haymarket as it nears journey's end with 1B32 13:13 Aberdeen to Edinburgh service with 43147 bringing up the rear, June 23rd. *Derek Elston*





Manchester Metrolink

A busy scene at Manchester Victoria Metrolink on June 11th, with tram No. 3063 on a Rochdale to Oldham service, No. 3111 heading to Manchester Airport, and No. 3119 on a service to East Didsbury, via Exchange Square.

Paul Senior

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Manchester Metrolink

Metrolink tram No. 3102 is about to work a service to Manchester Airport from Victoria on June 15th. *Steve Stepney*

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National Rail

Class 57 312 leads the 5Q95 Burton Wetmore to Long Marston past Whitacre comprising of 43075, 43073, 43045, 42109, 41165 and 43060, all heading to Long Marston for storage.
John Alsop

More ticket gates installed at London Liverpool Street

Rail passengers using London Liverpool Street station will now be able to enter and leave the station with ease after Greater Anglia and Network Rail increased the number of ticket gates. More ticket gates have been installed between platforms 11-17, which should ease crowding at busy times.

The project, which was funded by the Department for Transport, saw the number of wide aisle gates double from four to eight and made automatic, so customers can operate them using their tickets without requiring any assistance from station staff.

Lee Ivor Smith, Greater Anglia’s Head of Customer Service, South, said: “Liverpool Street is a busy station which welcomes millions of people every year. These improvements will help reduce crowding during peak times and help customers board trains quicker. We would like to thank customers for their patience while this work was carried out.”

Emma Watson, Network Rail’s Liverpool Street Station Manager, said: “All our passengers who use platforms 11-17 will benefit from these additional, more accessible ticket gates. This is one of many upgrades that we have implemented with our partners over the past year to help make people’s journeys through the station as comfortable and stress-free as possible. We are grateful to our passengers for bearing with us and hope they are pleased with the changes.”

As more people return to rail, some trains and stations getting busier. Greater Anglia is encouraging customers to use the full length of trains and platforms, but it may not always be possible to socially distance.

Fares Advice with RailUK

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

Can I get on train run by a different company if my train is cancelled?

Q: If the train I booked an advance ticket with seat reservation is cancelled, can I get on a subsequent train run by a different company? Or does it have to be a later train from the same railway company?

For instance, the Great Western Railway train to London which I originally bought the ticket for is cancelled. Can I use the next available train run by South Western Railway into London?

A: You can travel using the next train that complies with the route/company restriction shown on your ticket. If your ticket says “valid on booked GWR services only”, for example, then you can’t catch an SWR train unless there is ticket acceptance (or you would otherwise be stranded overnight). If, on the other hand, your ticket says something like “AP Reading”, you could take the next available service of any company, so long as you still went via Reading. It has to be the same company unless you have permission.

Why, oh why? (High through fare easily beaten by splitting)

Q: I know that this has been going on forever but does anyone know the actually reason why this is. I am travelling from Grimsby Town to Workington next month (yes I really live a thrilling life :D) When I look at a buying a return ticket Grimsby to Workington, the cheapest it is quoting me (with my disabled railcard) is £107.80!!

However I can get two singles to and from Manchester Piccadilly for £13.20 and two singles to and from Manchester Piccadilly to Workington for £10.45! A total of £47.30, less than half price than if I had bought a direct Grimsby to Workington return. A less savvy person would probably just buy the Gy to Work return but as I am well aware that looking at singles and breaking the journey is often cheaper then that’s what I have done. I’m not really saying make things far easier as then tickets would obviously go up but I was just wondering how TOC’s justify this.

A: Looking at it the only APs on that route appear to be routed Avanti & Connections but journey planners

appear to be showing primarily TPE to Manchester, then TPE to Carlisle and Northern on from their (which makes sense) so the cheap Avanti tickets aren’t showing up at all. And cheap they be! With a Railcard their priced between £11.15 and £20.95 for the whole journey from Grimsby to Workington. Can’t find a way of making them show though.

As for the justification it’s an artefact of the system being monstrously complex I would suggest but I think the real question is: “Why aren’t TPE offering any TPE & Connections tickets considering most passengers are going to use TPE all the way from Grimsby to Carlisle?” that seems like the missing factor here. Why are the only APs priced by Avanti?

As for why TOC’s can justify this? Morally, they can’t really. But ultimately the number of people who make journeys like yours are very, very small. The industry is not particularly interested in making these journeys easier or cheaper. Those who are price sensitive will split tickets, or travel by another means, or not travel at all. And those who are not so price sensitive will just pay up. In many ways the DfT and the TOCs are happy for things to stay that way.

This is very often the case for many journeys of that type. I often find East to West journeys across the north of England, involving more than one TOC very expensive. I used to regularly visit friends near Blackpool and could never understand why there were no Advance tickets available from Nottingham to Blackpool North when it was a simple journey with just one change of train at Manchester. I always had to split tickets at Manchester to access cheap advance fares.

A less (or more!) savvy person would see the £107 ticket price and take the car...!

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

Celebrity power cars Nos. 43102 and 43272 pass Walton Country Park, Wakefield, with a Neville Hill to Burton Wetmore working on May 19th.

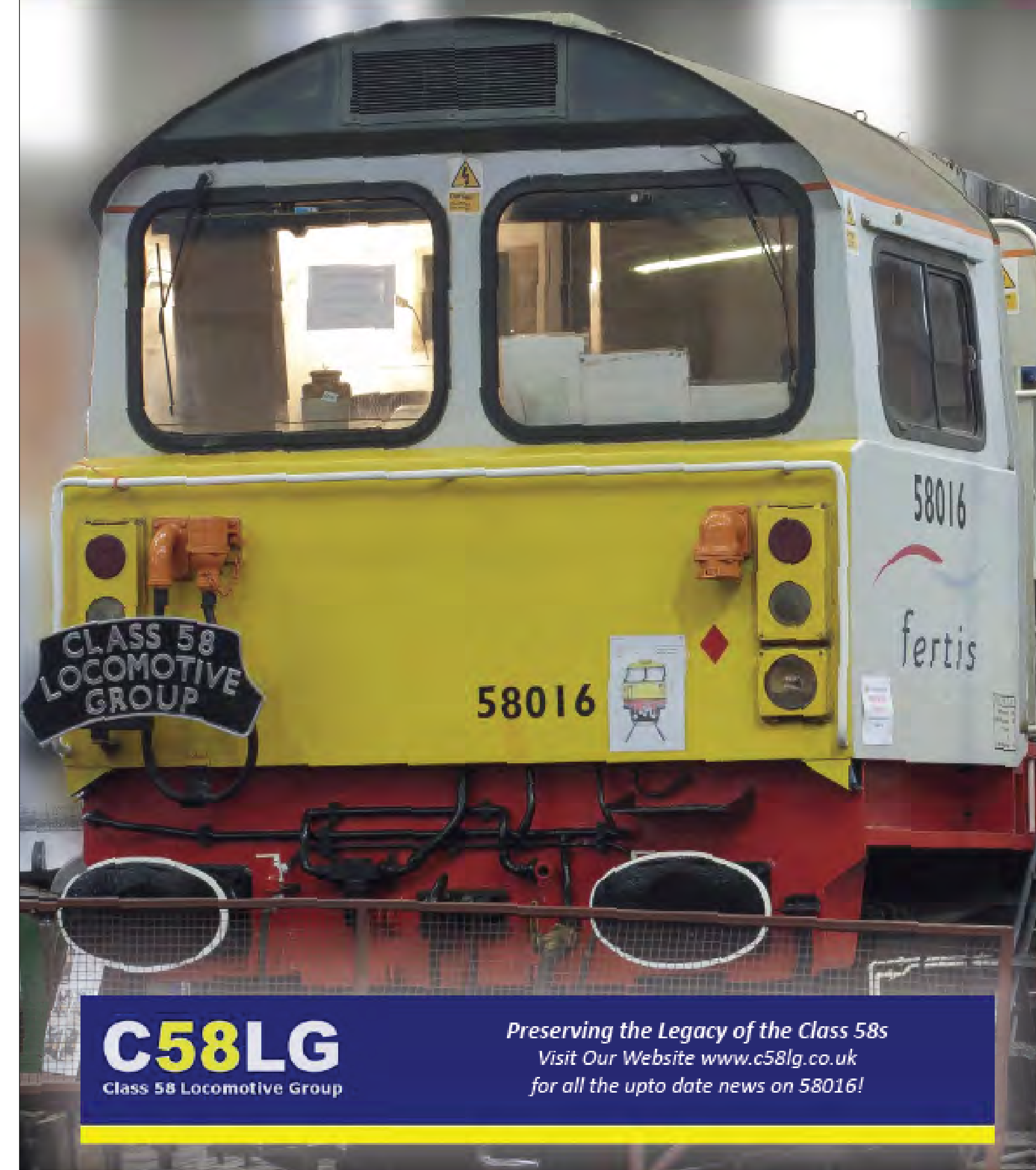
Neil Scarlett



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

There are various ways to help the C58LG:

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New rail station mural at South Woodham Ferrers commemorates war heroes

A new mural has been unveiled at South Woodham Ferrers rail station to commemorate those who have served in the armed forces. Created by artist Keith Hollingsworth, local volunteers, The Village Group and the Essex and South Suffolk Community Rail Partnership in conjunction with train operator, Greater Anglia, the stunning mural recognises the many local people and families with past and present connections to the services and the sacrifices they have made. The motto “Lest we forget” is incorporated into the mural.

