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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 183

Season Greetings to all our readers and contributors. When I look back at 2021, I have to admit that I wouldn't have thought that there would be so many 'heritage' diesels still out and about on the main line, however with the news that GBRf have hired a pair of LSL Class 37s to bolster their fleet, there seems to be no end in sight. I am looking forward to 2022 with the return of a Peak to the main line and who knows a Class 58 perhaps!

In the news this month... Following the COP26 Climate Summit in Glasgow there has been a flurry of activity from train builders and operators regarding cleaner greener trains. One such example is Hitachi Rail, Angel Trains, and TransPennine Express (TPE) who have agreed in principle to retrofit a train with batteries in order to carry out a trial of this clean technology on the TransPennine route in 2022.

Installing battery technology on a Hitachi intercity train will help cut fuel usage and reduce carbon emissions by at least 20 per cent. A successful trial of the technology will unlock the potential for further emission and fuel savings to support industry decarbonisation targets. Once complete, the trial provides a pathway for Hitachi Rail, the train builder and maintainer, and Angel Trains, the train's owner to develop plans to retrofit batteries to the wider fleet. The TPE 'Nova 1' fleet

comprises 19 trains that connects major towns and cities across Northern England and Scotland. The trial will complement the major, multi-billion-pound Transpennine route upgrade currently helping to improve connectivity across the North. The trial will see a diesel engine replaced by batteries to help power a five-carriage train, along with the two remaining engines. The power provided by the batteries will help to reduce the amount of fuel required to operate the train. By using less fuel, the service will cut carbon emissions by at least 20 per cent, with the potential for further savings. The technology benefits passengers by operating solely on battery power when travelling in and out of station areas, cutting noise pollution and helping to improve air quality. While parts of the TPE route are electrified, trains are currently required to use their diesel engines for the majority of the time. Ahead of the completion of full electrification, adding a battery and creating an electric-diesel-battery hybrid, offers a fast and effective means of reducing carbon emissions. Hitachi is committed to becoming a climate change innovator and has been a Principal Sponsor of COP26. The business is a global leader in rail battery technology and in October 2021 celebrated five years since the inaugural run of the DENCHA train, the world's first battery-powered passenger train. Hitachi is also able to draw on the support

of its battery partner – Hyperdrive Innovation. The company is creating and developing battery packs for mass production at Hyperdrive's HYVE facility in Sunderland, the UK's first independent battery pack manufacturing facility.

Peter Wilkinson, Managing Director for Passenger Services at the Department for Transport (DfT), said: "I'm thoroughly delighted to see these battery trains progressing. In a world increasingly vulnerable to climate change, and the environmental and atmospheric impacts of carbon and other forms of pollution, the rail industry must both show leadership and take the lead; waiting for permission simply won't be an acceptable excuse. This project is an exemplar and we are going to need others like it if we are to succeed in creating a future mixed economy of modern, environmentally clean, and safe future rolling stock traction solutions."

Or the editors view is that you could simply electrify more of the network.

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 90 036, with 90 024 leading, waits to depart from the former parcels platform at Preston, heading to Blackpool North, with the ECS for the UK Railtours 'Blackpool Illuminations' tour back to London Euston on November 27th. *Paul Senior*

Front Cover

Class 60 074 'LUKE' in Puma Energy livery, arrives into Peak Forest on November 8th with the 10:08 Arpley sidings to Tunstead empty hoppers.

Barry Longson





With this year's Rail Head Treatment Trains handed over to Class 66s, opportunities to catch Class 37 action around Wakefield are limited, so ROGs Class 37 611 moving TransPennine stock from Gascoigne Wood to Longsight was a welcome visitor as it crosses the River Calder on October 26th. *Tim Saunders*

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Charter Scene West Coast Railtours

Flying Scotsman

On November 27th, fun and games in Cumbria with the windy freezing conditions as 'Flying Scotsman' is re-routed via the WCML to Carlisle instead of the S&C, seen here at Docker.

Shep Woolley



Charter Scene Railway Touring Company

The York Yuletide Express

Jubilee No. 45690 'Leander' approaches Meadowhall hauling the 06:47 Liverpool Lime Street to York tour on December 4th.

Lee Stanford



Charter Scene Railway Touring Company

The Cheshireman

Black 5 No. 44871 arrives into Crewe on November 20th with the 1Z63 London Euston - Chester. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Cheshireman

LNER A1 No. 60163 'Tornado' passes the signals north of Craven Arms with a late running Bristol - Chester charter on November 13th. *Chris Morrison*



Charter Scene Railway Touring Company

The Cheshireman

On November 13th, LNER A1 Class No. 60163 'Tornado' arrives into Shrewsbury working the 1Z51 Bristol Temple Meads - Chester with Class 57 314 on the rear. *Richard Hargreaves*



Charter Scene Intercity

The Jolly Slateman

On November 20th, Class 20 107 and 20 096 along with Class 37 667 on the rear pass Saltney Ferry working 1Z32 Derby-Llandudno Junction - Blaenau Ffestiniog. *Brian Battersby*



Charter Scene Intercity

The Jolly Slateman

On November 20th, Class 20 107 and 20 096 along with Class 37 667 on the rear are seen at Crewworking1Z32Derby-Llandudno Junction - Blaenau Ffestiniog. *Richard Hargreaves*



Charter Scene Intercity

The Jolly Slateman

On November 20th, Class 20s Nos. D8107 and D8096 stand at Blaenau Ffestiniog ready to head to Llandudno with an Intercity raitour from Derby. *Mark Pichowicz*



Charter Scene Intercity

The Jolly Slateman

Class 20s No. D8107 (20 107) and D8096 (20096) power a Derby - Blaenau Ffestiniog and Llandudno charter past City Locks, Chester on November 20th. *Chris Morrison*



Charter Scene Intercity

The Jolly Slateman

Green Class 20s Nos. D8096 (20 096) and D8107 (20 107) head the 16:49 Llandudno - Derby return charter through Colwyn Bay on November 20th. *Chris Morrison*



Class 47 614 and 47 828 are seen working the 1270 Chesterfield to Bath 'The Salisbury and Bath Christmas Statesman' through Andover on November 27th. *Michael Bennett*



Charter Scene Locomotive Services

Private Charter

Class 47 501 'Craftsman' has been missing from the mainline scene for some time but on November 27th it was utilised to haul the 12:05 Manchester Piccadilly to London St. Pancras private charter and is seen passing Heaton Chapel shortly after commencing its journey.

Lee Stanford



Charter Scene Railway Touring Company

The Lincoln Christmas Express

The welcome return of Lincoln Christmas Market, and the steam charter that goes with it! Black 5 No. 44871 storms through Metheringham working 1Z46 London King's Cross - Lincoln with Class 47 802 on the rear. *Steve Thompson*



Charter Scene Pathfinder Tours

The Christmas White Rose Express

GBRf liveried Class 50 007 (running as 50 034) and 50 049 pass Meadowhall on December 4th with the 05:50 Cardiff to Newcastle. At this stage the tour was running 44 minutes late following earlier problems, but this became a 108 minute late arrival into Newcastle after the train was diverted away from the ECML at Doncaster. *Lee Stanford*



Charter Scene Vintage Trains

Welsh Marches Express

On November 13th, LMS No. 6233 'Duchess of Sutherland' heads through Wellington working the 1Z49 Tyseley Warwick Road - Hereford, with Class 47 773 on the rear. *Richard Hargreaves*



Charter Scene Steam Dreams

London Victoria to Bath at Christmas

Black 5 No. 44871 replaced 'Tornado' on November 30th with the 12 coach Steam Dreams Christmas special from London Victoria to Bath, assisted by 47 802 at the rear, passing Wyke just east of Andover. *David Lindsell*



Charter Scene Saphos Tours

Buxton Spa Express

The Buxton Spa Express seen at Hyde North on September 29th, with 'Royal Scot' pulling away round the curve after the reversal at Guide Bridge sidings. Class 47 828 was on the rear. *Bryan Roberts*



Charter Scene Railway Touring Company

York Yule-Tide Express

On November 27th, LMS No. 6233 'Duchess of Sutherland' speeds through Ilkeston with the return working of the York Yule-Tide Express.

Mark Pichowicz



Charter Scene Railway Touring Company

The Gloucester Christmas Market and Cardiff

LMS No. 6233 'Duchess of Sutherland' with Class 57 316 on the rear, is seen arriving at Swindon on November 23rd with 1Z30 London Victoria - Cardiff Central. *Colin Pidgeon*



Charter Scene Railway Touring Company

The Gloucester Christmas Market and Cardiff

LMS No. 6233 'Duchess of Sutherland' is seen arriving at Kemble on November 23rd with 1Z30 London Victoria - Cardiff Central. Ken Mumford



Charter Scene Pathfinder Tours

The Northern Star

On November 20th, Class 67013 passes Ashbury crossing working the 1Z16 Eastleigh - Leeds.
Andrew Jenkins



The 'Double Scotch' raitour from Crewe to Edinburgh on November 13th sees the immaculate pair of Class 40s Nos. D345 and D213 on full power approaching Acton Grange Junction following an earlier unscheduled stop owing to a trespass incident.

Lee Stanford



On November 13th, Class 40's Nos. D345 and D213 working the 1Z31 restart their train at Moore having been checked due to a trespasser on the line. *Mark Enderby*



The Double Scotch

English Electric Class 40s Nos. D345 and D213 'Andania', lay a smoke screen over Winwick Quay, as they power north with 08:30 Crewe to Edinburgh on November 13th. *Paul Senior*

English Electric Class 40s Nos. D213 'Andania' with D345 fill the air with diesel smoke as they wait to depart Wigan NorthWestern with the return 17:03 Edinburgh to Crewe on November 13th. *Paul Senior*

The Class 40 Preservation Society's/LSL 'DoubleScotch' railtour thunders north through Winwick on a misty November 13th with Class 40 No. D345 leading D213 with Class 47 828 on the rear of the train. *Jeff Nicholls*



Class 40s Nos. D345 and D213 are seen near Boars Head with a Crewe to Edinburgh charter on November 13th with Class 47 828 on the rear. *John Sloane*



Charter Scene UK Railtours

Blackpool Illuminations

Class 90 024 (with 90 036 at the rear) passes Charnock Richard with a London Euston to Blackpool excursion on November 27th.
John Sloane



Charter Scene ECS and Light Engine Movements

'Duchess of Sutherland' comes to a stand on platform 15 at Reading on November 22nd whilst running as 5Z34 Tyseley Steam Trust to Southall Wcr in preparation for 'The Gloucester Christmas Market and Cardiff; raitour courtesy of The Railway Touring Company on the following day. *Tom Blanpain*



Charter Scene

ECS and Light Engine Moves

▶ On November 17th, West Coast's Class 57 316 leads Black 5 No. 44781 through Stafford with empty coaching stock as 5Z71 Carnforth - Southall. *Michael Lynam*

▶ On November 10th, SR BoB Class No. 34067 'Tangmere' and West Coast's Class 37 518 pass through Pleasington on a test run from Carnforth - Carnforth via Hellifield, Blackburn and Preston. *Michael Lynam*

▶ Class 57 601 is seen at Liverpool Lime St. on November 6th with the 5Z38 ECS working for a tour to Arnside. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

On November 10th, SR Battle of Britain Class No. 34067 'Tangmere' works 5M50 passed the site of the old Borwick Station during it's second loaded test run. *Shep Woolley*

SR BoB Class No. 34067 'Tangmere' and Class 37 518 pass through Lostock Hall on November 11th with a test working from Carnforth. *John Sloane*

Black 5 No. 45231 heads through Wellington on November 16th with a Crewe - Crewe test run. *Richard Hargreaves*



Charter Scene

ECS and Light Engine Moves

West Coast's Class 57 314 heads north through Stafford on November 17th with empty coaching stock from Southall - Carnforth.

Michael Lynam

Locomotive Services' Midland Pullman power car No. 43045 and Class 08 483 are seen at Crewe depot on November 17th.

Michael Lynam

SR Battle of Britain Class No. 34067 'Tangmere' and Class 37 518 are seen on the Carnforth to Carnforth circuit test run at Hellfield on November 10th.

Eddie Emmott



Charter Scene

ECS and Light Engine Moves

▶ Midland Pullman with regular power cars Nos. 43046 and 43055 pass Acton Bridge on November 7th with a Barrow - Crewe ECS working. *Brian Battersby*

▶ InterCity swallow liveried HST power car No. 43049 is seen stabled at Crewe on November 13th. *Barry Longson*

▶ Class 20 096 and 20 107 along with 37 688 pass Waverton on November 18th with a Crewe - Chester - Crewe test run. *Brian Battersby*





Heroic Avanti West Coast employee honoured by Prime Minister

An Avanti West Coast employee who sat for hours talking to a woman contemplating suicide has been honoured by the Prime Minister.

In a surprise visit to Warrington Bank Quay Station, Boris Johnson handed a “Heart of Gold” award to Jennifer Birdsall, a Customer Service Assistant who has helped save the lives of multiple vulnerable individuals in her career.

The Prime Minister, alongside Secretary of State for Transport, the Rt Hon Grant Shapps MP, presented Jennifer with her award, taking time to talk about her role at the station before jumping on an Avanti West Coast service for Wolverhampton.

As well as helping vulnerable people, Jennifer has built an army of fans at Warrington where she is known for

making cups of tea and coffee for train enthusiasts and working with local volunteers to arrange station plant displays.

She was expecting to receive the award, under the “Going the Extra Mile” category from the Railway Benefit Fund after colleagues at the station nominated her but was not expecting to receive it in person from the Prime Minister, who stopped at Warrington during a tour of stations in the North.

Talking after receiving the award, Jennifer said: “I’m a bit overwhelmed I have to say. Never did I expect to win anything. I’m just doing my job. The Railway Benefit Fund do such great work, so it means a lot to be recognised by them. But the award is a much for me as it is for the wonderful team we have at Bank Quay. We’re all part of the railway family and to have the Prime Minister and

Secretary of State visit was extra special.”

The Heart of Gold Awards are organised by the Railway Benefit Fund, a charity that supports current and former railway employees, and are designed to celebrate the efforts of people working in the rail industry.

Claire Houghton, CEO of the Railway Benefit Fund, said: “RBF are delighted to present our Going the Extra Mile Award to Jennifer. We were so moved by her nomination which demonstrated her incredible kindness and dedication to her colleagues and customers. Congratulations Jennifer and keep up the good work!”

Jennifer was also praised by Pete Waterman, the pop impresario and President of RBF who uses Warrington Bank Quay regularly. “The Going the Extra Mile Award couldn’t go to a more deserving individual; I see Jenny

regularly when I travel from Warrington Bank Quay, and she is always so warm and friendly. Jenny truly has a Heart of Gold,” he said.

Jennifer added that she was honoured to receive the award on behalf of her colleagues at the station. “To win the Heart of Gold Award is truly amazing and I’m proud to receive it on behalf of all my colleagues at Warrington Bank Quay. We’re a close-knit team, who are proud to serve Warrington and want to make a difference in the community.”

Avanti West Coast

On November 8th, Class 390 121 speeds through Stafford with a service to London Euston.
Richard Hargreaves



Wigan North Western Station celebrates town's rich heritage with unique mural

A bespoke mural celebrating the heritage of the local area has been unveiled at Wigan North Western station. The large-scale artwork is a special representation of the town and has been created by a local artist as part of a project by South East Lancashire Community Rail Partnership.

Funded through Avanti West Coast's Station Community Fund, the mural project aimed to transform the station's underpass with a memorable feature – providing a welcoming gateway for everyone travelling to or from Wigan North Western by train.

Featuring words and phrases from the Wiganese dialect – a key characteristic of the town's warm and spirited community – the artwork is decorated with a part of Wigan's heritage or reflects those who have contributed to the artwork.

The A-to-Z mural design gives a vibrant introduction to Wigan – from the local delicacy (Wigan Kebab), and the town's landmarks, as well as the local language Wiganers use in everyday conversations. It also offers the community an opportunity to rediscover their heritage.

Words and phrases were nominated by the community through workshops supported by organisations, including Wigan Youth Zone; social media; and purpose-made post-boxes hosted by independent businesses.

Lettering artist, Jess Riley, then used these as the basis of the artwork to capture the culture, personality, and rich industrial and social heritage of Wigan. QR codes displayed on the mural offer more information about the words, phrases and people behind the artwork once scanned.

Kerry Riley, Customer Experience Manager at Avanti West Coast, said: "We're proud to have played our part in the mural project and join local people to celebrate Wigan, as we want to champion the places and communities we serve. This unique artwork captures the vibrant, friendly spirit of the community – providing a warm welcome to people travelling to or from Wigan North Western by train. We're sure it will bring a smile to the faces of our customers, local community and the Avanti West Coast team for many years to come."

Dr Steph Dermott, Community Rail Development Officer at Wigan Community Rail, said: "It has been an amazing process to project manage and watch this mural come to life over the past few months. We hope it will give the local community great pride in their language and culture and give railway travellers a real taste of Wiganese!"

Speaking about her involvement in the art mural, Jess Riley, said: "Through this mural project with South East Lancashire Community Rail Partnership, we're celebrating the unique Wigan dialect, known as 'Wiganese', and the iconic elements of our town. It has been great to work with the community to discover their favourite Wigan words, as well as other things that people love about the town, such as local landmarks of past and present, and combine these ideas in the mural itself."