Catherine Gaywood of the Essex and South Suffolk Community Rail Partnership, said, “The mural looks amazing and is a fitting tribute with 2021 being the 100th anniversary of the Royal British Legion and with

the recent unveiling in Ver sur Mer in France of the British Normandy Memorial to commemorate the fallen in the D-Day Normandy landings.”

The initial work to prepare the station building for painting was undertaken by a team of volunteer station adopters led by Ged Cooper. Artist, Keith Hollingsworth then designed and painted the mural.

Keith, who runs Murals by Wallworx based in Chelmsford, said “Having painted a large mural at South Woodham Ferrers Railway Station last October I was pleased to be asked to paint another this spring at the same location. This one is a mural of remembrance featuring a First World War Tommy standing at the grave of a fallen

comrade. The ground is suggestive of a battlefield and the sky is lit by a red sunset evoking the emotion of the blood spilt in that war and all other wars. The theme was chosen by the ‘station adopters’, the group of volunteers who give their time and effort to keep the station looking good. Their wish was for a focal point for Remembrance Day and their plan is to lay a wreath at the base of the grave painted as part of the mural each November.”

Richard Hewes, of The Village Group, who have recently offered funding to the station group for new gardening tools and plants, said, “I have lived in South Woodham Ferrers since 1970, at which time the railway station was very well kept but later began to deteriorate. All credit to the current group of volunteers who are now

putting new life back into the station. We are very happy to support them in their efforts, including their 2021 garden project.”

Helping to create a pleasant and welcoming station in partnership with Greater Anglia, the South Woodham Ferrers station adopters are local residents volunteering to enhance the station environment. They tend the gardens, water the plants, and keep the area clear and tidy.



Greater Anglia increases frequency of intercity service

Greater Anglia has increased the frequency of the intercity service between Norwich and London in response to growing passenger numbers and customer feedback. From Monday 21 June, an extra 12 services have been added to the weekday timetable, bringing the intercity service up to 77 per cent of the pre-pandemic timetable. Greater Anglia started to run a reduced service in the first lockdown in March last year, as passenger numbers fell. Since then the company has made further changes to the timetable, in line with changing guidance and restrictions, working closely with the Government, who stepped in to fund the railway as passenger numbers dropped due to the pandemic. With the additional intercity services, Greater Anglia will be running about 86 per cent of its normal timetable.

The extra services being re-introduced are:

From Norwich to London Liverpool Street, serving the usual intermediate stations, departing: 09.32, 10.30, 11.32, 14.30, 15.30 and 16.30

From London Liverpool Street to Norwich, serving the usual intermediate stations, departing: 12.00, 13.00, 14.00, 17.00, 17.50 and 19.02

The reinstated services will also improve connections with rural services from Ipswich and Norwich. Drinks and snacks are available on board most intercity services from either the café bar or an at seat trolley service. Intercity services are now completely operated on brand-new longer trains with more seats, better accessibility – including a retractable step at every door - and improved passenger information screens.

Greater Anglia managing director Jamie Burles said: “Customers have asked us to increase the frequency of the intercity service – and I’m very pleased that we’re able to meet their request. We’ve seen passenger numbers increase as lockdown restrictions have eased and we’re now carrying about 50 per cent of our pre-pandemic passenger numbers across the network. As more people return to rail, we are seeing some trains and stations getting busier. We’re encouraging customers to use the full length of trains and platforms, but it may not always be possible to socially distance. We have a less busy trains tool on our website, so people can opt for a quieter train. Face covering compliance is high on trains and stations and our trains are well ventilated either by air conditioning which replaces air inside the train every six to nine minutes or by open windows.”

Norwich rail depot redevelopment continues with new bogie drop installation

A new bogie drop facility has been installed at Greater Anglia’s Crown Point rail depot to help maintain the operator’s fleet of Stadler bi-mode trains. The work to install the £8.7M facility – which allows engineers to repair, remove and replace the underneath of train carriages, such as the wheelsets and underframe equipment – is now complete.

The work is part of Greater Anglia’s £40M redevelopment of Crown Point Depot, which began in 2018, to accommodate its fleet of new, longer trains. Rather than lifting trains up on jacks to work underneath them, a bogie drop keeps the train carriage at track level, and instead, the bogie is lowered away.

The work to install the facility involved excavating around 960 cubic metres of soil weighing 1,440 tonnes, to create the hole for the bogie drop structure into which a Mechan lifting table was fitted before lowering in the 31-tonne bogie drop assembly. In total, 511 cubic metres of concrete, weighing 1,226 tonnes, and 106 tonnes of reinforced steel were used in the construction. Diesel exhaust extractor hoods have also been fitted, as well as steel work for two monorail cranes, a travelling jib crane and an engine lift crane. Testing and commissioning of the new bogie drop facility is now underway.

Greater Anglia’s Head of Programme Safety & Assurance, Steve Clarke, said, “The successful completion of this complex project will create a step-change in the depot’s engineering capabilities. The depot is now ready to accommodate the new bi-mode Stadler trains and play its part in ensuring that they continue to perform well, to improve reliability and punctuality for passengers in the region.”

Dean Philpott, Senior Project Manager for Taylor Woodrow, who carried out the work, said “Working in partnership with the Greater Anglia Project Delivery Team, depot staff and Stadler we have successfully brought this excellent new facility



into service with no impact on operations in the live depot environment. Completion of the bogie drop pit on time and on budget is testament to the collaborative approach of the team.”

The large scale expansion of Norwich’s Crown Point Depot creates better facilities to house and maintain the 58 new trains built by Stadler, including a new train washing facility, improved servicing equipment and the ability to store and dispense more fuel.

Special high walkways have been installed to give engineers access for maintenance and repairs - as most of the new trains’ components are on the roof – due to their lowered floors which make them more accessible to passengers.

In addition, the depot has gained upgraded toilet maintenance facilities, as all the new trains have large tanks to collect waste, rather than emptying it onto the tracks.

Stadler is responsible for maintaining Greater Anglia’s brand new regional bi-mode, Airport Express and InterCity trains at the depot, working closely with Greater Anglia to ensure that the new trains are in top condition to provide rail passengers in East Anglia with punctual and reliable services.

Eastleigh Works

Class 73 133 and Orion parcels EMU 319 373 are amongst various items of stock in Eastleigh Works yard on June 21st. *John Sloane*

Still going strong..... Class 07 007 is seen in the works yard on June 21st. *John Sloane*

Shunter No. 323 529 'Cheviot' and a Rail Adventure HST power car stand at Eastleigh Works on June 21st. *John Sloane*



National Rail

Tamping machine No. DR73922 passes through Preston, whilst working 07:25 Shap - Crewe on June 3rd. *John Balaam*



Thameslink and Siemens Mobility celebrate five years of smarter travel



Thameslink and Siemens Mobility are celebrating five years in passenger service of their state-of-the-art 'people mover' Desiro City Class 700 train. The 115-strong fleet has travelled over 58 million miles – nearly halfway to Mars – since June 2016. The Class 700 can carry over 1,700 people, or 21 double-decker bus-loads, in its quarter of a kilometre-long, 12-coach formation. It can drive itself across central London – a UK-first for mainline trains – and even shows passengers where they can find a seat while at the same time automatically generating its own maintenance requests. Manufactured by Siemens Mobility and operated by Govia Thameslink Railway for the Government-sponsored Thameslink Programme, the trains have helped create space for an extra 50,000 people to commute to London every day.