Avanti West Coast

▶ On November 4th, consecutive numbered Voyagers Class 221 105 and 221 106 form the 08:54 Edinburgh Waverley to London Euston, seen passing Winwick in full sun. *Barry Longson*

▶ The colourful Pride liveried Pendolino, Class 390 119 speeds through Bramhall with the 11:16 Manchester Piccadilly to London Euston service on November 21st. *Lee Stanford*

▶ Class 390 128 passes Charnock Richard with a Glasgow to London Euston service on November 12th. *John Sloane*



Avanti West Coast

▶ A pair of Cross Country Voyagers led by Class 220 021 approach Bramhall working the 11:27 Manchester Piccadilly to Reading service on November 21st. *Lee Stanford*

▶ Pendolino Class 390 002 catches the sun as it rounds the curve at Cheadle Hulme with the 09:20 London Euston to Manchester Piccadilly on November 19th. *Barry Longson*

▶ Class 390 121 stands at Crewe whilst working 9M51 the 10:19 Preston to London Euston service on November 6th. *Derek Elston*



Colas Rail

▶ Class 70 801 passes Preston Boats with 6C37 10:30 Chirk Kronospan - Carlisle Yard on November 7th. *Keith Davies*

▶ Class 56 113 passes Balshaw Lane Junction on November 21st with a Pinnox branch to Carlisle empty spoil train. *John Sloane*

▶ Class 66 849 'Wylam Billy' is seen passing the station improvement works at Kidsgrove, after running round its train of spoil at Alsager. The working on October 19th was from Stapleford CE Sidings to Pinnox branch ESSO Sidings. *Bryan Roberts*



Colas Rail

On November 17th, Class 56 302 arrives at Stafford to run round its engineers train working from Pinnox Sidings - Crewe Basford Hall. *Michael Lynam*

Class 70 801 pass Acton Bridge on November 7th with a Chirk - Carlisle empties working. *Brian Battersby*

On November 24th, Class 56 302 is seen at Stafford with the Pinnox spoil train. *Richard Hargreaves*



Colas Rail

▶ On November 21st, Class 56 113 catches the sun as it passes Moore working the 4C32 Pinnox - Carlisle. *Mark Enderby*

▶ Class 56 113 passes Coppull with a Carlisle to Pinnox branch spoil train on November 8th. *John Sloane*

▶ Class 70 801 and 70 808 run light engine through Stafford on November 24th working 0Z98 10:45 Crewe Basford Hall SSM to Bescot Up Engineers Sidings. *Richard Hargreaves*



Colas Rail

On December 1st, Class 56 113 is seen at Crewe with a Pinnox to Carlisle working. *Mark Enderby*

Class 70 810 and 56 113 head through Crewe on November 26th with a Carlisle - Pinnox working. *Mark Enderby*





DB Cargo

▶ The 06:59 Mossend to Daventry, unusually diesel hauled by Class 66 172 in lieu of a pair of DB Class 90s, passes Winwick Junction on November 22nd. *Lee Stanford*

▶ Class 60 015 passes through Hellfield working a New Biggin British Gypsum - Tees Docks BSC rake of empty Gypsum wagons. *Michael Lynam*

▶ Class 66 051 in Maritime livery opens up passing through Doncaster on November 7th working a Wakefield - Felixstowe intermodal. *Michael Lynam*



DB Cargo

▶ Class 66 012 slowly passes Mauldeth Road on an amber signal, while in charge of the well loaded 13:15 Trafford Park to London Gateway on November 3rd. *Barry Longson*

▶ On November 8th, Class 66 034 on 6K23 Santon FOT - Immingham BT iron ore empties is seen on Appleby Bank. *Steve Thompson*

▶ Class 66 161 heads through Orrell with a Wilton to Knowsley empty binliner service on November 4th. *John Sloane*



DB Cargo

▶ On November 8th, Class 66 054 drifts downhill on 4C73 Scunthorpe CP - Immingham BT coal empties. *Steve Thompson*

▶ Class 90 036 and 90 020 head through Acton Bridge with a Mossend - Daventry working on October 14th. *Brian Battersby*

▶ Class 66 069 passes Coppull Moor on November 17th with the Seaforth to Mossend intermodal. *John Sloane*



DB Cargo

▶ Still in the old EWS livery, Class 66 120 powers hard up the steep gradient from Wigan, approaching Pemberton station, rich in Autumn colours, with the 05:40 Wilton to Knowsley refuse train, on November 9th. *Paul Senior*

▶ Class 66 078 runs light engine through Crewe on November 20th. *Richard Hargreaves*

▶ Class 66 004 passes Upton Forge on November 4th with an Arpley - Donnington RFT move. *Keith Davies*



A service that switched to diesel power for a short period, due to the cost of electricity, was the Mossend to Daventry service, seen here back in the hands of Class 90 029 and 90 028 on December 2nd, passing Winwick. *Barry Longson*



DB Cargo UK launches major new campaign to encourage modal shift from road to rail

‘Freight belongs on rail!’ is the message DB Cargo UK plans to take to the heart of Government as part of a major new campaign launched. The UK’s largest rail freight company is teaming up with some of Britain’s biggest businesses to lobby the UK Government to set a legally-binding target for future modal shift – the switching of transportation from road to rail – and encourage other businesses to follow their lead.

The campaign was launched to rail industry stakeholders at the official opening of DB Cargo UK’s new £7m rail freight terminal in Cricklewood, North London, which is supporting some of the country’s biggest infrastructure projects like HS2 and the ongoing regeneration of Brent Cross.

Every year the new terminal will handle the import and export of 1.5 million tonnes of aggregates and construction spoil that would otherwise be transported by road.

With the average train carrying the equivalent of 76 HGVs and generating around 75% less harmful carbon emissions, the company claims it is a shining example of why the Government should redouble its efforts to encourage greater use of rail freight.

DB Cargo UK CEO Andrea Rossi said: “Freight belongs on rail. The more goods and materials we can get off the road and onto rail will reduce congestion, significantly cut carbon emissions and improve air quality – some of the UK’s Government’s key objectives in its drive to achieve net zero carbon emissions by 2050. With the recent publication of the Williams-Schapps Plan for Rail and the well-documented challenges currently being faced by road hauliers, there has never been a better time for Government to promote rail freight as the way forward. Setting down in legislation a legally-binding target for UK modal shift, like has already been done in Scotland, will provide the confidence and certainty needed to unlock sustained investment in rail freight

going forward.”

“It will also drive greater ownership and accountability, as well as encouraging greater collaboration and innovation - behaviours we have already seen from rail freight operators and their customers following the UK Government’s publication of its target for decarbonisation,” he added.

As part of DB Cargo UK’s ‘Freight belongs on rail’ campaign, the company is asking its existing customers, including some of Britain’s biggest businesses, to lobby Prime Minister Boris Johnson urging him to act.

“Some of Britain’s best known construction companies, supermarkets, steel manufacturers and car makers are already enjoying the economic and environmental benefits of using rail freight and we will be working closely with them in the months to come to carry the message to other businesses who would benefit from

changing their existing transport strategies,” said Mr Rossi.

“It will, however, take a collaborative effort by all stakeholders involved – Government, regulators, the rail companies, industry bodies and customers - to deliver the policies and reforms necessary to unlock rail freight’s true potential,” he added.

Andy Bagnall, Director General at the Rail Delivery Group, said: “Moving more freight by rail helps businesses deliver, frees up space on congested roads and prevents unnecessary carbon emissions, supporting a clean, green economic recovery from the pandemic. Now is the time for government to build on these benefits – an ambitious rail freight growth target will unleash further private sector investment to improve connectivity and deliver economic and environmentally-friendly benefits,” he added.

DB Cargo

▶ Class 66 161 is seen shortly after passing Smithy Bridge station with the 05:40 Wilton to Knowsley empty waste containers on November 4th.
Lee Stanford

▶ Class 66 007 is seen at Bayston Hill on November 17th with the 6V75 09:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

▶ Class 67 007 passes through Doncaster on November 4th with an engineers train from York Engineers Yard - Doncaster Up Decoy
Michael Lynam



DB Cargo

On November 13th, Class 66 200 and 66 075 head through Shrewsbury with a Dee Marsh - Margam steel working. *Richard Hargreaves*

Class 66 139 is seen shortly after passing Winwick Junction on November 22nd with the 10:47 Knowsley to Wilton waste train. *Lee Stanford*

On November 11th, Class 66 118 passes through Warrington Bank Quay working a Mossend - Daventry intermodal. *Michael Lynam*



DB Cargo

▶ Class 60 010 passes Hampstead Marshall with the Theale to Robeston oil empties on November 17th. *Michael Bennett*

▶ On December 1st, Class 66 109 is seen stabled in north bay at Warrington Bank Quay. *Mark Enderby*

▶ Class 60074 working the 6H02 Arpley-Tunstead passes Moore on November 23rd. *Mark Enderby*



On November 4th, Class 66 165 passes
Kempseye with 6V75 09:39 Dee Marsh
Reception Sidings - Margam TC.
Keith Davies



University of Huddersfield and DB Cargo UK announce new research and innovation collaboration

The University of Huddersfield and DB Cargo UK have announced a new, framework research and innovation collaboration, deepening the relationship between the two organisations.

This collaboration will allow the University of Huddersfield and DB Cargo UK to advance the industrial application of fundamental research and innovation, through the utilisation of the University's R&D capabilities in rail.

The first stage of this collaboration will see the Institute of Railway Research (IRR) join with DB Cargo UK to deliver a pipeline of innovation for the rail freight industry, supported by the IRR's latest project, the ERDF

LCR Smart Rolling Stock Maintenance Research Facility (SRSMRF). The collaboration will focus on research to improve the efficiency of freight wagon and locomotive maintenance by working with the SRSMRF's Research Fellows and a range of industry partners across the rail supply chain.

The collaboration was established by the University of Huddersfield's Professor Paul Allen and DB Cargo UK's Chief Transformation and Digitalisation Officer, Marie Hill.

Professor Allen says: "DB Cargo UK has made an enormous investment in the future of the UK's freight railways and we are delighted to be collaborating with it in bringing the world-class expertise of IRR to support this mission."

Professor Gareth Tucker, SRSMRF Principal Investigator, says: "We are looking forward to working with DB Cargo to identify methods to improve the efficiency and effectiveness of wagon and locomotive maintenance using our facilities and expertise in robotics and automation, remote condition monitoring and operations management".

Marie Hill says: "We are proud to be deepening our relationship with the University of Huddersfield, which since the launch of UKRRIN (UK Rail Research Innovation Network) has gone from strength to strength"

Professor Allen says: "This collaboration is the beginning of a long-term alliance with DB Cargo UK, strengthening the connections between academia and industry and producing products and services that will be of real benefit to the industry as a whole."

DB
Cargo

Class 66 172 approaches Slaithwaite on October 26th with the 6E26 Knowsley to Wilton binliner.
Steve Chapman



DB Cargo

▶ On December 2nd, Class 90 028 and 90 029 are seen at Warrington Bank Quay with the 4S47 having a crew change in platform 4 due to failure of a Pendolino working the 1S06 service in platform 3. *Mark Enderby*

▶ On November 16th, Class 66 021 heads through Swindon station with a rake of box wagons. *Ken Mumford*

▶ Class 66 007 passes Kempseye on November 3rd with 6V75 09:39 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



DB Cargo

▶ Class 66 110 passes through Eastleigh on November 5th with a Morris Cowley to Southampton Docks working. *Michael Bennett*

▶ Class 66 076 passes Euxton with a Seaforth to Mossend working on November 25th. *John Sloane*

▶ On November 17th, Class 66 078 passes through Stafford with a Trafford Park - Southampton intermodal working. *Michel Lynam*



DB Cargo

Class 66 076 approaches Crowle on October 22nd while working 4R50 Drax to Immingham Biomass empties. *Steve Chapman*





DC Rail Freight

Class 56091 awaits coupling to its train of barrier vehicles in Crewe station on November 22nd, while working the 14:19 Leicester LIP to Crewe Down Sidings. *Barry Longson*



DC Rail Freight

Class 60 028 leads the 6Z42 08:12
Chaddesden Sidings to Wembley
Receptions 1-7 through Northampton
on November 16th. *Derek Elston*



9/11

Direct Rail Services

▶ Class 88 005 working the 4M27 Mossend - Daventry passes Daresbury on November 25th. *Mark Enderby*

▶ Class 88 001 passes through Warrington Bank Quay on November 11th on driver training duties from Preston - Crewe. *Michael Lynam*

▶ Class 88 003 'Genesis' running light engine to Crewe, heads through Euxton on November 25th. *John Sloane*



Direct Rail Services

▶ Class 88 005 heads through Stafford on November 24th with the 05:46 Mossend Down Yard to Daventry International Rail Freight Terminal. *Richard Hargreaves*

▶ Class 66 433 and 37 218 pass Euxton on November 25th with the 6K05 engineers train from Carlisle to Crewe. *John Sloane*

▶ Class 66 424 working the 6F76 11:58 Crewe Basford Hall SSM to Cliffe Hill Stud Farm Quarry heads through Stafford on November 24th. *Richard Hargreaves*



Direct Rail Services

Class 37 716 sits in the headshunt at Peak Forest, awaiting its next turn of duty on November 8th. *Barry Longson*



Direct Rail Services

A DRS convoy sees Class 68 017 leading 37 059 and 66 421 as they depart from Crewe on November 5th with the 14:26 Crewe Gresty Bridge to Willesden Brent light engine move.
Lee Stanford



The futures bright, the futures green

Nuclear Transport Solutions' rail division has launched a new locomotive design at this year's Low Carbon Logistics event in Mossend, Scotland. As part of the programme for COP26, Low Carbon Logistics was developed to celebrate innovation in the rail freight sector and showcase its environmental benefits. The UN Climate Change Conference of the Parties (COP26) brings governments, experts and scientists together to accelerate action towards the goals of the Paris Agreement and the UN Framework Convention on Climate Change.

The new green design for Direct Rail Services' 68 006 showcases the superb environmental benefits of rail freight and how a diesel locomotive is able to significantly reduce its carbon emissions when using HVO fuel. Hydrotreated Vegetable Oil (HVO), is a direct replacement for traditional diesel and is one of the cleanest fuels on the market. Supplied by Crown Oil, this second-generation, synthetic, advanced renewable diesel alternative eliminates up to 90 per cent of the carbon (CO₂e) and significantly reduces nitrogen oxide (NO_x), particulate matter (PM) and carbon monoxide (CO) emissions.

Seth Kybird, NTS CEO, said: "We're launching this new livery as a real visual reminder that rail is the most environmentally friendly way to transport goods and using this fuel its carbon dioxide figures are amazingly low. Rail is already 76 per cent less polluting than road and if successful this trial will show that using this type of fuel rail can play a huge part in the UK in achieving net carbon zero. We already have our excellent Class 88 bi-mode electric locomotives but this fuel could provide an alternative where the overhead electric wires are not available, which opens up 62 per cent of the network to extremely low CO₂ freight."

The locomotive also has a new name – Pride of the North as a tribute to all of DRS's work in Scotland and northern England, where it will spend much of its life. Nuclear Transport Solutions (NTS), a subsidiary of the Nuclear Decommissioning Authority (NDA), is currently running a trial of the fuel using traditional Class 66s and now also in this special Class 68 – the UK's most advanced diesel locomotive – to showcase the steps it is taking to towards achieving Net Carbon Zero. In the groundbreaking six-week trial the trains will travel



across Scotland from Inverness to Mossend delivering vital supermarket goods, travelling the 340-mile round trip, with hugely reduced carbon dioxide emissions. They will travel over 12,000 miles, delivering over 1,440 containers in the trial's duration.

Steve Hardy, Director of Environment for the NDA, said: "This trial of a diesel replacement has the potential for a very large reduction in carbon footprint and is an important part of our carbon reduction plans. It's extremely exciting, and the learning from the trial will be shared with all our other business in the NDA group. These trials, which may lead to different ways of working, are vital as part of our route to carbon net zero."

Seth went on to say: "In the trial we estimate a saving of over 284,203 kg CO₂e when compared to diesel fuel. This

is a significant saving and represents a huge step towards net carbon zero rail freight using existing locomotives. This could revolutionise how we operate and ensure DRS is at the forefront of environmentally friendly transport, completing the cycle of low carbon electricity when transporting spent nuclear fuel, or ensuring supermarket goods are transported with minimal carbon emissions."

Rail Minister Chris Heaton-Harris added: "This is what building back greener is all about, boosting British business while cutting carbon. "Rail is one of the most eco-friendly ways to transport goods and this trial helps make it even cleaner, helping us hit our net zero targets on transport."

Direct Rail Services

▶ Class 57 308 'Jamie Ferguson' is seen stabled at Carlisle on November 11th. *John Balaam*

▶ Class 88 009 and 68 002 working the 6K73 Sellafield - Crewe pass Moore on November 12th. *Mark Enderby*

▶ Class 68 007 leads a convoy of locos heading from Crewe - Kingmoor through Acton Bridge on October 14th. *Brian Battersby*



Direct Rail Services

Now in DRS livery on long term loan, DB Class 66 122 passes Winwick on November 8th, working a STP 04:00 Arnside to Crewe Basford Hall rail delivery train. *Barry Longson*



Direct Rail Services

Class 68 016 and 88 002 pass Acton Bridge on November 6th with a Sellafield - Crewe flask working. *Brian Battersby*



East Midlands Railway

▶ Running 10 minutes late, Class 222 011 hammers through Market Harborough with 1F15 08:02 London St. Pancras International to Sheffield service on November 27th. *Derek Elston*

▶ Class 222 016 makes it's call at Market Harborough working the 1D16 08:05 London St. Pancras International to Nottingham service on a wet November 27th. *Derek Elston*

▶ On November 11th, a pair of EMR Regional Class 158s with 158 846 leading, depart Stockport working a Norwich - Liverpool Lime Street service. *Michael Lynam*



Freightliner

▶ Class 59 205 and 59 202 passes Crofton with the Acton to Merehead empties on November 15th. *Michael Bennett*

▶ Class 66 510 trundles through Northampton on November 16th working the 4049 09:31 Crewe Basford Hall S.S.M. to Southampton M.C.T. liner. *Derek Elston*

▶ On November 17th, Class 66 547 heads through Stafford with a Seaforth CT - Hams Hall Parsec liner. *Michael Lynam*



Freightliner

Class 66 414 and 66 955 are seen passing through Eastleigh on November 5th with an Eastleigh to Maritime light engine move.

Michael Bennett

Class 66544 yings its way through Northampton on November 17th working 0Z3211:43 Daventry Int Rft Reception Fl to Wembley Receptions 1-7 route learner.

Derek Elston

Class 66 587 'As ONE we can' eases through Northampton with 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. on November 16th.