They have linked Cambridge with Brighton and given millions of people living north of the capital direct trains to London's South Bank and Gatwick Airport. At the central London stations of London Bridge, Blackfriars, City Thameslink, Farringdon and St Pancras International, wheelchair users can get on and off on their own thanks to platform humps that are level with the train floor. In April last year one of the trains was re-branded to pay homage to NHS staff across the UK fighting Coronavirus. Train number 700111 was selected to show thanks for the tireless efforts of the NHS's 111 advice line (see pictures below).

Another train has been painted with the colours of the rainbow to celebrate the rail company's thriving LGBT+ community.

Tom Moran, Managing Director of Thameslink and Great Northern said: "The Thameslink trains have been a real game-changer for our passengers. These state-of-the-art trains have created space for thousands more commuters and helped us expand the Thameslink network, bringing the benefits of time-saving cross-London travel to millions across the South East."

Sambit Banerjee, Managing Director Rolling Stock and Customer Services, at Siemens Mobility added: "I'm really proud of the Class 700 and of our fantastic teams who maintain the trains in the Siemens-built depots at Three Bridges and Hornsey – they've completed nearly 3,000 examinations on the fleet in the last five years. The Class 700 trains have made a huge difference to the passenger experience for those who need to travel into, and through, London as they are more comfortable, more reliable and more frequent. Not only that, but the trains are environmentally friendly, really important with challenging decarbonisation targets to meet. They are 50 percent more energy efficient and 25% lighter than previous trains, all with faster acceleration and more efficient braking. A great example of technology with purpose."

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:

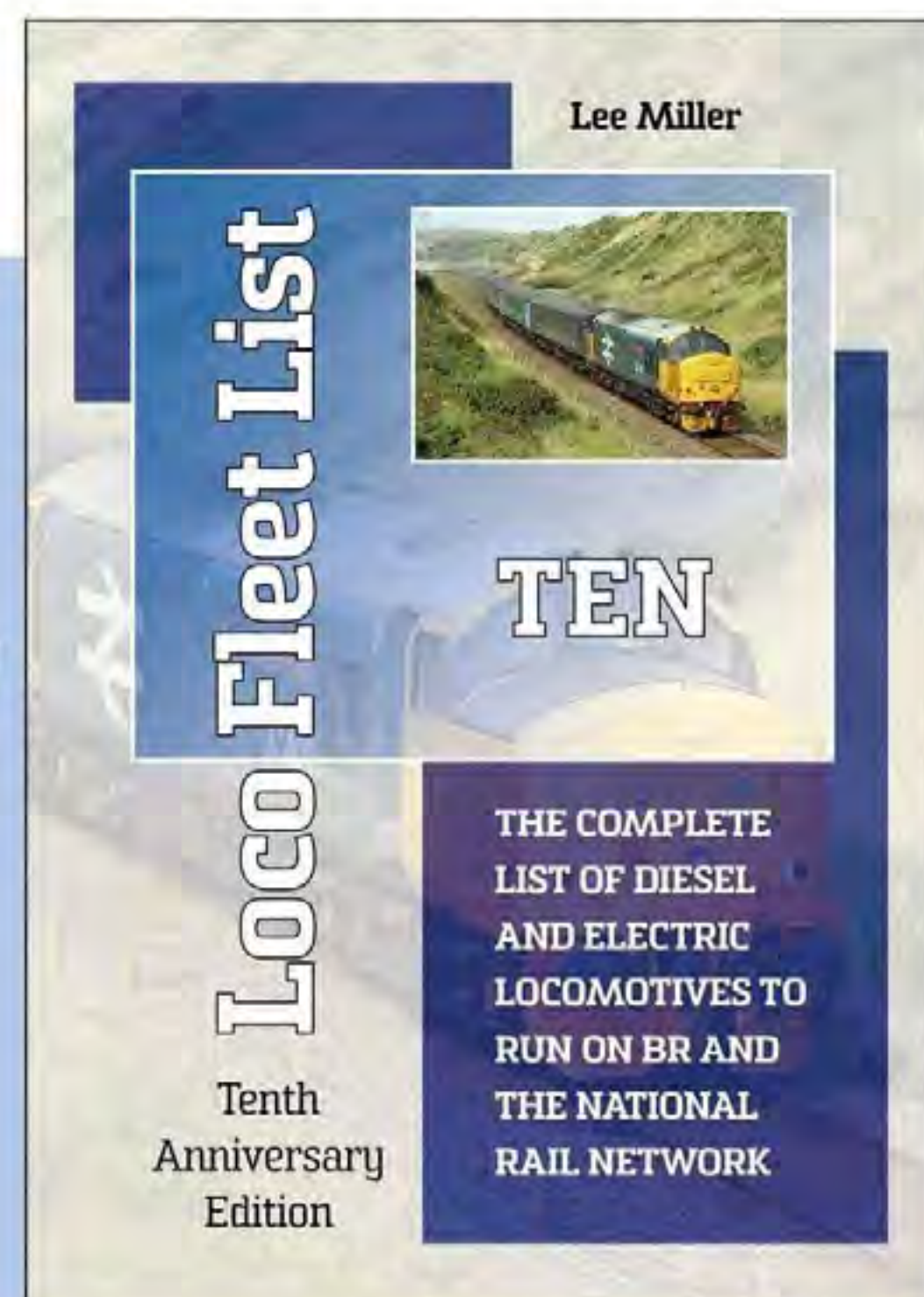
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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

Old meets older at Didcot Fuel Point on June 8th as Class 50 008 and GWR No. 4144 both sit looking glorious in the sun!. *Tom Blanpain*



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Major upgrade of railway around Twickenham set for six weekends



Having analysed travel patterns in the area during the week and at weekends, we believe this minimises the impact as much as possible while allowing us to deliver the work that, once complete, means better journeys for everyone."

improvements at Twickenham Junction follow a programme of maintenance in 2020, when teams took full advantage of a line closure by

Railway customers in parts of South West London are advised to check before travelling this summer as Network Rail starts an upgrade of the railway around Twickenham to improve reliability. Over six weekends from late August, engineers will replace three separate sets of points, which allow trains to move between tracks, at Twickenham Junction, west of Twickenham station.

Points are a crucial part of the railway and have to be kept in top condition to avoid delaying trains. The work will provide a reliable railway for decades to come.

Mark Killick, Network Rail's Wessex route director, said: "This programme of work will boost reliability at a very important junction, where trains run through to Reading and Windsor & Eton Riverside and also access the Strawberry Hill depot.

Six weekends of work does mean that our customers and those living near the railway will experience some disruption, for which we apologise.

also conducting structural work and litter clearance.

Alan Penlington, SWR's customer experience director, said: "With such a long series of closures, I realise these works will mean disruption for our customers; however, replacement buses will be in operation wherever lines need to be closed. As customers return to the railway, it's important that these works take place to improve the performance and reliability of the network for years to come. I'd like to thank customers for their patience and remind anyone who's traveling to plan ahead to see if their journey is affected."

Over 500 yards of conductor rail, which provide power to trains, will also be renewed to improve reliability on the busy route to Reading and Windsor & Eton Riverside.

Network Rail completes first phase of repairs to Redbridge Viaduct



Engineers have successfully completed the first phase of repair work to Redbridge Viaduct in the Scottish Borders, as part of Network Rail’s ongoing commitment to maintain a safe and reliable railway. The £2.4 million investment will protect the red sandstone, five-arch Listed structure against future erosion by undertaking scour protection and masonry repairs.

Spanning the River Tweed on the Borders Railway line between Tweedbank and Galashiels, work started on the bridge in late April and is expected to complete by October.

Scour protection involves the removal of the existing riverbed around the impacted base of the bridge pier and then installing a scour ‘mattress’ filled with concrete. This helps to shield the base from the damage that can be caused by fast flowing water.

The first phase of work included the installation of 600 square meters of scour mattress and 400 tonnes of permanent rock shield, as well as 150 cubic metres of poured concrete.

To allow the team to deliver the work, a portable dam system was set up under the bridge to help reduce the river flow and create a safe working area. Ahead of setting up the dam, the project team worked with the River Tweed Commission to relocate fish to another part of the river before water was then drained to form the dry working area - this process will be repeated at each subsequent pier as work progresses.

Christina Thomson, Network Rail’s project manager for the work said: “The team has delivered the first of three phases of work to Redbridge Viaduct; essential maintenance that protects the piers of the viaduct from scour erosion and in turn, helps maintain the railway infrastructure. We’ve worked collaboratively with Scottish Borders Council throughout and with the River Tweed Commission and our environmental and marine engineering specialists to ensure our activity has minimal impact to the river’s existing habitat - and will continue to do so throughout the rest of the project. The viaduct is an historic Victorian structure that continues to play an important role in carrying passenger trains on the Borders Railway route. When work is complete in October, we won’t need to undertake repairs on this scale for many years to come.”

Major investment into West Coast main line railway signals

A once in a generation investment is being made to improve railway signalling on a key section of the West Coast main line in the North West. The £45m Great North Rail Project investment by Network Rail will see 56 signals between Prestbury, Macclesfield and Congleton upgraded to the latest technology. Once replaced the 56 signals will be controlled from Network Rail’s state of the art control centre in Manchester. Work starts in July and will take a total of 17 months. The major investment will improve future journeys for passengers and freight on one of Europe’s busiest mixed-use rail routes.

Ian Robinson, project manager for Network Rail, said: “This once in a generation overhaul of Macclesfield’s signalling system will bring this key section of the West Coast main line up to the most modern standards. The £45m Great North Rail Project investment will future proof journeys and create a more reliable railway for passengers and freight services. Before our work in Macclesfield begins, we’ve invited local people to speak with us - I’d like to thank our neighbours and passengers in advance for their patience.”

Gus Dunster, executive director of operations and safety at Avanti West Coast, said: “We’re excited that Network Rail are upgrading the signalling system on a key section of our Manchester route as part of their Great North Rail Project. Once complete, the works will help to make journeys on the West Coast main line more reliable for many years to come.”

John Robson, CrossCountry regional director West Midlands and North West, said: “This investment in better technology is vital in keeping passengers and trains moving for years to come. Having more reliable services means a better customer experience and more consistency when travelling through the area.”

David Rutley, MP for Macclesfield, said: “It’s good to see this major investment being made to upgrade signalling equipment on this important railway line which will make services more reliable for passengers. I would encourage local people to find out more about the project and keep up to date with developments in the coming months.”

While much of the work has been planned to cause the least amount of disruption to passengers as possible, the signalling upgrades will mean changes to some weekend journeys in 2022. Details of how this work will impact passengers will be released by Network Rail and train operators nearer the time.

Power sources and electrical cabling will be also upgraded, along with two structures carrying the 25,000-volt overhead lines which power trains being replaced to improve the visibility of signals for train drivers.



Low-Carbon Concrete Turns Dawlish Sea Wall a Greener Shade of Grey

Network Rail's coastal protection scheme on the south Devon coastline is benefitting from the latest in construction technology, with low carbon concrete being used to reinforce the new, bigger sea wall structure at Dawlish. Following a devastating storm in February 2014 which struck the coastline at Dawlish and cut off the only railway line to the south west, Network Rail is in the midst of its work to improve the resilience of the railway which will safeguard rail services and protect the community for at least the next 100 years. Delivered by BAM Nuttall, the new sea wall is making use of low carbon concrete supplied by Hanson UK.

The concrete makes use of a by-product created in the manufacture of steel to replace a large proportion of the cement, which would otherwise be required to build the structure. Traditional concrete accounts for seven per cent of global carbon emissions worldwide (1.5 per cent in the UK) due to the energy intensive processes required to create cement. To date, construction of the second section of new sea wall has used 4,600 cubic metres of low carbon concrete, with around 4,500 cubic metres remaining to pour. By using Hanson's low carbon

'Regen GGBS' concrete, the Dawlish project will have reduced the amount of carbon generated by this process by two-thirds and saved over 1,130 tonnes of carbon dioxide from entering the atmosphere in comparison to traditional concrete. That's the equivalent of flying 668 passengers from London to New York and back (1.62 tonnes of carbon per passenger). Construction of the second section of sea wall is progressing well. Since work first began last November, the piling has been successfully delivered and 126 of 143 concrete wall panels have been installed. The remaining wall panels will be installed by the end of the month and will be followed by the fitting of the curved wave returns on top of the wall panels. This second section of sea wall is expected to take around two years to complete and once finished, this 415 metre section which stretches from Coastguard breakwater east of Dawlish station to Colonnade breakwater, will link up with the already completed first section of sea wall at Marine Parade.

Julie Gregory, Network Rail senior sponsor, said: "The nature of our changing climate means that the south Devon coast is increasingly subject to powerful storms.

To protect the railway at Dawlish we need to build a robust sea wall that can withstand the worst weather that the English Channel can throw at it. It was important that we carefully considered how the project can limit its carbon footprint and reduce the chances of it contributing to further climate change, and we are delighted how BAM Nuttall are helping us achieve this by delivering this low carbon alternative to traditional concrete."

Jack Brookes, site agent, BAM Nuttall, said: "From the earliest phase of this project, we have considered how this scheme can limit its environmental impact without compromising the strength and resilience of the structure. The final design uses piles buried deep in the bedrock to create stability for the structure. Those piles are protected by prefabricated facing panels created off-site and reinforced by concrete poured in behind the visible section of wall. We identified Hanson's low carbon concrete as an innovative product that could help us to reduce our carbon impact by two-thirds while retaining the strength of traditional concrete. We worked closely with Network Rail to ensure that the material is approved for use on Britain's Railway and look forward to seeing

it being used in more major civil engineering schemes."

David Cullimore, area general manager for Hanson Concrete, said: "We have worked closely with BAM Nuttall to design a pumpable low carbon concrete which contained lower quantities of cement to help improve sustainability credentials while maintaining durability in aggressive conditions. The production of cement requires limestone to be heated to over 1,450 degrees Celsius, which makes it energy intensive to produce and creates carbon dioxide as a result of the production process. The low carbon concrete solutions on this job contain high levels of Regen GGBS (ground granulated blast furnace slag), a by-product of steel making, as a replacement for some of the cement content, which reduces the CO2 emissions associated with the concrete. Working in partnership with BAM and Network Rail, we frequently overcame difficult logistical, technical and operational challenges created by pouring large amounts of high specification concrete up to 200 metres through the night in very short tidal windows."



National Rail

Network Rail's No. DR98008 stands at Andover where it reversed after arriving from Hither Green and departed to Landore TMD.

David Lindsell



Network Rail begins transformational work to reopen Northumberland line

A project to transform services in the North East is well underway after Network Rail completes work to renew a section of track in Newsham, in preparation for the pioneering project to reopen the Northumberland line. This milestone marks the completion of the first physical piece of work on the project to reintroduce a regular rail passenger service between Ashington and Newcastle, after the line was closed to passengers in 1964 as part of the Beeching cuts. The essential work involved renewing 600 yards of rails and componentry, which had been used exclusively by freight trains for many years. Network Rail were able to commence early work after the Department for Transport provided £34million from the Restoring Your Railway fund towards the momentous project in January 2021, with further funding set to be announced once the final designs are approved.

Working in partnership with Northumberland County Council, Northern and the Department for Transport, the transformational project aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions. The project will provide new and improved transport links for passengers by upgrading 18 miles of track and signalling, opening six new stations and three new footbridges.

The Northumberland line scheme is on track to welcome the return of passenger trains by 2024.

David Underwood, Senior Programme Manager for Network Rail's North and East route, said: "It's amazing to see work to reopen the Northumberland line finally begin. This is a promising first step in an ambitious project which will revitalise rail in the area and see regular passenger services return. Once complete, the new line will provide the people of Northumberland with access to new opportunities and connect the communities along the line. Throughout the project, we're planning to use local labour and engage with local businesses where possible."

Northumberland County Council Deputy Leader, Councillor Richard Wearmouth, said: "It is a great milestone to finally see work to return passenger services physically happening on the line. "While there's so much going on behind the scenes, the progress feels more tangible when you can actually see it on the ground and this is an exciting time for everyone involved. We're looking forward to the scheme continuing at pace as we work towards services starting by 2024."

Edwardian era station improved for 21st century Chiltern passengers

Major improvements at Gerrards Cross are now complete to improve the station for Chiltern main line passengers.

A £2.4m Railway Upgrade Plan investment by Network Rail has seen:

Platform canopy roofs and glazing replaced with more durable materials to protect waiting passengers from the elements.

New lighting installed to brighten up the station making it safe and secure at night.

The 1906-built station's main roof entirely replaced.