Derek Elston



Freightliner

▶ Class 59 103 with the Whatley to Dagenham stone is seen on Crofton Curve on November 15th. *Michael Bennett*

▶ Class 66 554 and 66 568 pass Acton Bridge on November 6th with a Garston - Crewe liner. *Brian Battersby*

▶ Class 66 590 speeds through Swindon on a dull November 12th. *Ken Mumford*



Class 59 203 with the Allington to Whatley empties is seen in the late sun at Crofton on November 15th.
Michael Bennett



▶ Class 59 206 on the Acton to Merehead empties is seen at Hampstead Marshall on November 17th. *Michael Bennett*

▶ Class 59 104 rounds Crofton Curve in the sunshine with an unknown working in the sun on November 23rd. *Michael Bennett*

▶ Class 70 004 heads past Acton Bridge on November 9th with a Runcorn - Bredbury bin train. *Brian Battersby*



Freightliner

Class 66 604 is seen on Crofton Curve with a Merehead to Theale working on November 23rd. *Michael Bennett*

Class 66 604 approaches Eastleigh on October 20th with a Southampton Up Yard to Whatley working. *John Sloane*

Class 90 004 resplendent in it's new Freightliner livery passes through Northampton running as 0H90 the 13:50 Wolverton Centre Sidings to Crewe Bas Hall S.S.M. on November 17th. *Derek Elston*



Class 59004 is seen at Hungerford on November 23rd with the 7A09 Merehead to Acton.

Michael Bennett

On November 17th, Class 66518 passes through Stafford on the down fast heading a Felixstowe - Trafford Park liner.

Michael Lynam

Class 66 590 leads the 4L46 12:16 Lawley Street F.L.T. to London Gateway liner through Northampton on November 17th.

Derek Elston



Freightliner

▶ Class 66 514 on a Whatley to Banbury Road stone train passes through Hungerford in the dull on November 23rd. Typically it was beautiful sunshine two miles away!

Michael Bennett

▶ Class 59 104 with an empty stone train heads under Marston footbridge on November 17th.

Ken Mumford

▶ Class 90 011 'East Anglian Daily Times, Suffolk & Proud' passing through Northampton as it heads for a repaint running as 0H89 09:58 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings. *Derek Elston*



Freightliner

Class 90 008 and 90 048 speed through Rugeley Trent Valley on November 22nd with the 10:15 Trafford Park to Felixstowe North.
Barry Longson





Freightliner accelerates progress towards Net Zero with low emission fuel

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W) and a leading UK rail freight operator, is supporting the development of Gd45 powered by Shell GTL Fuel, a new lower emission fuel, and will be the first to use the product for operational trials on some of its diesel-powered services in support of their commitment to enhancing the environmental benefits of rail-freight transportation.

This new, cleaner fuel solution designed by GBF, the UK's leading provider of Hydrogenated Vegetable Oil (HVO) and Shell, tackles GHG (greenhouse gases) and particulate emissions in the rail and road freight industry. Gd45 Powered by Shell GTL Fuel consists of 55% Shell GTL (gas to liquids) Fuel and 45% Gd+ HVO.

Freightliner has been extensively trialling the fuel on some of its services over recent months in partnership with GBF and Shell. Data collected from the testing shows significant emissions reductions in diesel engines of 84% methane, 14% NOx and 18% ultra fine particulates when compared to regular diesel. There was no performance impact or loss of horsepower.

The substantial carbon and air quality benefits show that this will be an important transitional fuel on the journey to net zero by 2050. Transitioning across to Gd45 powered by Shell GTL Fuel for diesel services would lower Freightliner's CO2e emissions by 50%, equivalent to 91,740mt every year. GBF is a UK Business Climate Leader and the first HVO supplier to be approved by Zemo's Renewable Fuels Assurance Scheme.

Magnus Hammick, Chief Operating Officer at GBF, comments: "GBF has been delighted to be fully engaged with the Freightliner team to show the empirical benefits of advanced fuels. The current energy crisis shows both the resilience of industry to innovate other ways to hit their net zero goals, and the value of drop in alternative fuels on the road to decarbonising rail. We're happy to see great strides have been made, but the recent hikes in energy prices and the fact the UK National Grid is still in the process of cutting its emissions, shows that we still have a way to travel to achieve these long term goals. The rail networks deliver the lowest carbon solution for bulk freight movement when running on Gd45 powered by Shell GTL Fuel. Gd45 Powered by Shell GTL Fuel

is a bridging technology that supports the emissions reductions of legacy fleets in the interim period between now and net zero. It's a way to make an immediate difference today."

Tim Shakerley, Managing Director, Rail at Freightliner, comments: "With COP26 focusing global attention on the importance of climate change, Freightliner is committed to and at the forefront of a number of energy saving initiatives aimed at reducing their carbon footprint even further. Rail is already the most carbon efficient mode for transporting freight around Great Britain, and growing volumes using alternative fuels will be crucial to support the decarbonisation of the UK economy. The journey to net zero 2050 will require a range of different technologies and fuels, and we are delighted to have supported the development of this transitional fuel. The emissions reductions are exceptional, with average reduced CO2e emissions of 43%, a reduction in NOx of 14% and 18% fewer ultra fine particulates compared to conventional diesel, demonstrating the strong carbon and air quality benefits of this fuel. Working closely with GBF and Shell, the trials show that this fuel offers

significant environmental gains, with no performance impact or loss of horsepower. We are delighted that Freightliner will continue operational trials of the Gd45 Powered by Shell GTL Fuel across a number of our services."

Renee Power at Shell, GM – Global GTL Market Development comments: "Working closely with GBF, we have developed Gd45 Powered by Shell GTL Fuel, a lower carbon, cleaner fuel to help the hard to abate sectors like the rail and road freight industry, take the first step on their decarbonisation journey today."

Freightliner

On November 24th, Class 66 603 shunts its train, the 05:06 from Tunstead Sidings, around Northampton Castle Yard to allow it to be unloaded. *Derek Elston*



▶ Class 60 087 glides past the assembled gallery at Winwick on November 8th, working the 11:15 Liverpool BT to Drax power station Biomass. *Barry Longson*

▶ On November 3rd, no prize for guessing what diagram this GBRf Class 66 had been working, as 66 706 passes through Hellifield with a rake of empty aggregate wagons from Doncaster Down Decoy - Arcow Quarry. *Michael Lynam*

▶ On November 17th, Class 66 792 passes through Stafford with an aggregates train from Hindlow - Small Heath. *Michael Lynam*



On November 29th, the 6039 Westbury to Eastleigh engineers passes through Dunbridge with Class 66 721 leading 66 751, 66 725 and 66 798, running one hour late. *Michael Bennett*





GB Railfreight has named a Class 92 electric locomotive 'Billy Stirling' during a ceremony at Mossend International Railfreight Park (MIRP) as part of COP26 in Glasgow.

GB Railfreight has named a Class 92 electric locomotive 'Billy Stirling' during a ceremony at Mossend International Railfreight Park (MIRP) as part of COP26 in Glasgow.

Located next to the electrified West Coast Main Line, MIRP is Scotland's largest international multi-modal rail freight park and welcomes up to 16 trains per day. At peak operation, the rail freight park has the capacity to save over 200,000 tonnes of carbon per year, supporting a transition to a zero-carbon economy. The naming ceremony formed part of the 'Let's Talk about Rail Freight' day at the Low Carbon Logistics event, developed to support the UK and Scottish Governments' vision for a zero-carbon supply chain at COP26 and was unveiled by Billy Stirling's daughter, Julie Corr.

Low Carbon Logistics was a three-day event committed to raising the profile and awareness of low carbon transition in the rail and road freight sectors, providing the opportunity to celebrate innovation and promote the importance of Pulling Together for Net Zero.



As the third generation of the 151-year-old family-owned operator, Peter D. Stirling Limited, Billy Stirling introduced rail involvement into the company. Following this success, the Peter D. Stirling operation moved to

Mossend Railhead in 1981. Under Billy's guidance, the operator continued to thrive, resulting in the MIRP of present day.

Class 92s are the most powerful electric locomotives in the UK, with the ability to work all over the electrified network as well as through the Channel Tunnel in France. They have been specially converted for operation of Caledonian Sleeper vehicles.

Tim Hartley, Business Development Director of GB Railfreight, said: "Billy Stirling was a true pioneer of the modern rail freight market in Scotland and played a vital role in the UK's economic prosperity. It's great to see his legacy live on through the next generation of the Stirling family and the development of a major new low carbon, multi-modal rail freight facility in MIRP."

David Stirling, Managing Director of Peter D. Stirling Limited, said: "The whole Stirling family is very pleased that our father, Billy Stirling's hard work in building up the business has been recognised in such a magnificent way. His name is now attached to one of the strongest and 'greenest' electric freight locomotives around – something he would have been very proud of."



On November 8th, a very dirty Class 66 717 'Good Old Boy' worked the 6044 07:25 Kineton to Ludgershall with load one VGA No. 210592 seen arriving at Andover at 10:50, 35 minutes late. Later the loco formed the 0Z44 13:10 Ludgershall to Eastleigh. *David Lindsell*

Class 66 785 hauls the 6B92 09:15 Tunstead Sidings to Northampton Castle Yard through Stafford on November 24th. *Richard Hargreaves*

With only a few miles to go, journeys end is near for Class 66 736, seen at Wilmslow on November 13th working the 03:15 Felixstowe North to Trafford Park. *Barry Longson*





GB Railfreight (GBRf), in partnership with Hitachi Rail, is proud to have supported Lumo by delivering its brand-new fleet of high-speed electric trains that entered service last month

GB Railfreight (GBRf), in partnership with Hitachi Rail, is proud to have supported Lumo by delivering its brand-new fleet of Class 803 high-speed electric trains that entered service last month.

Since May, GBRf has provided Hitachi Rail with train planning, haulage, and crews for the testing of these new trains which aim to bring rapid, low-cost, electric travel to the East Coast Main Line, from London to Edinburgh. GBRf will shortly deliver the fifth and final train for the Lumo fleet to Hitachi Rail's Edinburgh depot in Craiginny.

Moving forward, the long-term partnership between GBRf and Hitachi Rail will focus on commissioning new trains for East Midlands Railway and the West Coast Partnership, in addition to transit and testing operations in support of existing fleets across the country.

John Smith, CEO of GB Railfreight, said: "Working closely with our long-standing client Hitachi Rail, we've ensured the new fleet of Class 803 welcomes passengers as promised. This is a giant step forward in showcasing the role electric rail travel can, and must play, if the UK is to meet its net zero targets."

Gary Townsend, Project Manager, Hitachi Rail, said: "When it came to selecting a partner to act as Test Train Operator for the ECOA/Lumo fleet Hitachi chose GBRf based on their previous performance and values. Once again, they have delivered collaboratively with Hitachi against the backdrop of a global pandemic to deliver these 100% electric trains on time for the service launch."



▶ Class 66 794 passes Acton Bridge on November 6th with a Liverpool Bulk Terminal - Drax Biomass. *Brian Battersby*

▶ Class 66 745 is pictured at Crowle on October 22nd with 6D75 Scunthorpe to Doncaster departmental. *Steve Chapman*

▶ Class 66 781 is pictured at Crowle on October 22nd with 6R79 Doncaster to Immingham coal empties. *Steve Chapman*



▶ Class 66 739 rolls downgrade at Clegg Hall on November 4th with the 11:51 Doncaster Down Decoy to Peak Forest empty hoppers.
Lee Stanford

▶ Class 60 026 passes Moore on November 12th with the 6E10 Liverpool Bulk Terminal - Drax.
Mark Enderby

▶ Class 66 747 working the 6G92 08:14 Dowlow Hindlow GBRf to Small Heath Lafarge is seen at Stafford on November 24th.
Richard Hargreaves



Shadows lengthen as Class 66 736 approaches Mauldeth Road working the 14:18 Trafford Park to Felixstowe on a sunny November 22nd.

Lee Stanford

Looking like they have spent over 3 weeks on the RHTT circuit, Class 66 704 and 66 795 pass Rugeley Trent Valley with the 11:41 Kings Norton to London Euston on a sunny November 22nd.

Barry Longson

Class 66 795 approaches Crowle with 6E57 Renwick Road to Roxby Gullet spoil on October 22nd.

Steve Chapman





Unusually running on the down fast at Rugeley Trent Valley, Class 66 715 speeds north with the 12:58 East Midlands Gateway to Liverpool Seaforth on November 22nd. *Barry Longson*

On November 8th, Class 66 787 on 4R79 Doncaster Down Decoy - HIT coal empties heads down Appleby Bank. *Steve Thompson*

Class 66 712 passes Slaithwaite with 6M59 Roxby Gullet to Collyhurst Street empty box wagons on October 26th. *Steve Chapman*



▶ Class 60 002 working 6H70 Tyne Dock - Drax Biomass departs Hartlepool as the sun pops out of the pending storm on November 24th.

Michael Bennett

▶ Class 60 076, hauling 69 003 in the consist of 6E17 Liverpool to Drax Biomass, passes Diggle on October 30th. *Steve Chapman*

▶ Class 60 087 is pictured at Slaithwaite on October 26th with 6E10 Liverpool to Drax Biomass. *Steve Chapman*



On November 7th, returning from its previous night's endeavours, Class 66 753 and 66 737 working 6G46 Brocklesby - Doncaster Up Decoy, conveying 8 MXAs loaded with stone/spoil heads through Scunthorpe. *Steve Thompson*

Class 66 740 crawls through Slaithwaite on October 26th while working 6M38 Arcow to Bredbury loaded stone. *Steve Chapman*

On November 11th, Class 60 096 passes through Stockport with a Biomass train from Liverpool Biomass Terminal - Drax Aes. *Michael Lynam*



On November 3rd, Class 66 779 on 6001 Ent C - Eastleigh, comprising an RDT set loaded with Long Welded Rail is seen heading through Scunthorpe. *Steve Thompson*

Class 60 026 passes Acton Bridge on November 9th with a Drax bound Biomass working. *Brian Battersby*

On November 5th, Class 69 003 and 69 002 arrive at Eastleigh from Tonbridge. *Michael Bennett*





GBRf announces new intermodal service from Port of Tyne

As the country continues to struggle with supply chain issues, GB Railfreight (GBRf) are excited to share that they have successfully operated a series of intermodal services from the Port of Tyne to strategic rail hubs in Yorkshire and the Midlands.

The campaign saw GBRf operate intermodal services from Port of Tyne to Yorkshire twice-a-week in addition to services to the Midlands once-a-week.

This series of intermodal services comes as the Port of Tyne welcomes intermodal traffic to help ease the strains caused by simultaneous increased consumer demand and supply chain challenges, ensuring the delivery of goods across the UK.

John Smith, CEO of GB Railfreight, said: "As import volume levels grow, this campaign of services demonstrates how rail freight can offer a real solution to the current issues facing our busiest deep sea ports.

We're proud to work with the Port of Tyne to operate this intermodal service. By unlocking extra capacity, this new flow can play a key role to ensure the timely and sustainable delivery of goods around the country."

Richard Newton, Commercial Director – Logistics at the Port of Tyne said: "We're delighted to work with GBRf to enhance our service and provide another route to market, in addition to our own haulage, port centric warehouse operations and transshipment to other UK ports. This boost to our offering demonstrates our capability to provide flexible and bespoke, solutions to our customers."



▶ Class 60 076 hauls 69 003 through Acton Bridge on October 30th, heading for Drax with a loaded Biomass working. *Brian Battersby*

▶ Class 60 026 'Helvelyn' approaches Earlestown west curve with a Liverpool Bulk Terminal to Drax Biomass working on November 1st. *John Sloane*

▶ Class 60 087 passes through Earlestown with a Drax to Liverpool empty Biomass working on November 1st. *John Sloane*



On October 26th, Class 66 740 crosses the River Calder on the approach to Turners Lane Junction with 6M38 11:25 Arcow Quarry to Bredbury. *Tim Saunders*

Class 60 026 passes Moore with the 6E09 Liverpool - Drax Biomass on November 11th. *Mark Enderby*

On December 1st, white-ish Class 66 721 worked 6O01 Entrance C - Eastleigh, hauling an RDT set loaded with long-welded rail, seen passing Scunthorpe. *Steve Thompson*



On October 26th, Class 66 712 catches the late afternoon sun heading 6M59, the 14:02 Scunthorpe Roxby Gullett to Collyhurst St. at Calder Bridge Junction. *Tim Saunders*

Class 59 003 passes Horsehoe Bridge, St. Denys hauling an Eastleigh to Westbury train on October 20th. *John Sloane*

Class 66 794 working the 6E09 LBT - Drax Biomass passes Moore on November 8th. *Mark Enderby*



Low winter sun casts long shadows as Class 66792 approaches Cheadle Hulme on November 19th, with the 08:45 Hindlow to Small Heath loaded stone. *Barry Longson*

Class 66 789 'British Rail 1948-1997' heads through Hellifield with a Mossend to Clitheroe Cement working on November 10th. *Eddie Emmott*

Class 66 778 'Cambois 25 Years' with the 6M83 Tinsley - Bardon Hill empty aggregate hoppers passes Castle Gresley on October 19th. *Stuart Hillis*



Great Western Railway

▶ Power car No. 43122 'Dunster Castle' is seen on Teignmouth sea wall heading towards Dawlish on October 27th with an Exeter bound service.
Allison Twycross

▶ On October 30th, Class 800 304 arrives at Bristol Temple Meads with a service from London Paddington.
Richard Hargreaves

▶ Class 165 129 working a service to Westbury is seen at Swindon on November 12th.
Ken Mumford



Great Western Railway

▶ Class 387 142 leading an 8 car London Paddington to Bristol Parkway service is seen at Swindon on November 13th. *Ken Mumford*

▶ Class 802 106 arrives into Paignton on October 27th empty stock from Goodrington sidings. *Allison Twycross*

▶ On November 29th, Class 158 769 is seen departing Swindon. *Ken Mumford*



Great Western Railway

▶ Class 802 107 working the 1C75 London Paddington to Paignton service is seen near Newbury on November 8th. *Michael Bennett*

▶ Class 158 957 enters Salisbury with a Cardiff to Portsmouth service on November 18th. *Michael Bennett*

▶ Class 800 032 departs Swindon on November 21st with a service to London Paddington. *Ken Mumford*





Great Western Railway

▶ Class 165 108 on the 2T10 Bedwyn to Newbury service passes Bone Lane on November 6th.
Michael Bennett

▶ Class 165 105 on a Bedwyn to Newbury local service passes through Hungerford Common on November 23rd.
Michael Bennett

▶ Class 800 302 is seen at a sunny Swindon on November 21st working a service to Paighton.
Ken Mumford



Great Western Railway

▶ Class 802 104 working the 1C81 London Paddington to Exeter passes Hampstead Marshall on November 17th. *Michael Bennett*

▶ Class 165 115 working a Newbury to Bedwyn service passes through Hampstead Marshall on November 17th. *Michael Bennett*

▶ Class 165 131 is seen at Swindon on November 21st with a service to Westbury. *Ken Mumford*



Great Western Railway

Class 802 006 and 802 021 working the 1A85 Exeter to London Paddington service are seen in late afternoon sun near Crofton on November 15th. *Michael Bennett*



Guinness World Records holder joins Poppies to Paddington operation. GWR again links up with The Veterans Charity for Remembrance Day

Record-breaking Women's Royal Navy Service officer Barbara McGregor joined Great Western Railway's second Poppies to Paddington operation on Remembrance Day. Barbara, who entered the Guinness World Records in August as the longest-serving female in the Royal Navy, travelled by train from her home in Bridgend to lay a wreath at London Paddington's iconic war memorial on Platform 1.

More than 100 wreaths were taken by train to the capital as GWR again joined forces with The Veterans Charity to coordinate a Poppies to Paddington operation. Following the success of last year's event, when more than 250 wreaths were carried to Paddington, The Veterans Charity created a new Routes of Remembrance campaign. This took in the whole country and featured 11 train operators, as well as ferry companies, airlines, veterans, businesses and private individuals. Poppies to Paddington was created in 2020 to ensure communities within the GWR network could honour our fallen heroes despite the restrictions in place around Covid-19.

The arrival of the Poppies and the Remembrance service was broadcast live on GWR's Facebook page as people were invited to #RememberFromHome.

Barbara, 62, who retired from the Royal Navy on January 31 this year after a career spanning 43 years and 189 days, read the Act of Remembrance.

She said: "It was wonderful to be involved and a wonderful gesture from GWR. To think that a little part of Neath, Port Talbot and Bridgend could be represented in this way was fantastic, and it was lovely to see wreaths from other parts of the network arriving by train."

Barbara joined the Royal Navy as a radio operator in 1977, serving at HMS Heron, Yeovilton, HMS Dryad, Portsmouth, and HMS Rooke, Gibraltar. This was later followed by the first of two deployments at HMS Raleigh, Cornwall, where she trained new female ratings. More recently she became the Regional Development Manager for the Naval Regional Command Wales and Western England, which encompasses 15 Armed Forces Careers

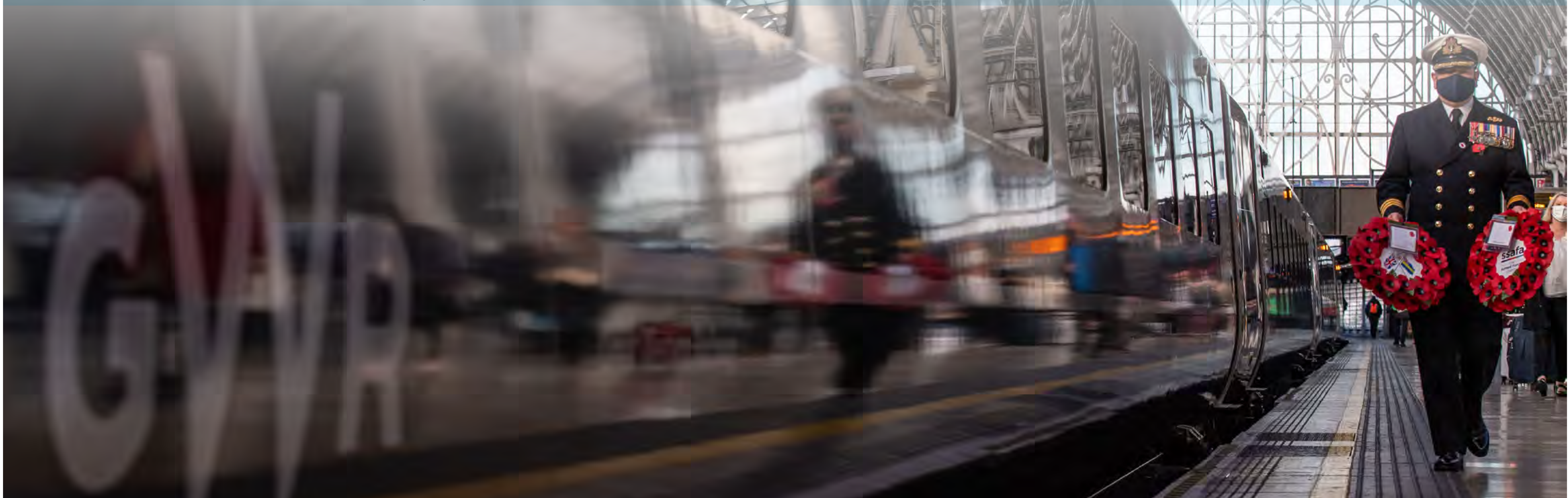
Offices. She retired as the most senior Warrant Officer of the Royal Naval Careers Service but will continue to attend Remembrance services as a trustee of the Association of Wrens.

GWR Managing Director Mark Hopwood welcomed Barbara and other dignitaries to the Remembrance Day service. He said: "Last year Remembrance had to be very different and, working with The Veterans Charity, we ensured communities around the GWR network could get involved. This year we were pleased to bring people together again in this unique and moving act of Remembrance."

Danny Greeno, CEO of The Veterans Charity, said: "Working with GWR last year was brilliant and really helped make it special, so this year there were many more operators, expanding it even further. The pandemic hasn't gone away yet, so this was for the veterans, who can see that Remembrance is happening in a very unique way. Plus it celebrates the deep links between the railways and the military."

Lt General Sir Andrew Gregory, CEO of SSAFA, the Armed Forces charity, said: "The pandemic has highlighted the importance of those people who put others before themselves. During the national remembrance period Great Western Railway is once again commemorating the services and sacrifice of members of the Armed Forces along their routes who, by their very duty, put others before themselves."

One of the wreaths laid at London Paddington toured the Falkland Islands with Tracey Robinson, a serving member of the Royal Air Force, including a visit to the memorial at Goose Green. It was then flown back to RAF Brize Norton and toured among RAF squadrons in the UK before eventually being taken to Paddington.



LNER

Class 91 activity is now confined to the York/Leeds to London King's Cross corridor and on November 9th, Class 91 110 was found propelling the 11:15 departure away from Leeds on its journey south. *Lee Stanford*

An Azuma heads through Metheringham on December 4th with a diverted 1E07 Edinburgh - London King's Cross service. *Steve Thompson*

On November 4th, LNER Hitachi Bi Mode unit Class 800 111, proudly displaying its Poppy decals, departs Doncaster with a service to London King's Cross. *Michael Lynam*



LACK OF KNOWLEDGE OF THE BENEFITS OF RAIL TRAVEL ARE HARMING EFFORTS TO ACHIEVE NET ZERO

Only 25 per cent of people recognise that rail is the cheapest mode of transport when booked four weeks in advance and less than 10 per cent recognise how much better rail is for the environment when compared to aviation and car travel, new research has revealed.

LNER commissioned independent research and analysis to uncover what the perceptions are about rail, aviation and car travel and whether or not they reflect the reality. The results reveal that the affordability, reliability and environmental benefits of rail travel are significantly underestimated when compared to aviation and car travel.

A survey of 2,000 respondents based in London and Edinburgh, commissioned by LNER and undertaken by OnePoll asked, out of the three modes of transport, what they thought would be the best for price, environmental impact, speed and reliability when travelling between Edinburgh and London. The survey asked respondents to imagine they were travelling alone, in four weeks, with luggage and between city centres, meaning they

would need to use connecting transport for a flight.

The results, independently analysed by Steer, found that 75 per cent of people were unaware that rail travel was the cheapest option when compared to aviation and car travel. The average price of aviation travel and the connecting transport to and from the city centres was found to be £105, compared to an LNER service that, on average, was only £72 when booked four weeks in advance. Car travel, despite 49 per cent believing it to be the cheapest, averages £86 a journey.

The gap between perception and reality is widest when comparing the carbon emissions of rail with other ways to travel. A passenger journey on an Azuma train emits 97 per cent fewer emissions than a journey of the same length on a typical aircraft used on domestic routes, yet less than 10 per cent were able to identify the extent to which this was the case.

When asked what mode of transport would be the fastest, 78 per cent of people did not realise that an

LNER service would get you to your central city destination within an hour of an airline, when taking into account the connecting transport required between the airports and city centres.

The survey results revealed further discrepancies between what respondents thought would be the most reliable mode of transport. Analysis found that respondents did not realise that rail was the most reliable mode of transport. More than half (52 per cent) wrongly identified aviation as the most reliable and 29 per cent believed rail to be the least reliable out of the three modes of transport, when in fact car travel is least reliable.

David Horne, Managing Director of LNER, said: “This is important research for guiding how we can all encourage more people to choose the most environmentally responsible way to travel – by rail. We know that train travel is affordable, fast, reliable and the greenest way to travel, yet this independent analysis has revealed that too few people are aware of this reality. The rail

industry certainly has more to do to make people aware of the reality, but this is also a job for wider society too, to help the UK reach its net zero targets.

We hope that by promoting the reality of rail travel we can encourage more people to choose and think rail. By doing so, we will reduce our carbon footprint and collectively make a real difference as we all strive to reach net zero.”

Mike Goggin, Managing Director at Steer, said: “This comparison between the three main modes of domestic transport shows a clear gap between potential customers’ perception of travel between London and Edinburgh and the reality. It demonstrates that the consumer does not have a good understanding of how well rail performs in terms of price, journey time and reliability, and while there is some recognition that LNER clearly performs best in terms of carbon emissions, most are not aware of the magnitude of the difference. A better understanding will help improve modal shift and a reduction in overall emissions from transport.”



▶ Lumo's Class 803 304 is an unusual visitor to York station on December 4th, albeit on an empty stock working. The set was booked to travel from Tyne SS to Doncaster but was curtailed in Holgate Sidings due to OHL problems between York and Doncaster. *Jeff Nicholls*

▶ On November 4th, Hitachi AT300 EMU Class 803 301 speeds through Doncaster working a London - Edinburgh service. *Michael Lynam*

▶ Hitachi AT300 EMU Class 803 304 passes through Doncaster on November 4th working an Edinburgh - London service. *Michael Lynam*



Network Rail

On November 3rd, a bonus late in the evening was the 3Q13 Doncaster West Yard - Immingham East Jct. track recorder. Class 37 254 propelled the train, led by DVT No. 9702, into Scunthorpe, where it reversed and went back to Doncaster. The 37 is seen waiting for the signal to head west again. *Steve Thompson*

Class 66 151 and 66 155 with the 3J41 Didcot to Didcot RHTT are seen at Crofton on November 15th. *Michael Bennett*

Class 66 426 top'n'tail with 66 423 passes Scunthorpe West Jct. on 3S13 Wrenthorpe - Grimsby Town RHTT on November 3rd. *Steve Thompson*



December 1st, and at last the spell has been broken. The monopoly of the Class 66/4s finally came to an end when 37 402, seen tailing 66 426, found its way onto the RHTT on South Humberside. 3S13 Wrenthorpe - Grimsby Town is seen at Scunthorpe. *Steve Thompson*

A rather grubby Class 67 023 is seen at the head of a Rail Head Treatment Train crossing Malvern Common on November 28th. *Neil Pugh*

Power cars Nos. 43257 and 43290 head away through Charnock Richard cutting with a Slateford to Crewe test train on November 12th. *John Sloane*



▶ Class 67 027 and 67 023 pass Bayston Hill with 3S31 11:59 Swindon Transfer - Worcester Shrub Hill on October 31st. *Keith Davies*

▶ On November 19th, Class 67 027 and 67 023 pass Purton (Collins Lane) with a RHTT working, its route was Cheltenham - Chepstow - Severn Tunnel Junction - Newport [where it reversed its direction] - Chepstow - Gloucester - Kemble [where it passed 74 mins early] and arrived at Swindon [Transfer Yard 84 mins early].

Ken Mumford

▶ Class 56 078 is seen departing Crewe on the rear of a North Wales RHTT working on November 20th led by Class 56 096. *Richard Hargreaves*



A classic line up of traction at Crewe on November 5th as (L-R) HST No. 43290 waits to depart with the 07:50 Crewe to Derby (via Newport) test train, 37 612 waits to head to the LNWR depot with the 12:25 from Bangor as 56 078 passes with an RHTT service to Shrewsbury. *Lee Stanford*



Network Rail

▶ Class 37 401 'Mary Queen of Scots' and 37 419 'Carl Haviland' power the 10:00 York Thrall - York Thrall Railhead Treatment Train through Cottingham, between Scarborough and Hull, on December 2nd. *Chris Morrison*

▶ Sporting a 'York Leaf Busters' headboard, Class 37 401 'Mary Queen of Scots' and 37 419 'Carl Haviland' pass through the 1846 built trainshed at Beverley with the 10:00 York Thrall - York Thrall Railhead Treatment Train, returning to York via Scarborough on December 2nd. *Chris Morrison*

▶ Class 67 023 and 67 027 pass through Swindon on November 16th with an RHTT working from Gloucester. *Ken Mumford*



Network Rail

▶ Powercar No. 43290 passes Moore on November 12th leading a Slateford to Crewe test train.
Mark Enderby

▶ Network Rail's Class 950 001 heads from Truro to Derby RTC through Burton on November 4th.
Stuart Hillis

▶ On November 8th, Class 66 423 top'n'tails 66 426 on 3S14 Grimsby Town - York Works, seen on Appleby Bank.
Steve Thompson



Network Rail

▶ Class 56 096 and 56 078 pass Saltney Ferry on November 20th with a North Wales RHTT working. *Brian Battersby*

▶ Class 37 401, with 37 402 on the rear, skirt the Humber with the 3J51 Yorkshire RHTT circuit on October 15th. *Mark Torkington*





Network Rail

Now well into the RHTT season, Class 56078 top'n'tailed with 56 096 pass Crewe in filthy condition on November 13th, working the 21:20 Shrewsbury Coleham via Holyhead and return. *Barry Longson*

Power cars Nos. 43290 and 43274 working the Reading to Exeter circuit are seen at Salisbury on November 18th. *Michael Bennett*

Power cars Nos. 43290 and 43274 working the Reading to Exeter circuit are seen at Salisbury on November 18th. *Michael Bennett*



Network Rail

On November 4th, Class 37 254 is seen stabled in Doncaster West Yard with a test train working. Class 67 028 is seen alongside. *Michael Lynam*

Dirt, Shadows and Exhaust as Class 67 023 and 67 027 head through Swindon with an RHTT working on November 28th. *Ken Mumford*

Class 67 027 and 67 023 pass Bayston Hill with 3S31 11:59 Swindon Transfer Sidings - Worcester Shrub Hill on October 31st. *Keith Davies*



Class 37 424, with 37 218 on the rear, head towards Great Yarmouth at Stacey Arms with the 3S60 Anglia RHTT circuit on October 30th.
Mark Torkington



Network Rail

On December 3rd, Class 66 426 top and tails the RHTT with 37 402 through Scunthorpe on 3S14 Grimsby Town - York Works.

Steve Thompson

Class 66 423 and 66 426 top and tail 3S13 Wrenthorpe to Grimsby RHTT through Crowle on October 22nd. *Steve Chapman*

On December 1st, Class 37 402 leads the 3S14 Grimsby Town - York Works through Scunthorpe. *Steve Thompson*



Rail Operations Group

Class 37884 and 319373 on a Warrington RMT to Crewe trial, pass Moore on November 12th. *Mark Enderby*



Rail Operations Group

Recently reliveried with Orion decals for parcel use, but showing its original running number of 319 373, Class 37 884 provides the power at Crewe under dark skies on November 13th. *Barry Longson*

Class 37 884 hauling 315 820 from Ilford to Newport for scrap passes Marston footbridge on November 17th. *Ken Mumford*

ROG are now moving the Nova 3 Mark 5 stock for TransPennine and on November 9th, Class 37 611 was caught raising the echo's at York station moving two sets of coaches from Longsight to Scarborough. *Lee Stanford*



Rail Operations Group

On November 22nd, Class 37 884 hauls EMU 365 515 through Rugeley Trent Valley working the 10:21 Crewe South Yard to Rotherham, its final journey to Booths for scrapping. *Barry Longson*

Class 57 312 leads 319 373 past Red Bank on November 27th. *Jeff Nicholls*

Orion Rail's new Glasgow - Willesden service departs Warrington's Royal Mail depot on November 24th with Class 57 310 in charge of the converted 319s Nos. 768 001 and 319 373. *Jeff Nicholls*



Rail Operations Group

▶ Class 57 310 hauling 768 001 and 319 373 working the 3Q41 Shieldmuir to Willesden test train passes Moore on November 23rd. *Mark Enderby*

▶ Class 57 312 working the 3Q41 Shieldmuir - Willesden passes Daresbury on November 25th. *Mark Enderby*



Rail Operations Group

On October 19th, Class 37 510 heads through Cheadle Hulme with some barrier wagons for a TPE stock move. *Mark Torkington*

Class 57 312 enters Eastleigh Works on December 2nd with London Overground liveried 317 892 and Greater Anglia liveried 317 509 for scrapping. *John Goodrich*

Class 57 312 hauls Orion Rail Logistic's Class 319 373 past Euxton with a Shieldmuir to Willesden express parcels service on November 27th. *John Sloane*



Rail Operations Group

▶ Class 37 611 crosses Milnsbridge Viaduct on October 26th with 5E16 Longsight to Gascoigne Wood TPE ECS working. *Steve Chapman*

▶ Class 57 310 'Pride of Cumbria' leads Orion liveried EMUs Nos. 768001 and 319373 through Northampton with the 05:34 Shieldmuir Mail Terminal to Willesden PRDC on November 24th. *Derek Elston*

▶ Class 37 611 is pictured at Slaithwaite on October 26th with 5N32 Gascoigne Wood to Longsight TPE stock move. *Steve Chapman*



TransPennine Express

▶ Forging up Appleby Bank on November 8th are Class 185 141 and 185 101 working 1B77 Cleethorpes - Manchester Piccadilly.

Steve Thompson

▶ A stranger in the camp sees Class 68 024 stabled in Sheffield station on December 4th after making several light engine runs from Manchester to Sheffield, presumably for training purposes in advance of the proposed use of Class 68s on the Cleethorpes services.