Additional glazing repairs around the station.

Repainting of traditional steelwork.

All of the work was done to make the Edwardian era station* better for passengers and secure its future for years to come.

Lawrence James, scheme project manager for Network Rail, said: "We take great care to look after our heritage buildings and the work at Gerrards Cross shows how

we're building back better as the country emerges from the coronavirus pandemic. This Railway Upgrade Plan investment of £2.4m we hope will make a huge difference for people who use Gerrards Cross station, creating a cleaner and brighter environment and improving their journeys for years to come."

Eleni Jordan, Chiltern Railways commercial and customer strategy director, said: "Chiltern Railways are committed to improving our stations and continuously strive to provide our customers with a first-class customer experience. Working in collaboration with Network Rail, the work at Gerrards Cross will make a big difference to our customers by creating a brighter and better station while ensuring we maintain the station's heritage. We hope that our customers will be pleased with the refurbishment work that has taken place."

The improvement work started in March and finished in June 2021. Both platforms have brand new roof canopies made of super-strong, durable materials to replace old-worn out materials.

*The station was built as part of the Great Western and Great Central Joint Railway and was opened on 2 April

1906 as Gerrards Cross for the Chalfonts.



National Rail

On June 12th, LMS Ivatt Class 2 2-6-2T No. 41312 is seen at Ropley, Mid Hants Railway. *David Lindsell*



Class 66 779 'Evening Star' working 6M83 Tinsley to Bardon Hill quarry with a rake of stone empties passes Moira on June 10th. *Stuart Hillis*



Passengers to be kept on the move during Manchester major improvement works

In July, railway engineers will be undertaking a two-week, round-the-clock improvement blitz between Manchester Victoria and Rochdale and Manchester Victoria and Stalybridge. Improvements are planned from Saturday July 31st until Sunday August 15th as part of the Transpennine Route Upgrade (TRU). TRU is a multi-billion-pound programme of railway upgrades that will radically improve connectivity in the North of England – providing faster, more reliable services for passengers travelling between York, Leeds and Manchester. The majority of passengers will be kept on the move by diverting trains onto different railway lines between Yorkshire and Manchester. Some journeys may need to be completed partly by bus, primarily between Rochdale and Manchester Victoria. The latest, state-of-the-art buses will be available to passengers so they can travel in comfort throughout. Passengers looking to travel over this period are being urged to check nationalrail.co.uk and continue to follow Government guidance around the use of public transport.

Neil Holm, Transpennine Route Upgrade Director for Network Rail, said: “Our improvement work in Greater Manchester, starting next month, is a key part of the Transpennine Route Upgrade (TRU). During this complex upgrade we’ll be demolishing ageing railway bridges to install new ones and upgrading track. This work is crucial to enable us to run more trains and faster trains in future as part of the wider TRU programme. Though we can’t keep these railway lines open through Manchester Victoria while we do this, we’ve

created diversionary routes so passengers can still get in and out of Manchester by train as much as possible. Where buses need to replace trains, we’ve worked with our industry colleagues to ensure they’re the best quality throughout.”

Tricia Williams, Northern’s Chief Operating Officer, said: “It is welcome news that the railway continues to be invested in and the infrastructure improved upon. To complete these initial works there will be some planned changes to our services and our message to customers is very simple - please plan ahead and check your journey before travelling. To minimise disruption we will be running state-of-the-art replacement buses, offering clear customer information, including via digital and social channels, and will have more colleagues at stations to provide assistance both before and during the engineering works.”

Kathryn O’Brien, Customer Experience Director for TransPennine Express commented: “We’re delighted to see continued investment in the North of England’s railway as part of the Transpennine Route Upgrade. And with these works this summer, we will see a better, more reliable railway for our customers. To complete these engineering works, some of our services will be diverted and customers may have to change trains in Manchester, so we would advise those travelling to check before they travel. To help with those affected, there will be more railway colleagues at stations to help people get to where they need to be.”



National Rail

On June 24th, new Hitachi Class 803 for East Coast Trains No. 803 002, passes through Doncaster platform 1 on a test run from Darlington - London King's Cross. *Michael Lynam*



Chiltern Railways puts Britain's first hybrid-powered train to the test

Britain's first hybrid-powered train has been put through its paces during a test run with senior members of Chiltern Railways in Derbyshire. The Class 168 Chiltern train has been fitted with a Rolls Royce MTU hybrid drive which will cut noise emissions in stations and deliver zero emissions when operating under battery power.

Chiltern Railways' Managing Director Richard Allan and Engineering and Safety Director Ian Hyde visited the Ecclesbourne Valley Railway along with senior managers from Porterbrook, for a test run from Duffield to Wirksworth. The HybridFLEX battery-diesel train is currently undertaking a programme of tests between the two locations prior to being returned to Chiltern in the summer.

Data suggests potential reductions of 20% in fuel consumption and circa 70% in NOx emissions on Chiltern services between London and Birmingham. In addition to improved air quality and reduced noise, HybridFLEX units also expected to deliver journey time and route capacity improvements, as the combination of diesel and electric power will offer enhanced acceleration capabilities.

Richard Allan, MD of Chiltern Railways, said: "Chiltern has a fantastic track record of innovating and investing in new routes, stations, and trains over a 20-year franchise that is now in its final few months. Looking ahead we have some major challenges and opportunities, not least in supporting the decarbonisation of the railway from our current position as an all-diesel operator with an average fleet age of 25 years. We need investment to modernise and this exciting use of new technology in an older train is a potentially very significant opportunity."

Stephen McGurk, Porterbrook's Chief Portfolio Officer, said: "We are very excited about this technology which has the potential to transform air quality and sound levels at major stations and in urban areas. I would like to thank our Chiltern Railways customer for working with us on the introduction of HybridFLEX to Britain's railway."

The Rolls Royce MTU hybrid drives are also expected to produce maintenance savings through reduced 'wear and tear' on consumables, such as brake pads and discs.

Rail freight surges past pre-Covid levels as economy begins bounce back

More freight is now being transported across one of Network Rail's busiest business regions than before the start of the COVID-19 pandemic as the railway continues to underpin the country's economic recovery.

Recent figures for the Eastern Region, which includes the East Midlands, Lincolnshire, Yorkshire and the North East, as well as the East Coast route from London to Scotland, show that there were 4,839 freight train movements in the latest reporting period, compared to 4,760 in the corresponding period for last year.

And with each freight train taking on average 76 HGVs off the roads, this increase equates to around 6,000 fewer road journeys during that particular four week period.

Throughout the pandemic, Network Rail has worked with freight operators to keep vital services moving to make sure enough food can fill the shelves in supermarkets and vital medical supplies can get to where they are needed.

Now, the rising demand for rail freight across various industries has led to a number of positive developments in recent months:

Waste management specialists Biffa have opened a new £4.2 million facility at Barking in Essex and will send 350,000 tonnes of waste a year by rail to landfill at Roxby Gullet near Scunthorpe.

Ward Recycling are close to signing a deal to replace the 4,000 tonnes of

domestic scrap metal previously taken from Stanton Gate in Derbyshire to Immingham by 200 lorries per week with a rail freight service. A new trial service has already started running from Burton on Trent. The route which connects the Sunderland Docks with Rotherham and Cardiff has re-opened for the first time since the service ceased three years ago, with ten trains carrying scrap metal expected to run per month.

A disused rail marshalling at Tinsley, between Sheffield and Rotherham, is being redeveloped by logistics specialists Newell and Wright Transport into a fully functional intermodal cargo terminal.

Kevin Newman, Senior Route Freight Manager for Network Rail, said: "The figures and these important recent developments highlight the vital role that freight has played in the country's response to the COVID pandemic and how important it is to the recovery of the economy.

"We've seen an increase in demand across the iron and steel sectors and we are working closely with freight operators and the wider rail industry to make sure materials can be transported to where they are needed. Reopening routes, expanding services and gaining new freight end customers, as well as running longer, heavier trains, is helping to get more HGVs off the road and more freight onto the railway."



National Rail

Class 37 407 'Blackpool Tower' tows 57 311 'Thunderbird' on the approach to Northampton working as 0Z57, the 06:18 Carlisle Kingmoor to Eastleigh Arlington (Zg) on June 15th. *Derek Elston*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

From THE JOURNAL - JUNE 1962 - of the MONMOUTHSHIRE RAILWAY SOCIETY

It's amazing and interesting what one comes across whilst sorting out one's loft! THE JOURNAL in 1962 was typed out, then duplicated using a Roneo or Gestetner machine. I found this interesting snippet from this particular issue:-

STOP PRESS: CAERPHILLY TUNNEL TO BE CLOSED

There are many rumours floating around that Caerphilly Tunnel is to be closed and all trains run via Penrhos Junction and Walnut Tree Junction (Taff's Well). No one seems to know if there is any truth in this but all say that this will happen sooner or later as water is still seeping into the part of the tunnel which has been extensively repaired. If this closure takes place passenger trains will run via Caerphilly station, reverse, then run down the 'Big Hill' to Taff's well and either run into Cardiff or connect with the Taff Vale trains at Taff's Well. Some sort of shuttle service would probably operate between Cardiff (Queen Street) and Cefn On Halt.



The Railway Vanishes

The top photo was taken in 1965 and the bottom one in 2016.

The photos are looking in the same direction - north from near St. David's Church, Pengam (Mon) towards Pengam (Mon) Station and Britannia Colliery (both of which can be seen in the 1965 photograph).

Only Commercial Street, Pengam seems to be common to both photographs.

It was on this stretch of railway track that I unofficially drove a GWR Pannier Tank - No. 9675 - at the age of 19 in September 1965.



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



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



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



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



Gymsacs, starting from £5.00 each, minimal order of 3.



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



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



Hi-Vis, starting from £7.50 each, minimal order of 2



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



Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



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

Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

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Clubs and Societies Apparel

A Different View

▶ A different view, at Red Bank, Newton-le-Willows, the now redundant Fiddlers Ferry power station dominates the background, as Class 66 036 coasts down grade towards Winwick, with the evening Knowsley to Wilton bin train on June 22nd. *Paul Senior*

▶ On June 7th, a Class 755 sand sculpture is seen at Great Yarmouth station. *Derek Elston*

▶ Southend pier is 1.5 miles long and there are two trains available to carry people who do not fancy the walk along the pier. Train set 'B' led by 'Sir William Heygate' is seen approaching the station at the seaward end of the pier on June 23rd. *Lee Stanford*



A Different View

An assortment of stock including DATS power car No. 43054 and Class 90 035 are seen stabled at Rectory Junction on June 15th. *Mark Pichowicz*

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MATCH FUNDING PLEDGE TO HELP PUBLIC DONATE £9,210 TO REACH £65,000 SO WORK CAN RESUME ON NEW CARRIAGE SHED



A match funding pledge is being made by the Swanage Railway Trust to encourage the public to donate £9,210 in ten days and reach a target of £65,000 so work can resume on building a much-needed £240,000 carriage storage shed.

Thanks to the generosity of supporters, the Herston Carriage Shed Appeal has raised £46,580 since it was launched in March, 2021.

A registered charity, the Swanage Railway Trust is now pledging to match fund every pound raised for the Appeal between June 21st and 30th 2021 – or sooner if the £65,000 target is reached before the end of the month.

The £65,000 needs to be raised by the end of June so that the steel structure of the building can be ordered before being delivered to the site and constructed during the winter of 2021 with the new carriage shed being completed during 2022.

Swanage Railway fund-raising chairman Randy Coldham said: “Our carriages are currently stored outside and exposed to the weather all year round. This new covered accommodation is urgently required to help protect our most historic and valuable heritage carriages, the oldest of which is more than 80 years old.

“These irreplaceable vehicles will significantly benefit from covered protection against the elements to improve their lifespan between overhauls while also reducing

the time and expense associated with their maintenance.

“The largest structure ever built by the Swanage Railway – and covering two tracks in an area of more than 1000 square metres – the new carriage shed will be fully enclosed on its south side to ensure our vehicles are protected from the most extreme weather.

“Nearest the railway line, the north side of the carriage shed will have cladding halfway down from the roof to enable the natural circulation of free-flowing air for ventilation,” added Mr Coldham who is also a volunteer signaller on the Swanage Railway.

Work on the new carriage shed – east of Herston Halt on the outskirts of Swanage – began in January, 2020, but stopped at the end of March, 2020, when the Government introduced the first national Covid-19 lockdown. Work resumed in May, 2021.

Before the work had to stop last year, contractors had managed to complete the foundations for the steel structure that will span two tracks and be capable of storing ten carriages – including the Swanage Railway’s historic heritage carriages.

Randy Coldham explained: “Due to the carriage shed’s proximity to the running line, construction can only take place during the quieter winter months when the line between Herston Halt and Swanage is not being used.

“So far, we have raised £223,580 thanks to donations – as well as generous legacies and bequests – and we hope that our supporters will join the Swanage Railway Trust in closing the gap of £18,420 by the end of June so that the order for the steel frame, side cladding and roof can be placed and the shed be built this coming winter to protect our historic heritage coaches.

“We are hopeful that the public will help us to close the funding gap and allow the carriage shed to be completed by the start of 2022 so it can protect some of our historic carriages from the ravages of the winter weather,” added Randy.

The new carriage shed at Herston will be 131 metres long, have a height of 6.5 metres, a width of 9.2 metres and cover an area of more than 1,000 square metres.

The project manager for the Herston carriage shed is Swanage Railway Trustee Nick Coram – a volunteer operations department locomotive driver and fireman – while the consulting engineer is Jim Peters of Such Salinger Peters in Bournemouth.

The Swanage Railway has produced a video about the Herston Carriage Shed Appeal which can be viewed online at youtu.be/ArPwVn988LA.

To make a donation to the Herston Carriage Shed Appeal, go to www.swanagerailwaytrust.org/carriage-shed-appeal.

Photo: © Andrew P. M. Wright

Preserved
Railways

A Taste of Faulty
Towers this Summer



GCR
ANNOUNCES
ALL STATIONS
TO RE-OPEN FROM
SATURDAY JUNE 26TH



With over 70% improvised, this is the completely immersive and highly interactive comedy spectacular where anything can happen... and usually does!

Arrive at Tunbridge Wells West for either a 18:00 or 18:20 start in the Victorian Engine Shed prior to boarding the dining train for two return trips to Eridge. The carriages will be hauled by steam and heritage diesel.

Tickets must be booked in advance and are available to book now. £150 for a Table for Two and £300 for a Table for Four. Due to the fixed seating layout of the train, it is not possible to accommodate bookings of odd numbers. www.spavalleyrailway.co.uk

By purchasing tickets to events held at the railway you are helping to keep the trains running for future generations to enjoy.

Evening Menu

Welcome Apéritif and Canapés

-oOo-

Homemade Cream of Tomato and Basil Soup with
Bread Rolls

-oOo-

Sauté Chicken Breast in a White Wine and Tarragon
Sauce with a Pastry Topper

Served with Rosemary Roasted New Potatoes,
Seasonal Vegetables

Vegetarian Option

*Aubergine, Courgette & Tomato Stack with Pastry
Topper*

*Served with Roast Potatoes, Seasonal Vegetables &
Tomato Sauce*

-oOo-

Homemade Baked Lemon Meringue Cheesecake with
Chocolate Strawberry

Vegetarian Option

Cheesecake

The railway can cater for Vegetarians, Vegan, Gluten and Dairy Free dietary needs providing these are made aware at the time of booking.

The Great Central Railway has announced that it will be re-opening all four of its stations from Saturday 26th June 2021.

During recent months all passenger trains have been running from Quorn and Woodhouse Station only operating a single round trip service. As from Saturday 26th June visitors will be able to board and disembark from the trains at Loughborough, Quorn & Woodhouse, Rothley and Leicester North Stations.

We will be reintroducing our popular all day ROVER ticket at just £18.00 for

an adult as against the current single journey ticket. (See our web site for full ticket price details www.gcrailway.co.uk). This will enable visitors, once again, to visit and explore the railway and all of our stations, the Butler Henderson Café and Ellis Tea Rooms for a great selection of fine foods and refreshment and our quirky Tin Shed Shanty Bar, at Quorn, for a pint of real ale, draught cider, wines and soft drinks. At Loughborough our Retail Shop will be open with counter service only.

Photo: ©Joe Connell



A new dining experience is coming straight from London's West End via the legendary Sydney Opera House to the Spa Valley Railway in Tunbridge Wells this Summer. This international sensation will be performing on the railway's dining trains on 28th August and 25th September 2021! Officially the world's most sought after tribute to the BBC sitcom, Faulty Towers, the Dining Experience is simply unmissable – and 'outrageously funny' (BroadwayBaby)!