Lee Stanford

▶ Class 68 030 crosses the river Ouse as it departs York with the 14:00 service to Scarborough on December 4th. *Jeff Nicholls*



TransPennine Express

On December 2nd, Class 57 310 worked a stock movement consisting of a TPE MK5 set on the 10:45 Crewe South Yard to Walton Old Junction, running via Stockport, Manchester Piccadilly and Earlestown, seen here passing Winwick running 20 mins late. *Barry Longson*



TransPennine Express

▶ Class 68 021 heads the 15:29 Manchester Piccadilly to Scarborough across the viaduct at Slaithwaite on October 26th. *Steve Chapman*

▶ Class 802 218 is seen on Slaithwaite Viaduct on October 26th while working the 13:54 Liverpool to Newcastle service. *Steve Chapman*

▶ Class 68 032 'Destroyer' is seen at Winwick working a STP, the 11:56 Walton Old Junction to Longsight TMD, on a bright but cold December 2nd. *Barry Longson*



Transport for Wales

▶ The autumn sunshine highlights Class 175 110 departing Warrington Bank Quay, with the 12:35 Manchester Airport to Chester service, on the November 13th. *Paul Senior*

▶ DVT No. 82216 is seen at Chester on December 2nd. *Mark Enderby*

▶ On December 2nd, Class 67 015 is seen at Chester with the 1W93 Cardiff service which had been terminated due to disruption on the North Wales coast line caused by the failure of Class 67 008. *Mark Enderby*



Transport for Wales

▶ Class 153 926 and 153 362 passes Waverton on November 18th with a Chester - Crewe shuttle.
Brian Battersby

▶ On November 13th, Class 158 828 and 158 821 depart Shrewsbury with a service to Birmingham International.
Richard Hargreaves

▶ On December 2nd, Class 56 096 hauling errant 67 008 after failing at Rhyl on a Holyhead - Cardiff service approaches Chester (with apologies for quality in failing light).
Mark Enderby



Transport for Wales

Brand new Class 197 001 is seen at Chester on December 2nd during a crew training run.
Mark Enderby

Class 150 241 passes Kempseye with the 1W52 05:54 Milford Haven - Manchester Piccadilly service on November 4th.
Keith Davies

Class 150 230 arrives into Crewe with 1K08 10:54 from Chester on November 6th.
Derek Elston



Transport for Wales

On a bright but cold November 4th, Class 175 108 slows for Winwick Junction while working the 11:41 Llandudno to Manchester Airport service. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's Class 156 485 with the 2C52 12:10 from Carlisle passes 156 488 on the 2C53 12:06 from Barrow-in-Furness at St. Bees on November 11th. *John Balaam*

▶ Northern's Class 323 233 arrives at Kidsgrove on October 19th with a Stoke-on-Trent to Manchester service. *Bryan Roberts*

▶ Northern's Class 150 131 calls at Lostock Hall with a Colne to Preston service on November 10th. *John Sloane*



Units: DMUs and EMUs

On November 19th, Orion's Class 319 373 is seen at Warrington Bank Quay with the 5Q42 Carlisle - Crewe test run. Inset: The unit passes Moore with the 5Q07 Crewe - Carlisle.

Mark Enderby

Northern's Class 195 105 passes Lostock Hall Junction with a York to Blackpool train on November 10th. *John Sloane*

Northern's CAF built Class 195s can be seen regularly over the Calder Valley route and on December 2nd, Class 195 110 was captured at Clegg Hall working the 10:42 Leeds to Chester service. *Lee Stanford*



Units: DMUs and EMUs

▶ Northern's Class 195 108 after arrival with 1C53 10:28 from Manchester Airport and 156 488 which will work the 2C53 12:06 to Carlisle are seen at Barrow-in-Furness on November 11th. *John Balaam*

▶ Northern's Class 195 117 departs from York with the 12:11 stopping service to Leeds on November 2nd. *Lee Stanford*

▶ Having gone from clear to threatening skies within 10 minutes, Northern's Class 195 110 takes the slow line at Winwick while working the 10:42 Leeds to Chester service on December 2nd. *Barry Longson*



Units: DMUs and EMUs

▶ On November 20th, Merseyrail's Class 508 111 in Beatles Story livery, waits to depart Ormskirk with the 14:08 service for Liverpool Central, as passengers wait to board whilst the train is cleaned against COVID19 by Merseyrail staff.

Paul Senior

▶ Northern's Class 319 369 passes through Charnock Richard cutting with a Liverpool to Blackpool working on November 12th.

John Sloane

▶ On November 3rd, Northern's Class 158 797 departs Hellifield working a Leeds - Carlisle service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 158 796 is seen at Scunthorpe on November 1st waiting departure time on 2P28 Scunthorpe - Doncaster service.
Steve Thompson

Northern's Class 319 372 is seen at Coppull Moor with a Blackpool to Liverpool Lime St. service on November 17th.
John Sloane

Soon to be replaced by Class 720 units are the Class 317s but a handful are still providing sterling service out of London Liverpool Street and on a dull day 317 507 with an unidentified classmate approach Bethnal Green working the 12:45 London Liverpool Street to Hertford East.
Lee Stanford



Units: DMUs and EMUs

▶ A number of the single car Class 153 units are still in service with Northern but as many are non compliant with the PRM-TSI standards they have to run with a compliant unit. On a sunny November 4th, Class 153 328 leads 158 790 at Clegg Hall working the 11:17 Leeds to Wigan North Western service. *Lee Stanford*

▶ Northern's Class 331 001 slows for its booked stop at Horwich Parkway (Bolton) while working the 12:58 Blackpool North to Manchester Airport service on November 19th. *Barry Longson*

▶ Class 170 517 and 170 514 pass Upton Forge with West Midlands Railway's 2G11 09:43 Shrewsbury - Birmingham New Street service on November 4th. *Keith Davies*



Units: DMUs and EMUs

East Midlands Railway's liveried Class 170 502 and 170533 are seen at Wellington on November 20th with a service to Birmingham New Street.
Richard Hargreaves

On a dull November 16th, Southern's Class 377 317 approaches East Worthing with the 15:00 Brighton to Portsmouth and Southsea service.
Lee Stanford

Still carrying its London Midland livery, LNWR operated Class 350 236 stands amongst the sunlight and the shadows from the metalwork of the now glassless and one time overall roof on platform 3 at Crewe on November 5th.
Lee Stanford



Units: DMUs and EMUs

▶ A class yet to enter passenger service are the West Midlands Class 730 units. The doyen of the Class, 730 001, is seen in weak winter sunshine at Crewe before heading to Oxley depot on November 5th. *Lee Stanford*

▶ Northern's Class 195 005 and 195 018 depart Warrington Bank Quay on November 11th working a Chester - Leeds service. *Michael Lynam*

▶ It is still possible to see some of the old order operating out of London Liverpool Street and one such move to be captured was Class 315 838 leading classmate 315 854 through Bethnal Green with an ECS move to Ilford depot. *Lee Stanford*



Units: DMUs and EMUs

▶ South Western Railway's Class 159 008 departs the bay at Salisbury on November 18th to form a service to Gillingham, Dorset. *Michael Bennett*

▶ Northern's Class 323 228 departs Stockport on November 11th working a Stoke on Trent - Manchester Piccadilly service. *Michael Lynam*

▶ On November 17th, West Midlands Trains' Class 730 001 is seen departing Stafford during mileage accumulation runs between Crewe - Stafford. *Michael Lynam*



Manchester Metrolink

M5000 tram No. 3066 departs Manchester Victoria on a service to the Airport on November 2nd, ironically displaying the fact that Greater Manchester cares about clean air. *Barry Longson*



Blackpool Transport

Balloon tram No. 715, looking spooky and braving the gale and rainstorms, is seen at North Pier on Halloween, October 31st.
Bryan Roberts

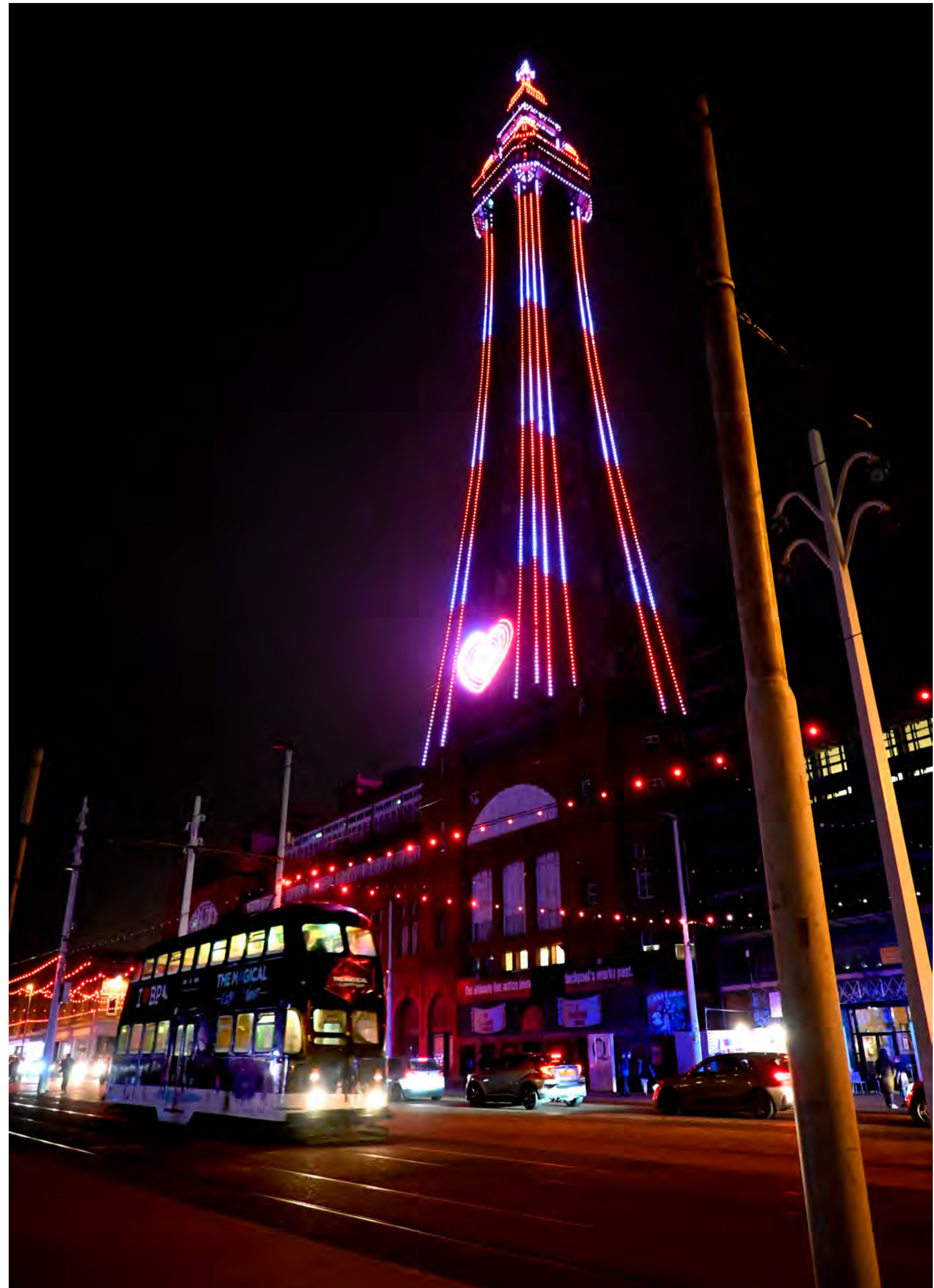


Blackpool Transport

▶ Blackpool have extended the season for the Illuminations this year, leading to more use of the heritage and illuminated trams alongside the regular services operated by the modern fleet. On November 19th, Balloon tram No. 717 is seen cruising slowly past Blackpool Tower on a southbound run. *Amy Bucki*

▶▶ On the evening of November 19th, Balloon tram No. 723 (in its new Christmas special livery) is seen at speed near Blackpool Tower on a southbound run. *Amy Bucki*

▶ On November 19th, the Frigate No. F736 is seen at Cabin, near Bispham, heading north. *Amy Bucki*



National Rail

Class 60028 with a Wembley to Burton Wetmore Sidings spoil train passes Whitacre Jct. *John Alsop*



Ipswich ticket office relocates to improve facilities

The ticket office at Ipswich station has been relocated to improve facilities at the station. The ticket office relocation is part of a £3m package of improvements at the station which will see extra ticket machines installed and a new shop where the old ticket office used to be. As part of the work, the customer toilets on platform 2 will be refurbished and relocated. At the same time, the station will be rewired to provide modern, sustainable lighting and power.

The first class waiting room on platform 2 will be refurbished and relocated, though it will remain on the same platform. It will have Wi-fi, sofas, workstations with plug points and an information screen.

The work is the second and final phase of a project to improve the station for customers.

Simone Bailey, Greater Anglia's Asset Management Director, said: "We would like to thank customers for their patience while we relocated the ticket office. Around 3.5 million people usually use the station every year, so we're pleased to improve facilities for customers who are currently travelling and those who will travel again in the

future."

Three years ago, Greater Anglia invested £2 million in a host of improvements including a complete refurbishment of the existing foyer and ticket hall to create more space during busy periods, the creation of a large airport-style waiting room as well as more comfortable seats with plug points for charging electronic devices

Additional ticket machines were installed and more shops and retail outlets including Greggs opened at the station.

The station forecourt was revamped, in partnership with Suffolk County Council and Ipswich Borough Council with a much-improved layout, including better walking routes for pedestrians, improved bus interchange facilities and better segregation of access between taxis and drop off/meet and greet facilities.

Fares Advice with RailUK

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

What if a Grand Central connection is missed ?

Q: I have a journey planned over the Xmas period which involves a change at York for a Grand Central service to Eaglescliffe. The XC train gets into York at 1430 with the GC service timed to depart at 1451. I have a separate ticket to York and a GC ONLY ticket from York to EAG. If the connection is missed the next GC to EAG isn't until 1845. Obviously I won't have to wait for that long so what would be possible outcome in order for to get me to my destination ? Would my GC ONLY ticket be endorsed for travel via Darlington (XC LNER Northern) and /or via Thornaby (TPE Northern) ? I can't see a taxi being laid on.

A: *Actually, you may have to wait that long (though will be entitled to 100% Delay Repay), or refund the Grand Central ticket as unused due to abandoned journey (probably with some argument if it wasn't the GC train that was late/cancelled) and purchase one for the other journey.*

Staff might endorse your ticket if you ask nicely but there is no requirement for them to do so. A TOC specific ticket is just valid on the next train of that TOC. If your XC train is late enough to miss the connection it may be appropriate to ask if you can stay on that train to Darlington to reduce your additional outlay and mitigate the delay. If it is delayed I strongly advise talking to the guard about your dilemma - it may be that as both legs are with Arriva owned train operators they have a greater obligation to sort out your onward travel. However, I would be surprised if you are not asked to buy an onward ticket from Darlington, although a Northern guard on the service from Darlington to Eaglescliffe may take pity on you.

Unfortunately this is the price we pay (or don't) when we save money by buying a less flexible ticket or combination of tickets.

Whilst it would ordinarily be ridiculous to expect you to wait almost 4 hours for the next train, it wouldn't be GCs fault so they're not obliged to help, and XC as an operator are unlikely to give a damn. I suspect they'd fob you off with some nonsense about splitting your ticket and try to claim they're not responsible. They'd almost certainly reject any delay repay claim you made. In today's profit focussed anti passenger railway, the concept of passenger rights is largely out the window

generally. It's folly of people to expect the railway to follow ANY rules let alone offer assistance above and beyond (although the majority of staff on the ground are helpful and will do what they can).

I consider advances for smaller less frequent operators a risk which you have to be aware of when you purchase. I won't purchase a Hull Trains advance to or from London and Retford because I know that if there's a wasp on the rails near Brough they'll cancel a diagram for the rest of the day and most passengers will be between 2 and 4 hours late, in part due to their limited stock and staff. Whereas LNER will endeavour to stop another train at Retford or will organise ticket acceptance.

Is there a Blackpool all stations ticket ?

Q: As the title says thinking of a train ride from Liverpool to Blackpool in the future, to avoid being penned up in Blackpool North station while waiting to leave Blackpool, they have a terrible reputation and nobody in authority is doing anything about it.

So thinking of arriving in Blackpool North and returning home from Blackpool South breaking my journey in Preston. Is there a Blackpool "All Stations" type of ticket ?

A: *There isn't, but I have heard that staff will usually accept them the other way round without much of an issue, as a local, informal arrangement. For fairly obvious reasons, it'd be best to buy the ticket to North and use it from South rather than vice versa; as South is ungated, if you ask the guard the worst they'll do is charge a single to Kirkham, which is a not exactly swingeing £5.90 (Anytime)/£5.50 (0900 and later). It can obviously be done from Liverpool on a "Lancashire Day Ranger" ticket. (Slightly more expensive at £25.90 than a straightforward there and back Off Peak Day Return (CDR) at £17.60, but perhaps more flexible, and you can also set off at 0900, i.e. slightly earlier during the week than you can using a CDR)*

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!