Become part of the action as Basil, Sybil and Manuel serve up mayhem on a plate alongside a 3-course meal and two hours of non-stop laughter. Expect nothing short of guaranteed fun and a brilliant night out as you climb inside the BBC's iconic TV show and experience it from the inside out...



LATEST 3D PRINTING TECHNOLOGY HELPING TO BUILD BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE



The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that it is working with the WMG, at the University of Warwick to create a one-third scale working model of the cambox for the Lentz-Franklin valve gear as part of the design and manufacture of the locomotive's valve gear – one of the most challenging aspects of the project.

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.

Since Christmas 2020, the project's engineering team have been working with WMG to create a one-third scale working model of the cambox for the Lentz-Franklin valve gear. WMG's SME Team works with companies and organisations for knowledge transfer from academia to industry. Their enthusiasm for the project is helped in no small part by the fact that Dr Paul Lansdell, Innovation Manager and the metallurgist for the metals and materials team, was in a previous role the Chief Mechanical Engineer at the Dean Forest Railway.

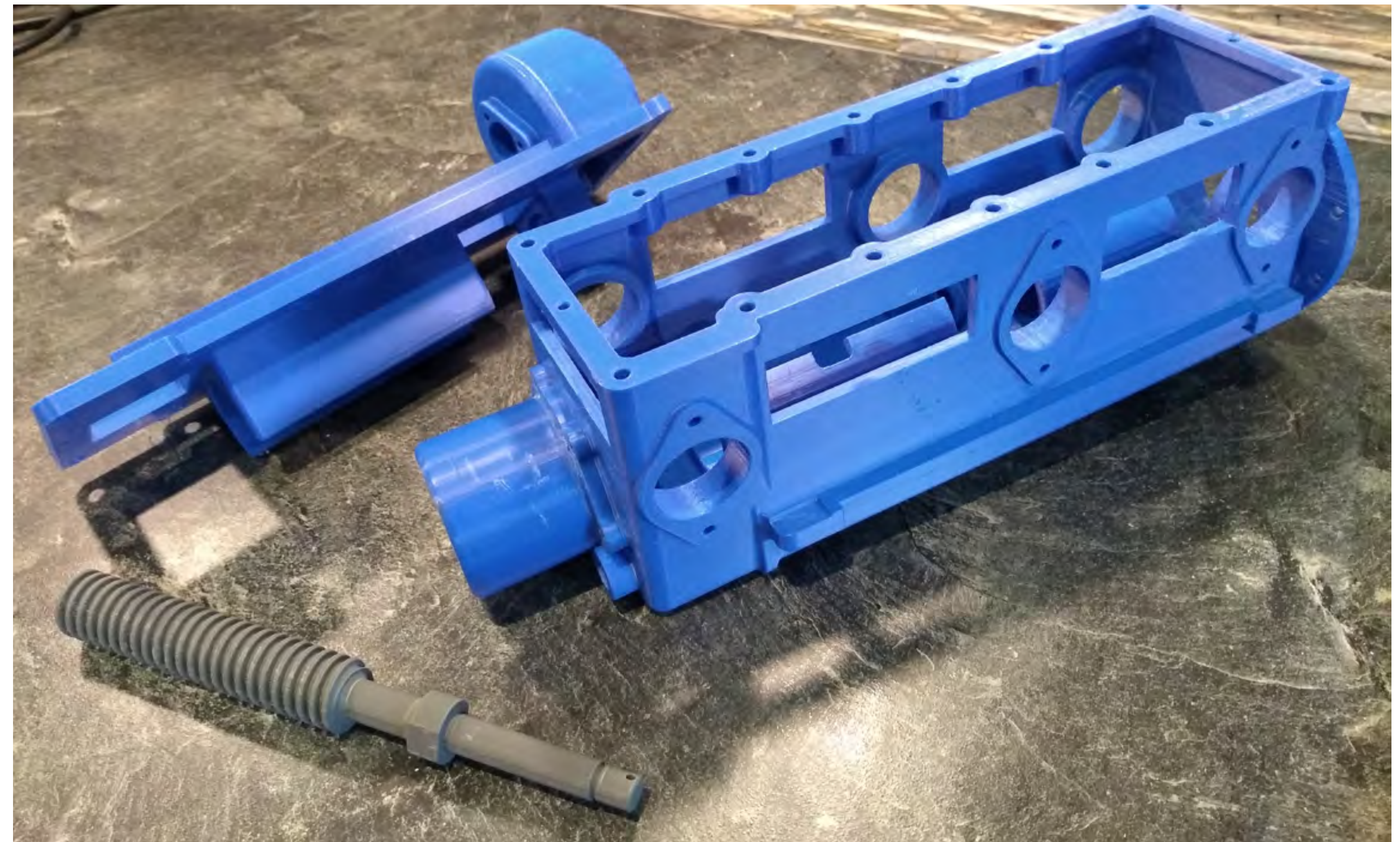
With around 120 parts, the cambox is one of the most complicated assemblies within the locomotive. The Trust has been conscious that before committing to spending thousands of pounds on patterns, castings and machined components, it needed to ensure that the overall concept was functionally correct and that they could manufacture and assemble the many parts of the cambox. The team also wanted to be able to look at variations on profiles of the rollers that actuate the tappets, and in turn actuate the valves, as this was a known problem with the original class P2 No. 2001 Cock o' the North when completed in 1934.

The parts have been 3D printed in ABS plastic, so they are sturdy enough to test out the mechanisms without the likelihood of damage. The 3D printed cambox will allow the Trust to see if any changes are required to the parts before committing to manufacture. One feature that is not on the production parts is a series of windows that enable the engineering team to see what is happening on the inside.

WMG offered to 3D print a one-third scale cambox and parts for the project. Its capability is unusual in being able to print such large components with high accuracy and robustness. A full size cambox is over three feet long, so the one-third scale part is beyond the capability of anything else the Trust has access to. Even with WMG's state of the art 3D printers, due to the component's size, it still took seven days to print the main cambox.

As well as the value of being able to check the functionality and assemble the engineering team has the opportunity to use the cambox model to educate sponsors and donors as well as school parties of the inner workings of Lentz Franklin valve gear. When the locomotive is complete this will be hidden away inside the cylinder cladding, so the 3D printed model will be an invaluable educational aid.

Another part of the service provided by WMG to the Trust is support for metallurgy. Materials and lubrication have progressed significantly since the original class P2 was completed in 1934, and even since the last developments of Franklin valve gear in the USA in the 1940s. The Trust has been able to access the latest thinking on material grades, surface coatings and heat treatment which will give the project an advantage in making reliable and



durable valve gear. By embracing modern materials, it enables the Trust to get closer to fulfilling Sir Nigel Gresley's vision for his 'Mikados'.

Overall, fundraising is also moving forward well. The 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted over 980 Covenantors, with over £3.4m spent and around £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.

David Elliott, Director of P2 Engineering, The A1 Steam Locomotive Trust, added: "We are very grateful for the support WMG in helping us to finalise the design of No. 2007 Prince of Wales' complex Lentz-Franklin valve gear – one of the most challenging aspects of our project to build a new and improved Gresley class P2 'Mikado'."

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 'P2 for the price of a pint of beer a week' regular donors or covenantors. We will be launching a fundraising campaign specific to the design and manufacture of the valve gear once the suppliers have been appointed."

Photo: No. 2007 3D printing cam boxes. ©WMG/A1SLT

NEW £50,000 FUNDRAISING INITIATIVE LAUNCHED TO HELP COMPLETE BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE



The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that it has launched a The Injectors Club to raise at least £50,000 from 50 supporters each donating £1,000 plus Gift Aid to fund the acquisition and manufacture of the live and exhaust steam injectors for Britain's most powerful steam locomotive.

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 our new Gresley class P2 'Mikado' is moving forward rapidly. The engine has reached the condition where it is recognisably a class P2 and the structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works (DLW). Construction and assembly work continues on all fronts, including boiler, wheelsets, tender, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design. More progress detail can be found at www.p2steam.com.

Our Dedicated Donations scheme has raised over £400,000. The Motion Club has passed its initial target of 175 members and will remain open until the final heavy motion is delivered; The Pony (Truck) Club has already passed its 20 members initial target with 32 members signed up, enabling the funding of certification costs; and The Turbogenerator Club has reached its initial target of 40 members.