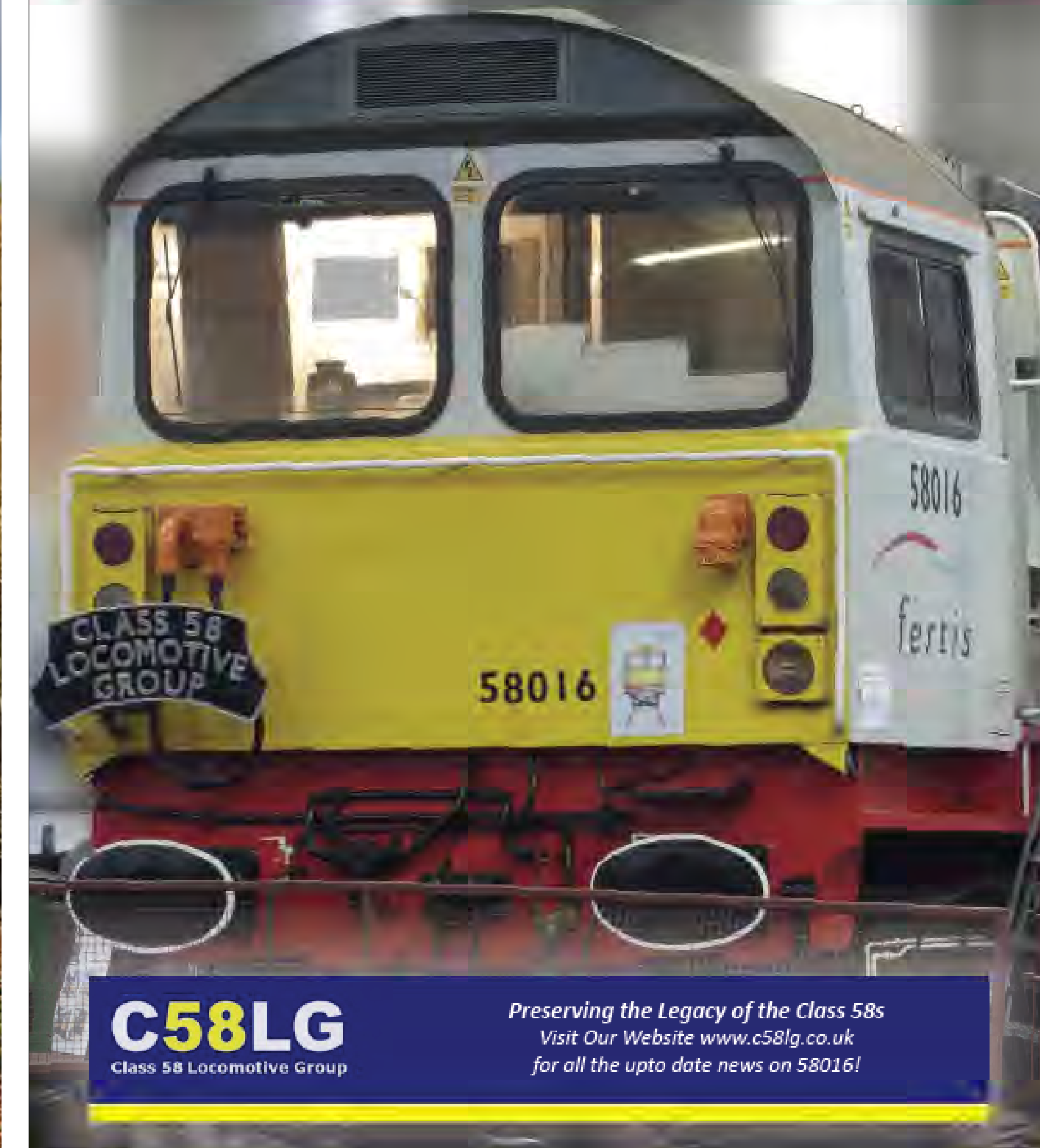
Network Rail MPV No. DR98912 is caught clearing the line at Horwich Parkway on November 19th, working the 04:33 Wigan LIP to Wigan diagram.
Barry Longson



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

There are various ways to help the C58LG:

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



Commuter trains set to sparkle with new £1.2m Ilford washer

Greater Anglia's commuter trains near London are set to sparkle thanks to a new carriage washing machine installed at Ilford depot. The £1.2m machine can handle up to six of the company's new five-carriage Alstom commuter trains per hour and a total of 40 in a 24-hour period.

The trains, which travel through the wash as they leave the depot to enter passenger service, do so at a maximum speed of 3mph to ensure that all carriages are clean. Detergent is mixed with around 225 litres of water to wash each carriage.

The new machine is more efficient compared to previous models, using around 10% less water compared to the

system it replaced. Each wash is logged electronically, showing exactly how many litres were used per train. This easily alerts the team to any problems or leaks so they can be quickly fixed. The machine took just under three months to fit, calibrate and test, with work starting in September.

Martin Moran, Greater Anglia's Commercial, Customer Service and Train Presentation Director, said: "We are very pleased to have a new train washer at Ilford. The new washers will improve the quality and standard of train washing, as well as helping to save up to 10% of the volume of water needed, compared to what was previously used. Our new trains look great and we want to keep them looking this way for years to come, which

is why we are heavily investing in cleaning. We are currently in the process of replacing every single train in our fleet to make our customers' journeys easier and more comfortable. I would like to thank everyone who was involved in this project."

Greater Anglia has installed new carriage washers at Colchester, Clacton, Southend Victoria and Orient Way sidings as part of a £4m project to improve train cleaning as the company introduces new trains. The train cleaning upgrade is part of a £1.4bn investment in transforming train services in East Anglia. Greater Anglia is currently in the process of replacing all trains in its fleet with brand new ones, which are all longer, with more seats, USB and plug sockets, fast free Wi-Fi, air conditioning and

improved accessibility features as well as dedicated cycle spaces. Many Greater Anglia passengers have continued to wear face coverings and the Government has now made it compulsory to wear face coverings on public transport at all times, unless people are exempt. Greater Anglia is continuing with enhanced cleaning and sanitisation of trains and stations, especially high touch areas such as door buttons and grab handles.

The company's new and refurbished trains have air conditioning, which sucks in fresh air every six to nine minutes. Trains without air con have opening windows – and all trains have doors which open at stations, providing additional ventilation.

National Rail

Network Rail Stoneblower No. DR80201 sits at a red signal in Crewe station on November 22nd while working the 11:15 Warrington Bank Quay to Walsall.
Barry Longson



Greater Anglia dials down energy use at its rail stations



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



Greater Anglia has saved more than 1000 tonnes of carbon dioxide equivalent from being emitted into the atmosphere, after installing energy management technology at some of its stations. The Wireless Energy Management Systems (WEMS) were installed at more than 30 stations that were surveyed and identified as high energy consuming stations.

Since 2019, the WEMS network of wireless sensors have been in place around the stations' waiting rooms and offices and have been communicating to a main control panel that helps regulate temperatures and reduce energy usage wherever possible.

As a result, Broxbourne, Manningtree and Great Yarmouth stations have seen energy reductions of more than 50%, while the average reduction across all stations is 20%.

Stephanie Evans, Greater Anglia Environment and Energy Manager, said: "We are very pleased that more than 1000 equivalent tonnes of carbon dioxide, a greenhouse gas that contributes to global climate change, have been prevented from being released into the atmosphere, thanks to WEMS across our network.

This is just one measure we are implementing to reduce our impact on the environment and help save energy. We will continue to monitor our energy performance and make further savings around the business. We are in the process of introducing an entire fleet of new trains, which are more efficient and produce less particulate pollution than our old ones. This will help to make rail travel in East Anglia an even more environmentally friendly option."

Wireless Energy Management Systems were installed at: Audley End, Billericay, Bishops Stortford, Broxbourne, Bury St Edmunds, Cambridge, Chelmsford, Cheshunt, Clacton on Sea, Colchester, Ely, Great Yarmouth, Harlow Town, Hatfield Peverel, Hertford East, Ingatestone, Ipswich, Kelvedon, Lowestoft, Manningtree, March, Marks Tey, Prittlewell, Rayleigh, Rochford, Shenfield, Southend Victoria, Stowmarket, Thetford, Thorpe-le-Soken, Tottenham Hale, Waltham Cross, Ware, Whittlesford, Wickford, Witham.

Last year, Greater Anglia reduced its total carbon emissions by 11%, for scope 1 and 2 emissions, for the second year running.

Photo: Stowmarket station ©Greater Anglia

Network Rail MPVs Nos. DB98903 and DR98953 pass through Warrington Bank Quay on Rail Head Cleaning duties working a circuit from Wigan and back via New Brighton on November 11th *Michael Lynam*



Forth Viaduct set for makeover

Network Rail will begin a major improvement project on the Forth Viaduct in Stirling from January 2022. The £2.7m investment will repair and re-paint the structure, while installing a new walkway, with work taking place from January 10th until September 22nd 2022.

Drivers are being warned to plan ahead for possible delays as Lovers Walk, which runs parallel to the river, will be closed for the duration of the project and a traffic management system will be in place on Causewayhead Road. A diversion route will be in place via Forth Street, Shore Road, Forth Place, Goosecroft Road, Cowane Street and Union Street. Pedestrians/cyclists will continue to have access through Lovers Walk.

Allison Flanagan, Scheme Project Manager at Network Rail, said: “We’re investing in improving the Forth Viaduct as part of our ongoing commitment to running a safe and reliable railway.



While we understand that a road closure and traffic management system is never ideal and can add time to journeys, we need to have these measures in place to allow the project to be completed in the safest and most efficient way.

When complete, the structure will be better protected against the elements for years to come and won’t need to be re-painted for up to two decades. We’d like to thank the community for their patience and understanding while we carry out these vital works.”

Historic signal box successfully dismantled for new life at heritage railway

Eight days of engineering works to get ready for railway platform extensions for new longer trains – including dismantling a historic signal box – are now complete and Greater Anglia is thanking customers for their patience throughout the works. Platforms at Greater Anglia’s stations on the Hertford East line need to be made longer so that the train company’s new commuter trains can fit when they are ten carriages long. An old disused signal box at Hertford East station had to be removed to make way for a longer platform.

In a project partly funded by the Railway Heritage Trust, the signal box was dismantled piece by piece so it can be rebuilt at Leyburn, North Yorkshire, as part of the heritage Wensleydale Railway. Each piece was carefully catalogued, removed and packed on flat bed lorries ready to be transported to North Yorkshire. Even some of the original foundations were removed as part of the meticulous removal project.

While the line was closed, engineers carried out survey works in preparation for the platform extensions at Rye House, St Margarets, Ware and Hertford East, which will take place next year.

Jamie Burles, Greater Anglia managing director, said: “Thank you very much to all customers for their patience during these works. We are very pleased that a little piece of East Anglian heritage will find a new life in North

Yorkshire as the railway continues to change and evolve. New five-carriage trains are already running on the line for some services. After we have made the platforms longer they will be able to run as ten carriages at busier times of day, giving customers even more seats.”

Andy Savage, executive director of the Railway Heritage Trust, said: “We have been concerned about the listed signal box at Hertford East for many years and that it has not been possible to find a local use for it. With the need to relocate it for a new platform this provided the perfect opportunity to not only relocate it, but also give it back to its original purpose of controlling the movement of trains. We have been very happy to support this project financially.”

Nigel Park, Wensleydale Railway Association chairman said: “The Wensleydale Railway is grateful to Greater Anglia and the Railway Heritage Trust for their grant of £80,000 towards the restoration costs of the Hertford East signal box. The Victorian signal box will be carefully restored, largely by volunteers, to its original condition at Leyburn on the Wensleydale Railway. The signal box is a key part of the site development where it will be made fully operational again, controlling train movements through the station.”

Ellie Burrows, Network Rail’s route director for Anglia said: “Relocating the old Hertford East signal box will

help keep the railway safe and reliable for passengers for years to come and enable Greater Anglia to bring in its longer modern trains. As the custodian of many historical signal boxes, we try and work with industry partners to give them a new lease of life and be enjoyed for years to come.”

Greater Anglia’s new commuter trains are longer with more seats, plug and power points, improved accessibility features including an accessible toilet on every train, better passenger information screens and dedicated cycle spaces.

The trains are the first in the UK to have underfloor heating which works with an overhead heating and ventilation system to improve passenger comfort and increase foot room for passengers sitting in window seats.

They feature regenerative braking which delivers energy back into the electrical supply network, rather than wasting the energy through heat, as is the case with conventional systems

Photo: ©Greater Anglia



National Rail

On November 12th, 'Tornado' plus support coach passes Whitacre on a move to Bristol from York NRM.
John Alsop



Christmas and New Year work to upgrade 1970s track between London and Kentish Town

Network Rail is carrying out major work this Christmas to upgrade the track between St. Pancras International and Kentish Town to bring smoother, more reliable journeys for passengers.

Between the early hours of Christmas Day and before the first service on Wednesday January 5th 2022, engineers will work around the clock to remove the last section of slab track on the route, which was installed in 1979.

This type of track has reinforced concrete slab underneath it. Over the festive period, it will be removed and replaced with ballasted track – with stones and sleepers to support it. The complex project, which began in 2017, will bring a more modern railway for passengers and boost reliability. These improvements will also help to reduce the amount of maintenance and future disruption required.

With no timetabled train services on Christmas Day and Boxing Day on this part of the railway, Network Rail is taking the opportunity to make major progress on the project, which has been carefully planned to avoid disruption at busier times.

Work will continue after Christmas and trains will keep passengers moving, but reduced Thameslink and East Midlands Railway services will be in place between Monday December 27th and Tuesday January 4th. Passengers travelling over Christmas and New Year are advised to check their journey via National Rail Enquiries or with their train operator and allow plenty of time.

Gary Walsh, Route Director for Network Rail's East Midlands route, said: "As most people open their presents and enjoy the festivities, our teams will be taking the opportunity to make major progress on the final stages of this programme. The current slab track has served this busy line well for forty years, but we're replacing it now to make sure trains can continue running safely and reliably for years to come. We can only complete this work safely when a reduced train service is running. I want to thank passengers for their continued patience and

ask anyone who plans to travel over the Christmas period to check their journey, plan ahead and allow plenty of time."

Jenny Saunders, Customer Services Director for Thameslink and Great Northern, said: "The Kentish Town project is bringing our passengers a more modern, reliable railway. We're able to run a reduced service so that people can still travel during the work, and we advise customers to check train times in advance."

Neil Grabham, Customer Service Director for EMR said: "We know that many of our passengers will be using our train services to travel around and visit family and friends over the Christmas period. Any passengers planning on travelling between Monday 27th December and Tuesday 4th January are advised to check our website and plan their journey in advance, as we will be running a reduced EMR Intercity service to and from London St Pancras. We would like to thank passengers for their patience whilst this crucial engineering works are taking place.

Network Rail will be making the most of the access to the track during Christmas day and Boxing Day to also:

Carry out work at Sundon feeder station – this old power station has been replaced as part of our investment to enable more electric trains to run on our route. Teams will be carrying out decommissioning work.

Replace the deck of a bridge which carries the railway over the canal at Cranfleet cut in Long Eaton. The old bridge will be replaced over Christmas with follow-up work at New Year.

Carry out more work to allow the railway up to Market Harborough to be electrified and dozens of maintenance activities.

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National Rail

▶ RSS Class 08 511 is seen shunting at Eastleigh on November 5th. *Michael Bennett*

▶ West Coast's Class 57 006 is seen amongst others in the yard at Carnforth on November 10th. *John Sloane*

▶ On November 11th, Colas Tamper Machine No. DR73930 passes through Warrington Bank Quay whilst working from Rugby - Preston. *Michael Lynam*



Greener new trains cutting carbon emissions in East Anglia

Aerodynamic fronts, lighter chassis and brakes which return energy back to the network are some of the features of Greater Anglia's new trains which are making train travel even more sustainable.

In the run-up to transport day at COP26, Greater Anglia highlighted the environmental benefits of its new trains.

The train company is replacing all its old trains with brand new trains. New trains are already operating all services on many routes including the intercity, Stansted Express and regional lines.

Taking more cars off the road

The new trains are longer with more seats, which means that they can carry more passengers and take even more cars off the road - preventing tonnes of harmful CO2 emissions being released into the atmosphere as well as reducing congestion.

One of Greater Anglia's full intercity trains potentially takes up to 504 cars off the road, while a new four carriage bi-mode train removes 152 cars and a three carriage bi-mode train removes 111. The company's new five-carriage electric commuter train take up to 362 cars off the road - or 725 when they run as ten carriages.

People can check how they much they can reduce their carbon emissions by swapping a car journey for the train on Greater Anglia's carbon calculator at greateranglia.co.uk/carbon-calculator.

The new trains themselves have many green features which benefit the environment and are helping individuals and businesses drive down their carbon consumption.

Greener diesel trains

Bi-mode trains, which run on electricity and diesel, have replaced every single one of Greater Anglia's old diesel trains, which ran on diesel only. They have been future-proofed so that they could at some point run on battery power instead of diesel.

The bi-mode trains, made by Swiss manufacturer, Stadler, meet modern emissions standards which help to reduce nitrogen oxide emissions from diesel engines.

By injecting "AdBlue" into the exhaust it converts the nitrogen oxide to nitrogen and water vapour, which reduces nitrogen oxide particles caused by exhaust emissions from being released into the atmosphere.

When running in diesel mode, the trains' onboard tech enables trains to be driven without powering up all of the two or four diesel engines. Drivers can also use "coast mode" to drive the train without drawing on power - either electric or diesel, due to highly efficient and powerful motorisation. These features all contribute to the trains using the minimum amount of energy possible.

Even in diesel mode, the trains can brake electrically - generating electricity which can be used to power the on-train systems such as heating and lighting, rather than powering up diesel engines and using more fuel. In addition, this also means there are fewer brake pads used so less dust is produced and released into the environment.

The bi-mode trains generate electricity for the motors, making them more efficient than the traditional diesel-mechanical trains they replaced, which have higher energy losses in transferring power from the engine to the wheels.

Creating power through braking

All Greater Anglia's new trains have "regenerative braking". This harnesses energy produced by braking and returns it to the power network. The company's new intercity and Stansted Express electric trains can generate more instantaneous power when braking than they need while accelerating.

Lighter and computer intelligence

The new electric trains are lighter, made from aluminium instead of steel, and their fronts are more aerodynamic and streamlined than the more boxy or flat fronts of the old trains - all of which contributes to energy efficiency, especially when trains are travelling at top speed.

The bogies on Greater Anglia's new Alstom commuter trains - the framework which attaches the wheels to the train's undercarriage - is an innovative design, 30 per cent lighter than previous bogies and reducing aerodynamic drag on the trains.



LED lights are standard throughout new trains, and on Greater Anglia's new Alstom electric commuter trains, which have an "eco mode" to make energy consumption as efficient as possible, the lights dim and brighten depending on outside light, saving further electricity.

Energy-saving intelligent computer systems also actively monitor the trains' maintenance status, reducing the need for unnecessary maintenance saving cost and energy.

All Greater Anglia's new trains have "hibernation" or "intelligent stabling" which reduces power usage by switching off lights and heating and ventilation systems, only switching back on for passenger service or in certain conditions such as very low temperatures.

Built to last but recyclable when reach end of service life

When the new trains reach the end of their life, which is not expected to be until the 2060s, they have been built so that nearly all components can be recycled, further reducing their carbon footprint.

Martin Beable, Greater Anglia's engineering director, said: "New trains are built to last. Some of our old trains were over 45 years old.

If our new fleet could be running around the rail network for the next 45 years, it's important that they are as kind to the environment as possible and designed to help us embrace future technological developments too - such as improvements in battery power. Rail travel is the most sustainable form of transport after walking and cycling, and we are keen to make it even more sustainable, by running more energy-efficient trains and cutting our carbon emissions. Climate change is of growing importance to our customers and we are keen to do our bit to help combat it and also contribute to a better environment and less air pollution in the communities we serve."

Timetable improvements, more Sunday services on some routes and the improved punctuality new trains bring, combined with the new trains' green features make rail travel an even more sustainable and attractive alternative to the car.

Photo: One of Greater Anglia's bi-mode trains passes over Chappel viaduct. ©Greater Anglia

Alstom and Eversholt Rail sign an agreement for the UK's first ever brand-new hydrogen train fleet

Alstom, Britain's leading train manufacturer and maintenance provider, and Eversholt Rail, leading British train owner and financier, have announced a Memorandum of Understanding aimed at delivering the UK's first ever brand-new hydrogen train fleet.

The two companies have agreed to work together, sharing technical and commercial information necessary for Alstom to design, build, commission and support a fleet of ten three-car hydrogen multiple units (HMUs). These will be built by Alstom in Britain. The new HMU fleet will be based on the latest evolution of the Alstom Aventra platform and the intention is that final contracts for the fleet will be signed in early 2022.

Eversholt Rail and Alstom are committed to taking a leading role in supporting the UK and Scotland Government ambitions to decarbonise its rail sector by 2040, and the Scottish Government's objective of doing so by 2035. Alstom is a world leader in the provision of rolling stock solutions and was the first company in the world to produce a hydrogen powered train – the Coradia iLint – which is in operational service in Germany.

Nick Crossfield, Alstom's Managing Director, UK & Ireland said: "COP26 is a reminder of just how urgent the need to decarbonise our world is. Rail is already the lowest emission transport mode, but we can do even more, and I am delighted that we have concluded this agreement with our friends at Eversholt Rail which will lead to Britain's first ever fleet of new hydrogen trains."

Mary Kenny, Eversholt Rail's CEO said: "It is important that we start sooner rather than later to decarbonise UK Rail if we are to meet the 2050 'net-zero' target. Hydrogen propulsion will play an important role, and this project with Alstom will demonstrate how the private sector can work together to make a difference."

Alstom and Eversholt Rail have previously worked together on a hydrogen rolling stock solution for the UK rail sector, through the proposed conversion of an existing Electric Multiple Unit to hydrogen power – the 'Breeze' project. Both companies now believe that there is a market for a fleet of new trains for use by train operators across Britain. The breadth, depth of knowledge and experience gained from the Breeze project, together with stakeholder feedback on future

fleet strategies, has been invaluable in shaping the product planning.

Building on Alstom's long expertise in keeping Britain moving, the Aventra single-deck train has been developed for the requirements of mainline train operations, from high-capacity metro systems to intercity services. Designed to be the fastest, smartest, and most economical platform in modern rail, Aventra trains are modular, from carriage length to interior layout and design. They can easily be modified for different customer requirements, while retaining core benefits such as a lightweight carbody and low lifecycle costs.

Image: New contract for UK's first brand-new hydrogen train fleet. © Alstom/Advanced & Creative Design



National Rail

LMS 6233 'Duchess of Sutherland' powers up through Rowley Regis with the 15:00 Hereford - Tyseley via Gloucester 'Vintage Trains' return trip on November 13th.
Chris Morrison



Network Rail volunteers give boost to Bodmin & Wenford heritage railway

A team of volunteers from Network Rail recently joined forces with staff from Bodmin & Wenford Railway to help spruce up the heritage railway in preparation for the return of the Santa Special steam trains relaunching this December.

The 25-strong team of volunteers from Network Rail worked with the heritage railway staff to tidy up the platforms at Bodmin General, clear away fallen leaves, remove overgrown vegetation around the signal box, and clean and paint fences as well as a wall in the visitors' car park.

Following these volunteering efforts, this heritage railway in Cornwall is now ready to welcome the return of Bodmin & Wenford Railway's much anticipated Santa Special Christmas trains, taking passengers on a 13-mile round trip to and from Bodmin General station throughout December in the run up to Christmas

Lee Hildreth, Network Rail project manager, said: "It was great to come together and volunteer at the Bodmin & Wenford Railway and utilise our skills and

experience to do something that will benefit the community. The Santa Special gives a boost to the local economy and we wanted to help add a touch of festive magic to the heritage railway.

As well as working to spruce up the facilities, the time away from our usual roles provided us with a great opportunity to spend time together and talk about safety, mental health and wellbeing. Volunteering is a great way to give back to the local community and we hope to be able to work with Bodmin & Wenford Railway on similar projects in the future."

Jenna Kirkpatrick, marketing and commercial co-ordinator, Bodmin & Wenford Railway said: "We were delighted to have so many Network Rail volunteers join us for the day at Bodmin & Wenford Railway.

"It allowed us to tick off a number of jobs ahead of our Santa Special trains. Without volunteers our railway would not be what it is. Their energy and enthusiasm was fantastic and we hope to work with Network Rail again in the future."

"The next train will call at 40 art galleries ..."

Govia Thameslink Railway (GTR) has put over 200 works of community art on show to make stations more attractive and uplifting for Southern, Thameslink and Great Northern passengers.

Local professional, student and hobby artists have created work for display at 40 stations, from King's Lynn and Downham Market in Norfolk to Brighton and Newhaven Harbour on the south coast.

The train company called for the exhibits when local passengers and residents said art would be one of the best ways to improve their station's ambience. GTR worked with environmental charity Groundwork Trust, community rail partnerships, and other community and business groups to invite, brief and commission the local artists.

The huge variety of works, many inspired by local landscapes, history or personalities, include individual paintings, tiled and painted murals, metal sculptures, and historical and contemporary photography.

Together the installations create an art gallery linked by 300 kilometres (nearly 190 miles) of rail network, with exhibits in eight counties.

Some stations have enough exhibits to qualify as galleries in their own right. Stevenage, for instance, has been enriched with more than 20 paintings by students at John Henry Newman School. At Radlett, Girlguiding groups joined local professional and leisure-time artists to contribute 27 paintings. South Croydon also has over 20 works, on a theme of mental well-being, by members of art and mental health charity Studio Upstairs.

The largest individual artworks are the 47-metre mural by local illustrator Carli Pfurtsheller along the footbridge at St Neots station, and the 35m-long place-name mural, by south London sign-writer Joe Rashbrook, on the road bridge outside East Croydon station. Hitchin's photographic history collage by Groundwork East and North Herts Museum covers both sides of a 15-metre underpass.

The most recent installation is a series of mural panels created by local environmental artist Steve Messam for King's Lynn. Steve's design was inspired by the iconic Campbell's soup tin – the company established its first factory outside the USA at King's Lynn in 1959.

Tom Moran, Managing Director for Thameslink and Great Northern, said: "We called out to communities to help us brighten up their stations, and we've been amazed by the talent of the many artists who have come forward. We've commissioned over 200 works in the past year – that's enough for one in every room of the Shard's Shangri-La Hotel! All the art is produced by local people, inspired by where they live. So it doesn't just make our stations more vibrant and inspiring for our customers - it gives us an even stronger bond with the communities we serve."

As part of its multimillion-pound, network-wide station improvement programme, GTR has also livened up the look of 90 stations with landscaping and planting



projects. Again, many schemes were managed by Groundwork Trust, and several community groups have pledged to maintain the new gardens.

At 50 stations, passengers included redecorating and refurbishment in their top improvement priorities. The train companies' make-overs have included sensitive restoration of Listed Buildings such as Battersea Park and North Dulwich in London, and what is thought to be the country's oldest surviving wooden waiting shelter, at Ockley in Surrey,

Photo: Hertfordshire artist Gaye Daniels is among the dozens of contributors to GTR's 300-kilometre station art gallery. ©GTR

Victoria Rail

On November 1st, the first run of the new Victoria Rail container flow, the 'Humber Express' from Immingham Nordic Terminal to Doncaster iPort! Well, sort of, anyway. The train ran with 22 empty IXAs there and back, so it looks like it was a bit of a rehearsal for when it starts up properly. It's already becoming quite a cosmopolitan train, this time Class 56 049 appears to have been hired from Colas and is seen at Scunthorpe working 4Z13 outbound and 4Z14 return. *Steve Thompson*





Class 66427 working 4E49 Daventry - Doncaster iPort 'Tesco Express' passes Burton on November 4th. *Stuart Hillis*

Fewer delays and cancellations following launch of innovative pilot scheme

Network Rail has launched a new pilot project that integrates its traffic management system with Great Western Railway's crew and stock resource management system – a first in the UK rail industry. This project is the latest example of the rail industry putting passengers and freight users first, by integrating Worldline's crew and stock software 'Integrale' with the railway traffic management system 'Luminate', which has been developed by Resonate. The £4m pilot, which has been funded by Network Rail and the Department for Transport's (DfT) National Productivity Investment Fund, will operate on Network Rail's Western route between Paddington and Bristol, Reading and Oxford. However, the benefits of this will be felt across GWR's train services, which operate across the Western route, from Paddington to Penzance and including services in Devon, Cornwall, Oxfordshire, Thames Valley, the Cotswolds, Wiltshire and South Wales.

The Luminate traffic management system was first deployed on Network Rail's Western route in 2018. The integration of the Integrale crew and stock software with Luminate will put real-time information all in one place. This will enable Network Rail and GWR colleagues to have the same view of the train plan and allocation of rolling stock and crew in one system. Whether services are on time or delayed, this upgrade will make it much easier to identify resource conflicts and service shortfalls. Through visual indications and data sharing, this project will empower Network Rail and GWR colleagues to manage and deliver train stock and services across the Western Route more collaboratively than before. Upon the completion of this pilot in February 2022, the results will be assessed and shared with the rail industry. The second phase of the project – scheduled the start in April 2022 – will follow on and see the introduction of a Connected Driver Advisory System (CDAS), providing live information to drivers in the cabs of Class 387 and 802 GWR trains. This will enable them to receive messages, informing them of changes to the schedule or the route and stations to call at.

Mike Gallop, Network Rail Western route and strategic operations director, said: "Our priority is to welcome passengers back to the railway, and to do this we need to provide a reliable service. I'm delighted that we're showing industry leadership to deliver this innovative and ground-breaking project which will help deliver on this priority. The way the systems from Network Rail

and GWR work together to manage operational services as well trains and crew is a first in the UK. This project is an example of the sort of cross-industry developments that I would like to see more of. It has been delivered quickly, building on existing technology, and used the expertise and skills of all the project partners. I expect passengers to see the benefits as we support control and signaller teams in their decision-making, by providing a more complete picture of current train operations that will deliver more reliable services. Thanks to the Department for Transport for supporting this project in its development."

James Bain, CEO Worldline UK&I and Chair of Rail Data Council, said: "Time is the one thing it is impossible to buy more of. Nothing is more precious, and it is our responsibility to work together to demonstrate we respect customers' time, something this project facilitates through the open exchange of data. The Williams-Shapps Plan is a clarion call to industry to make rail better and we're proud to be part of a meaningful, practical industry first that's making that happen, by connecting data to make sure trains have a fighting chance of running on time. The open exchange of data is already used in industries and markets across the world to the benefit of consumer and now we're delivering that for the Great Britain's railways to improve the customer experience against fierce competition and a fight for recovery."

Anna Ince, Chief Executive Officer of Resonate, said: "We have been working collaboratively with Network Rail Western Route to ensure that our Luminate Traffic Management System helps improve performance. This collaboration is now extended to GWR and Worldline, and through the open data exchange the solution will empower both Network Rail and Great Western people to manage and deliver each and every train service, each and every day with more confidence that the decisions they take are the right ones for the customer."

GWR Performance Director, Barry Milsom, said: "We've been really impressed by the pilot in the early stages of the roll-out. For the first time we have a single standardised system between the train operator and Network Rail that helps us identify all train performance risks in one place. Ultimately, we hope this will mean a more punctual, reliable service for customers. We are looking forward to seeing the results of this pilot scheme next year which will inform our next steps."

Regular passenger services to Okehampton resume for first time in nearly 50 years

Saturday November 20th marked the return of regular train services on the Dartmoor Line between Exeter and Okehampton, for the first time in almost half a century. The first regular passenger service to Okehampton since 1972 arrived at 07:10 (leaving Exeter St Davids at 06:32), with the first train departing Okehampton at 07:30. Two-hourly seven-days-a-week services will be operated by Great Western Railway (GWR) with journey times between Okehampton and Exeter, including stopping at Crediton, taking approximately 40 minutes. The Dartmoor Line – which received £40.5m of Government funding in March – is the first former line to reopen under the Government’s Restoring Your Railway programme. Network Rail, GWR and the Department for Transport (DfT) alongside project partners Devon County Council, Devon & Cornwall Rail Partnership and Dartmoor Railway Association (DRA) have worked collaboratively together to reopen this line ahead of schedule and under budget. Benefitting from the application of Rail Project SPEED approaches, this 14-mile stretch of mothballed former freight railway has been transformed in just nine months and completed more than £10m under budget.

To make the restoration possible, Network Rail’s team of engineers worked tirelessly to deliver a huge programme of work to physically reopen the line in just nine months, including laying 11 miles of new track and installing 24,000 concrete sleepers and 29,000 tonnes of ballast in a record-breaking 20-day period. Repairs have also been made to 21 structures along the route including four bridges. Other infrastructure work has included level crossing improvements and the installation of railway communications equipment. Vegetation clearance, earth and drainage works and fencing have also been completed and further infrastructure work will continue to take place to increase the line speed to enable an hourly service in 2022. The route connects Exeter St Davids, Crediton and Okehampton, providing a launchpad for visitors to explore Dartmoor and regional links for local commuters. Around half of services, including at peak times, will also carry on to Exeter Central. Passengers travelling between Crediton and Exeter will also benefit from an increase in service frequency. The reopening of the route is expected to boost local businesses, the tourism sector, and provide greater access to education and work for thousands of people who live locally.

Station facilities at Okehampton include new information screens, a Help Point, smartcard validation points, ticket vending machines, and a waiting room. More work will be carried out over the winter, including further work on the station buildings to enable the restoration of the café and other facilities.

Michelle Handforth, Network Rail’s Wales & Western regional managing director, said: “I am delighted that today marks the return of much anticipated regular passenger services between Exeter and Okehampton. This is something that the local community and our partners have wanted for a very long time and I am thrilled through the close working of the project partners, the Dartmoor Line is opening ahead of schedule and under budget.

I would like to pay tribute to our project team and engineers whose commitment and hard work has got us here today as we celebrate the return of regular passenger services for the first time in nearly 50 years.”

Mark Hopwood, GWR Managing Director, said: “This has been a key aspiration for the community and the rail industry for sometime and today is a significant day for everyone who has been involved. The support and advocacy of the local campaigners over the years has helped deliver a fantastic new service for customers, which we hope will grow from strength to strength.”

Councillor Andrea Davis, Devon County Council Cabinet Member for Climate Change, Environment and Transport, said: “The re-opening of the Dartmoor Line marks a proud day for Devon, and everyone involved in making this happen should rightly feel proud of what they have helped achieve. It’s marvellous to see the Dartmoor Line reinstated, and to be the first rail line to re-open under the Government’s Restoring Your Railway programme is a magnificent accomplishment in itself. Devon County Council maintained the Summer Sunday service on the line since 1997 and in doing so, demonstrated what could be achieved. If nothing else it kept hope alive that we could see a return of regular services between Okehampton and Exeter. A heartfelt thank you and well done goes to everyone in the community and partner

organisations who have played a part in helping to revive the Dartmoor Line, and Network Rail and GWR have worked flat out to ensure that it opened this year.”

Mel Stride, MP for Central Devon, said: “I am proud that our Central Devon constituency is the first in the UK to have a service, lost to the rail cutbacks of the 1960s and 1970s, restored by the Government. I have enjoyed working closely with OkeRail over many years to help make it happen – the many years of campaigning has absolutely been worth it. The new line will provide thousands of my constituents who are up to an hour away from their nearest station with a valuable service on their doorstep and provide a huge boost to the local economy as we bounce back from Covid-19. Crucially, it will also help to reduce carbon emissions by taking cars off the A30. I can’t wait to book my first ticket!”

Richard Burningham, Manager of the Devon & Cornwall Rail Partnership, said: “What a day the reopening of this line was - the day Okehampton fully re-joined the national rail network. All of a sudden, a large area of west Devon and north and east Cornwall is 30 miles nearer the railway than it has been. It’s going to make a big, very positive difference to many people’s lives.”



National Rail

Class 60 028 in Cappagh livery with a new working, 6Z45 Maurice Hill Sidings, Burton - Ferme Park with an empty (Crossrail) spoil train, departs Burton on November 4th. *Stuart Hillis*



The Nosh Report

A welcome return for our column on where to eat when out and about. This month's recommendation comes from Colin Irwin (Steamchasers) who writes:

Just a stone's throw from Southport station on the corner where Chapel Street meets Corporation Street, is the newly opened Hugo Lounge.

We were blown in off the street by the Storm Barra gales and were grateful for the warmth inside.

Welcomed by the owner, upon entering, the first thing you notice is an array of teapots, ranging from tiny to vast and of many different designs.

Visitors can expect to find all day breakfasts, fish and chips, fajitas, wraps and mouth watering steak burgers on the menu. These are all at a reasonable price considering the popular, well trafficked location.

Tables are available inside and outside as well as a window that serves ice cream to passers by.

Owner Ali Cakir, with his 15 years experience in the hospitality industry, provides an excellent table service.

Portions are ample for the hungry traveller and we intend to visit the lounge again on our next visit to Southport.

So if you are in the area, please give Ali a visit.



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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £11.75 EACH

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.



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



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



10+ Price: £7.60 EACH

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.

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A Different View

▶ Class 33 109 is seen from the cab of a Class 104 DMU at the East Lancs on November 13th.
Kevin McCormick

▶▶ On November 16th, GWR IEP Class 802 008 was named 'Rick Rescorla' a Cornishman who saved thousands of lives during the 9/11 terror attacks in New York, and at the opposite end of the same unit 'RNLB Solomon Browne', the Penlee Lifeboat lost at sea during a daring rescue attempt in 1981. *Ken Mumford*

▶ A look at the magnificent Broadway signal box, on the Gloucestershire Warwickshire Railway.
Richard Hargreaves



A Different View

Avanti Pendolino Class 390 148 is seen on winter sunshine at Crewe on November 20th. *Richard Hargreaves*



Preserved
Railways

Experience the Kent Whisky & Steam Train at the Spa Valley Railway



Steam into the New Year with the Spa Valley Railway



Take a journey on the South East's first 'Whisky & Steam Train' at the Spa Valley Railway in Tunbridge Wells on selected dates from February 2022.