The Founders Club had a target of 100 members but thanks to the enthusiasm of our supporters we recruited over 360 members; The Mikado Club reached its extended target of 200 members to fund the wheeling of the engine and tender; and The Cylinder Club reached its initial target of 100 members to fund the redesign phase of the cylinder block.

Altogether this means that over £3.4m has been spent and around £3.9m raised of the estimated £5m 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.

No. 2007 Prince of Wales will require both a live and exhaust steam injector. Using a series of converging and diverging cones, a live steam injector is used to deliver cold water into the boiler against its own pressure, using its boiler steam with no moving parts. The exhaust steam injector is even more complex as it is capable of running on exhaust steam from the cylinders when power is applied or live steam when the regulator is closed. By re-using steam that would otherwise be exhausted through the chimney, it provides a worthwhile saving in coal and water.

In 2017, the Trust was very fortunate to be able to acquire a brand new Davies and Metcalfe Monitor live steam injector – part of a batch of ten manufactured for a consortium of Bulleid 'Pacific' owners – from Merchant Navy class No. 35006 Peninsular & Oriental S. N. Co. based at the Gloucestershire Warwickshire Railway.

The Trust is manufacturing a new Davies and Metcalfe class K exhaust steam injector using patterns borrowed from No. 71000 Duke of Gloucester and also measuring an example borrowed from No. 70000 Britannia. All the interior components have been drawn as 3D CAD models by the Trust's Martin Shepherd whilst David Elliott has completed the 3D modelling of the injector body.

In order to keep on schedule to complete No. 2007 within the next three years, we need to have both injectors ready for installation at Darlington Locomotive Works in 2022. We estimate that the live and exhaust steam injectors will have cost around £50,000 to acquire, manufacture and install. It is therefore our aim is to raise at least



£50,000 with The Injectors Club from 50 supporters each donating £1,000 plus Gift Aid (in up to four payments of £250). Members receive the following special benefits:

- 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
- First choice of components to sponsor as a Dedicated Donation
- Special supporters' day with Tornado
- Exclusive certificate signed by the design team of David Elliott, Daniela Filová and Martin Shepherd
- A limited-edition injectors coaster
- Invitation to a steam test of the new injectors.

Supporters can join The Injectors Club by going to the Trust's new online donations pages at www.p2steam.com/support/the-injectors-club, emailing enquiries@p2steam.com or calling 01325 460163.

David Elliott, Director of P2 Engineering, The A1 Steam Locomotive Trust, added: "We are very grateful for the support of the owners of No. 70000 Britannia, No. 71000 Duke of Gloucester and No. 35006 Peninsular & Oriental

S. N. Co. without whose assistance the manufacture of the exhaust steam injector and the acquisition of the live steam injector would have been far more difficult."

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 The Injectors Club will make a significant contribution to this total. If you would like to see a new Gresley class P2 sooner rather than later, I would encourage potential supporter to get on-board The Injectors Club."

Photo: Cleaned No. 70000 class K exhaust steam injector body and No. 71000 pattern. © A1SLT

Mid Hants Railway

▶ LMS Ivatt Class 2 2-6-2T No. 41312 arrives at Ropley with a 'King Alfred Climber' service on June 23rd. *John Sloane*

▶ Class 14 No. D9551, Class 20 No. D8059 and Schools Class No. 30925 are seen in the yard at Ropley on June 23rd. *John Sloane*

▶ Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 No. 53808 is seen with Class 08 288 at Ropley. *John Sloane*



East Lincs Railway

A4 Pacific No. 60009 'Union Of South Africa' heads towards Rawtenstall with the last northbound weekday service on June 4th.
Gerald Nicholl

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Telford Steam Railway

Class 37 263 is seen at Horsehay on June 13th
whilst working 'The Gronk and Growler' BLS
tour. *Richard Hargreaves*



Ribble Steam Railway

'Courageous' is seen working a service over the swing bridge on June 19th.

John Balaam

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North Yorks Moors Railway

No. 5428 'Bishop Eric Treacy' slogs its way up the bank at Beck Hole on June 17th. The sound of the Black Five could be heard for a good five minutes before it was seen, and then for another five after it disappeared from view.

Jeff Nicholls



North Yorks Moors Railway

Class 37 264 shatters the peace of the Dalby Forest as it departs Levisham on June 17th.
Jeff Nicholls

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GWS Didcot

On May 29th, GWR 0-4-0ST No. 1340, built in 1897 by the Avonside Engine Company of Bristol, is seen in operation. *Keith Hookham*

GWR 2900 4-6-0 Saint Class No. 2999 'Lady of Legend' is seen on May 29th. *Keith Hookham*

GWR Large Prairie No. 4144 on display at Didcot on May 29th. *Keith Hookham*



Statfold Barn Railway

▶ Trangkil No. 4 is a Hunslet locomotive built in 1971 for use on the Trangkil Sugar Mill, Pati, Central Java, now in operation at Statfold.

Keith Hookham

▶ 0-4-0TT loco 'Prince' (on loan from the Ffestiniog Railway) is seen partnered with 0-4-2 Tank loco 'Saccharine' built by John Fowler (Leeds) in 1912 (works No. 13355) on the high line.

Keith Hookham

▶ 'Roger' a Kerr Stuart loco, built in 1918, and originally used at the Imperial Smelting Company, Avonmouth, Bristol. is seen here working the garden railway at Statfold.

Keith Hookham



Woodhead 40 years since closure

July 18th marks the 40th anniversary of the closure of the Woodhead route across the Pennines. On a cold November 30th 1980, a typical view of Reddish depot sees two Class 76s and a Class 40 waiting their next duties.

Lee Stanford

In typical Woodhead weather, Class 76 016 and 76 012 exit Woodhead tunnel on July 17th 1981 with a MGR train for Fiddlers Ferry power station. *Lee Stanford*

Class 76 025 and 76 027 approach Hyde North on June 29th 1981 with an eastbound mixed freight. *Lee Stanford*



Woodhead 40 years since closure

On July 5th 1981 and with only 2 weeks before closure, Class 76 035 and some sister locos are stabled at Rotherwood sidings for the weekend.

Lee Stanford

Godley Junction used to be a busy location as many TransPennine freights changed locos here. On July 14th 1981, Class 76 025 and 76 027 wait for the route before they head east over Woodhead.

Lee Stanford

Class 76 036 passes Godley Junction station (since closed and relocated) with a mixed eastbound freight on July 13th 1981.

Lee Stanford



Woodhead 40 years since closure

▶ One of the Class 504 units used on the Hadfield and Glossop services departs from Guide Bridge bound for Hadfield. *Lee Stanford*

▼ After the route closed many Class 76s were stored at Guide Bridge before being taken away for scrap. Here Class 76024 is seen at the head of a line of withdrawn sister locomotives awaiting their fate. *Lee Stanford*



From the Archives

Class 37 No. 6715 stands in York North
Shed yard on May 22nd 1972.

John Sloane



From the Archives

▶ Gatwick Express Class 460 003 approaches Clapham Junction on August 13th 2010.

John Sloane

▶ The former Class 84 009, converted to load bank loco No. ADB968021, stands at Crewe on August 27th 1995. *John Sloane*

▶ Class 47 550 passes Allscott with 1J33 09:25 Shrewsbury - London Euston service on August 26th 1991. *Keith Davies*



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From the Archives

Class 25 073 ambles into Sheffield
Midland station with a parcels train
on February 27th 1979. *John Sloane*



From the Archives

▶ Res liveried Class 47 776 passes through Chester on March 17th 2004. *John Sloane*

▶ A Gloucester Class 100 DMU is seen stabled at Norwich on July 3rd 1976. *Mark Enderby*

▶ Class 47 513 heads past Kempseye with the 1V03 14:40 Bolton - Bristol TM parcels on September 19th 1992. *Keith Davies*



From the Archives

▶ Class 33 021 passes Mertsham on July 29th 1984. *Mark Enderby*

▶ Class 60 008 rolls through Newport with a steel train on March 15th 2004. *John Sloane*

▶ Class 24 044 is seen at Warrington Bank Quay on December 20th 1975. *Mark Enderby*



From the Archives

▶ Class 37 105 is seen in Ipswich yard with a Ford car train on August 1st 1984. *Mark Enderby*

▶ Class 47 739 'Robin of Templecombe' passes Standish with an empty log train from Chirk to Ribbleshead on August 3rd 2010. *John Sloane*

▶ Class 08 370, 08 517 and 08 176 are seen stabled at Gateshead Depot on February 25th 1976. *Mark Enderby*