Dates available to book are Saturday 19 February, Saturday 21 May and Saturday 16 July 2022.

Enjoy an afternoon sipping three different whiskies from local distilleries while taking a journey on the 'Kent Whisky & Steam Train' which departs for a return trip for Eridge from Tunbridge Wells West at 14.45. Look out for the opportunity to enjoy other guest whiskies which will be available to purchase while on board the train.

Everyone will be seated in a comfortable warm carriage with a table laid up with a selection of three different whiskies brought to you by Copper Rivet Distillery of Chatham and Harvey's Brewery of Lewes.

Copper Rivet – Masthouse Whisky

Copper Rivet – Column Malt Whisky

Harvey's – Spirit of Sussex

To enhance your whisky tasting experience a bowl of ice and a complimentary Fever-Tree Indian Tonic Water will be provided.

Mix the different whiskies to suit your taste in the branded Spa Valley Railway Whisky glass which you can take home after the event. A delightful selection of tasty Canapés will also be served.

The 'Kent Whisky & Steam Train' experience is £40 per adult.

The Spa Valley Railway is entirely volunteer led and relies on revenue generated from passengers and events to ensure it survives into the future.

2022 events can now be booked via the website www.spavalleyrailway.co.uk

Spa Valley Railway, West Station, Nevill Terrace, Royal Tunbridge Wells, Kent, TN2 5QY

There's something very wonderful about seeing a steam locomotive steaming through the winter countryside. So why not come along to the Spa Valley Railway after Christmas and into the New Year to enjoy a memorable journey on one of the 'New Year Special Trains'.

Christmas and New Year Specials

Join the train at Tunbridge Wells West or Eridge and sit inside the comfortable heated carriages as Steam Locomotive Hunslet Austerity No. 2890 known as 'Douglas' takes everyone on a journey through the crisp winter landscape of the High Weald countryside on 28, 29 and 30 December 2021 before the mighty 'Sir Keith Park' Bullied Pacific locomotive takes over on 31 December 2021 and also on 1 and 2 January 2022. Don't forget to tell your children to look out for the uniformed station masters who love to see the children wave as the trains arrive and depart at the stations along the line.

Tickets are valid for all-day travel and are Adult - £12, Senior (60+) - £11, Child (2-15yrs) - £6, Family (2A+2C) - £30

Winter Steam Up!

Back for 2022, will be the popular 'Winter Steam Up' gala which will take place on 8 and 9 January. This event will be an opportunity to take a scenic railway journey behind 'Sir Keith Park' and visiting locomotive 'Douglas' (2890). This will also be one of the last times to see the magnificent Sir Keith Park (34053) in steam prior to the locomotive undergoing a very quick overhaul before returning to steam at the end of 2022.

Tickets are valid for all-day travel and are Adult - £15, Senior (60+) - £14, Child (2-15yrs) - £7.50, Family (2A+2C) - £30

Trains will operate to the standard Green timetable between Tunbridge Wells West and Eridge calling at Groombridge along the way. High Rocks station will be closed.

To book these or other events visit www.spavalleyrailway.co.uk

Spa Valley Railway, West Station, Nevill Terrace, Royal Tunbridge Wells, Kent, TN2 5QY.



Telford Steam Railway

Great Western 0-6-2 tank engine No. 5619 and GWR 0-6-0 saddle tank No. 813 are seen at Horsehay on November 27th.
Richard Hargreaves



Gloucestershire Warwickshire

▶ Class 45 149, Class 26 No. D5343 and Class 20 No. D8137 are all seen stabled at Toddington on November 6th. *Richard Hargreaves*

▶ On November 6th, Class 37 215 is seen at Broadway. *Richard Hargreaves*

▶ Class 37 No. D6948 is seen on display at Toddington on November 6th. *Richard Hargreaves*



Gloucestershire Warwickshire

▶ Class 24 No. 5081 is seen at Broadway on November 6th. *Richard Hargreaves*

▶ Class 117 DMU Nos. 51363, 59510 and 51405 is seen upon arrival at Cheltenham Racecourse with a service from Toddington. *Richard Hargreaves*

▶ Southern Railway rebuilt Merchant Navy Class 4-6-2 No. 35006 'Peninsular & Oriental S. N. Co.' is seen running round its train at Cheltenham Racecourse. *Richard Hargreaves*







Gloucestershire Warwickshire

GWR No. 7820 'Dinmore Manor' is seen at work on the Gloucestershire Warwickshire Railway during their 40th Anniversary gala on November 7th. *Neil Pugh*



DEDICATED MUSEUM VOLUNTEERS AT CORFE CASTLE STATION WIN FIRST GRANTS TO IMPROVE EXPERIENCE FOR VISITORS



Dedicated Swanage Railway museum volunteers at Corfe Castle station are celebrating after winning their first grants – the money being used to further improve the experience for visitors. Attracting 48,000 visitors a year before the 2020 coronavirus pandemic, the free admission museum – established in the goods shed of the restored Victorian station in the year 2000 – tells the fascinating story of the Swanage branch line from the 1880s.

Operated by the Swanage Railway Trust registered charity, the museum has been largely funded by public donations and was ranked twelfth in a Visit England tourist body survey during 2019. The National Lottery Heritage Fund has awarded a grant of £23,700 for the museum to create audio pods so visitors can enjoy a typical 1950s branch line station ‘sound scene’ and listen to recordings of evocative memories from Swanage branch line staff and passengers during the 1950s and 1960s.

The money will also be used to improve ‘front of house’ facilities at the museum so that visitors can talk to staff about the Swanage Railway’s history and access the archives.

The South West Museum Development Programme has also given the Swanage Railway Trust museum a grant of £4,000 which will pay for professional management advice and mentoring to the volunteer museum staff during the project.

A delighted Swanage Railway Trust chairman Gavin Johns said: “Thanks to players in the National Lottery, this much appreciated investment will allow our museum to begin a transformation to an even more inclusive and interactive space in which visitors, of all ages, can learn about the social and economic effects on the Isle of Purbeck of the Victorian Swanage branch line.

“I would like to thank everyone who has played a part in the success of this grant application which has been a huge and detailed collective effort – one in which we can all take great pride,” added Mr Johns who is also a volunteer signaller on the popular Dorset heritage railway.

After repeated attempts over almost 40 years, the ten-mile branch line from the London main line at Worgret Junction, south of Wareham, to Corfe Castle and Swanage was opened in May, 1885.

British Rail controversially closed the single tracked branch line in January, 1972, with seven miles of track being lifted in just seven weeks during the summer of that year. After five years of determined campaigning by railway enthusiasts and Purbeck community volunteers, the fledgling Swanage Railway Society started restoration work at a boarded up Swanage station in February, 1976.

Second-hand track was slowly laid by hand at Swanage station and in the summer of 1979 the first trains ran over a few hundred yards of track – a small industrial diesel locomotive hauling a restored 1940s carriage.

Easter, 1980, saw the first steam trains run at Swanage station since the summer of 1967 when a small industrial steam locomotive hauled two restored carriages over a few hundred yards of track.

Passenger train operations were extended to the one-mile mark at Herston, on the outskirts of Swanage, in 1984 and then to the one and a half-mile mark in 1987.

Trains ran three miles from Swanage to Harman’s Cross in 1989 and in 1995 passenger train operations were extended two and a half miles to Corfe Castle and Norden.

The Swanage Railway’s relaid tracks met the national railway system, east of Furzebrook, in January, 2002 – on the 30th anniversary of the British Rail closure – and it was in 2006 that the Swanage Railway was connected to the national railway system.

The first diesel and steam trains from London to Corfe Castle and Swanage since 1972 and 1967, respectively, ran in April and May, 2009.

In 2014, the Swanage Railway’s signalling system was linked into Network Rail’s signalling system for the operation of the heritage line’s connection with the main line at Worgret Junction south of Wareham.

Photos: © Andrew P.M. Wright



SPECIAL HERITAGE DIESEL RAILBUS SERVICE TO MARK 50th ANNIVERSARY OF LAST BRITISH RAIL TRAIN TO SWANAGE



A special three-day New Year heritage diesel service is to operate on the Swanage Railway to mark the 50th anniversary of the last British Rail train from Wareham to Corfe Castle and Swanage in January, 1972 – a controversial branch line closure that led to a remarkable rebirth. On the front of the special trains will be a commemorative wooden headboard made by dedicated Swanage Railway volunteer signalman Malcolm Munro who travelled on the last train as a 16-year old when he was living with his family in Bere Regis.

Operated by a heritage British Railways 1960-built three-carriage Class 117 diesel multiple unit railbus, the five trains a day service will be operating between Norden, Corfe Castle, Harman's Cross and Swanage from 10.30am to 4pm daily on Saturday, 1 January, Sunday, 2 January, and Monday, 3 January, 2022. To mark the last British Rail train and closure 50th anniversary, the first 50 people purchasing tickets on-line for each of the three days – from the Swanage Railway's website at swanagerailway.co.uk – will only pay the January, 1972, last British Rail train fare of 50 pence per person. Those tickets will be available on-line from Sunday, 5 December, 2021, with a special commemorative heritage Edmondson card

ticket being produced for all ticket holders travelling between 1 and 3 January, 2022, inclusive.

Opened in May, 1885, the ten-mile branch line from Wareham to Swanage was controversially closed by British Rail – after five years of trying against the opposition of local people and councils – on the morning of Monday, 3 January, 1972. Because there was no winter Sunday train service, the last British Rail trains ran between Wareham and Swanage on Saturday, 1 January, 1972 – New Year's Day. Composed of two three-carriage 1957-built British Railways diesel-electric multiple units – known as DEMUs for short and nicknamed 'Hampshire' units because they had been built for service in that county – the last train left Wareham at 9.45pm for Corfe Castle and Swanage. It was boycotted by protesting Wareham councillors angry at the closure.

With 500 passengers on board, who had each purchased a specially printed British Rail Edmondson card ticket costing 50 pence for an adult and 25 pence for a child, the last train departed a gas lit Swanage station platform at 10.15pm before passing through Corfe Castle at 10.24pm and pulling into Wareham at 10.40pm.

A Swanage Railway member for more than 40 years, a volunteer for 30 years and a 16-year old passenger on the last British Rail train, Malcolm Munro said: "It's important that the 50th anniversary of the last British Rail train from Wareham to Swanage is marked because the branch line's controversial closure led to a remarkable rebirth against all the odds – showing the power of the human spirit and what it can achieve.

"It certainly doesn't seem like half a century since that last train moaned and juddered its way through the Isle of Purbeck on that cold and depressing night. Few people on board the train thought the line would come back and the tearing up of the tracks six months later seemed to seal its fate forever.

"Thankfully, a group of railway enthusiasts, and community volunteers, had other ideas. After four years of campaigning, the fledgling Swanage Railway Society was given a one-year lease of the boarded up Swanage station where restoration work slowly began in 1976 –

second-hand track being relaid by hand," added Malcolm who lives in Wool. British Rail contractors starting demolishing the branch line in July, 1972 – starting at Swanage and tearing up a mile of track a week. By September, 1972, six and a half miles of line had been ripped up to a point half a mile east of Furzebrook at Motala. The first three miles of the Swanage branch line was kept open by British Rail, from Worgret Junction – on the London main line south of Wareham – to Furzebrook, for the export of Purbeck ball clay by train.

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

Photos: Archive pictures of the last day of British Rail trains to Swanage in January, 1972.

© Andrew P.M. Wright.



South Devon Railway

▶ On October 19th, Class 09 010 now in BR Black livery is seen at Buckfastleigh.
Allison Twycross

▲ GWR 2251 Class No. 3205 is seen in the sidings at Buckfastleigh on October 19th awaiting heavy overhaul.
Allison Twycross

▲▲ GWR Pannier Tank loco No. 1369 is seen at Buckfastleigh on October 19th.
Allison Twycross

▼ GWR 2-6-2T No. 5542 runs round its train at Totnes on October 19th.
Allison Twycross



Dartmouth Steam Railway

GWR No. 5239 'Goliath' is viewed from the Dartmouth river boat working the 13:00 departure from Kingswear on October 26th. *Allison Twycross*



North Yorks Moors Railway

On October 17th, BR Standard Tank No. 80136 sits at Pickering at the end of a days work. *Mark Torkington*



North Norfolk Railway

Class 37 032 arrives at Sheringham with a train from Holt on a half term running day, October 29th. *Mark Torkington*



Swindon & Cricklade Railway

On November 19th, Hunslet No. 3781 'Linda' is seen arriving at the line and being unloaded. The loco is here for the Santa season.
Ken Mumford



East Lancs Railway

Cravens Class 105 DMU passes Ewood Bridge on November 13th. *Jeff Nicholls*



East Lancs Railway

▶ The lines Class 122 DMU, hauling a BSK crosses the river at Summerseat on November 13th with a service to Ramsbottom. *Jeff Nicholls*

▶ Class 144 009 exits Brooksbottom Tunnel into glorious sunshine on November 13th. *Jeff Nicholls*

▶ A very busy Class 144 009 calls at Irwell Vale on November 13th with a service to Rawtenstall. *Jeff Nicholls*



East Lancs Railway

It's the first weekend of Santa Specials on the ELR and GWR 0-6-2T No. 5643 approaches Summerseat in appropriate seasonal weather on November 28th. *Gerald Nicholl*



East Lancs Railway

▶ Class 33 108 hauls the Class 104 DMU through the autumn colours at Summerseat on November 13th. *Jeff Nicholls*

▶ Class 144 009 is seen at Summerseat on November 13th, its destination of Manchester Oxford Road would have been achievable in year gone by. *Jeff Nicholls*

▶ The lines Class 105 DMU passes Summerseat on November 13th. *Jeff Nicholls*



East Lancs Railway

On November 13th, the Class 104 DMU is seen at Ramsbottom awaiting departure of the return 'chip-ex' to Heywood and Bury. It is paired with the Class 110. *Kevin McCormick*

Class 08 164 is seen at Bury on November 13th with the stock for the dining service. *Kevin McCormick*

On November 13th, Class 105 Cravens DMU Nos. SC51485 and E56121 are seen at Ramsbottom with a service to Heywood. *Michael Lynam*



East Lancs Railway

▶ Class 110 DMU Nos. E51813, E59701 and E51842 is seen at Ramsbottom on November 13th with a service to Heywood. *John Sloane*

▶ Alexandra Barclay Pacer Class 144 009 approaches Irwell Vale with a service to Heywood. on November 13th. *Michael Lynam*

▶ Gloucester Class 122 DMU No. W55001 arrives at Irwell Vale along with a BSK coach attached for additional capacity. *Michael Lynam*



East Lancs Railway

On November 13th, BRCW Class 104 DMU Nos. M50455 and 50517 call at Irwell Vale en route to Rawtenstall. *Michael Lynam*

Class 105 Cravens DMU Nos. SC51485 and E56121 waits departure time at Rawtenstall. *Kevin McCormick*

Class 33 109 hauling Class 104 DMU Nos. 50455 and 50517, recreating a drag, arrive at Irwell Vale on November 13th. *Michael Lynam*



From the Archives

▶ Manchester PTE liveried Class 142 014 is seen upon arrival at Manchester Victoria on August 16th 1986. *John Sloane*

▶ Class 56 062 passes Springs Branch with an Ashton in Makerfield to Lindsey empty bitumen train on July 11th 2003. *John Sloane*



From the Archives

▶ Drastically changed in appearance since its introduction, Gloucester Carriage and Wagon DPU No. 55992 pauses at Ealing Broadway on July 23rd 1987. *Jeff Nicholls*

▶ Deltics Nos. 55 007, 55 021, 55 010, 55 019, 55 004, 55 022, 55 015, 55 009 and 55 016 are seen on Doncaster Works death row awaiting their fate on January 1st 1982. *Brian Hewertson*

▶ Class 47 847 is seen at Kempsey with 1Z79 08:27 Crewe - Cardiff Central 'Ruggex' on November 19th 2005. *Keith Davies*



From the Archives

Class 45 002 is seen having rescued a HST at Exeter St. David's in the mid eighties.

Michael Bennett

Class 47 853 passes Kempseye on November 11th 2005 with the 1Z77 08:33 Manchester Piccadilly - Cardiff Central working.

Keith Davies

Class 40 No. D339 comes off shed at Springs Branch on February 2nd 1968. *John Sloane*



From the Archives

▶ Class 58 029 passes through Kennington near Oxford with a MGR to Didcot. *Michael Bennett*

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

▶ Black 5 No. 44845 is seen at Manchester Victoria on March 26th 1968. *John Sloane*



From the Archives

Class 66 538 is seen at Bayston Hill with 4V20 09:38 Crewe Basford Hall - East Usk Jct. New Yard on December 11th 2017. *Keith Davies*



From the Archives

▶ LNER HST power car No. 43338 'National Railway Museum, 40 years, 1975-2015' races past Eaton Lane, Retford, with the 10:05 London King's Cross to Leeds service on June 29th.

Paul Senior

▶ Modified from Class 127 DMUs Nos. 55987 and 55977, also known as Set No. 917, drop down Miles Platting Bank into Manchester Victoria station on April 16th 1987. *Jeff Nicholls*

▶ Class 60 080 passes Walford Heath with 6V75 09:25 Dee Marsh Yard - Margam on February 8th 1996. *Keith Davies*



From the Archives

▶ Class 47 530 passes Whitchurch with the 11:45 Cardiff Central - Crewe service on February 17th 1986. *Keith Davies*

▶ Class 45 118 approaches Doncaster from the Sheffield direction on May 3rd 1986. *John Sloane*

▶ Converted at Carlisle Currock, and painted in green, former Class 127 DMU Nos. 55967 leads 55966 from Red Bank sidings into Manchester Victoria station leading a motley collection of stock on April 3rd 1986. *Jeff Nicholls*



From the Archives

▶ Class 47 803 is seen at Allscott on January 22nd 1992 with the 1J33 09:25 Shrewsbury - London Euston service. *Keith Davies*

▶ An abundance of Class 37s are seen in Warrington Arpley yard in 1998. *Brian Hewertson*



From the Archives

▶ HST power car No. 43063 makes a smokey departure from London King's Cross on October 26th 1987. *John Sloane*

▶ Class 50 031 'Hood' waits to depart London Paddington on July 19th 1986. *John Sloane*

▶ Class 76001 is seen at Torside on December 30th 1976. *Mark Enderby*

