



Railtalk Magazine

Issue 202

July 2023

ISSN 1756 - 5030

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Content

- Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 43 - Pictures
Pg 159 - News and Features
Pg 174 - Did you Know
Pg 175 - Different View
Pg 177 - Preserved/Industrial
Pg 211 - From the Archives

Submissions & Contributions

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

Photographic Contributions

All Photographic contributions should 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 202

It's always good to see incentives to encourage more use of rail and in the news this month, DP World have announced a modal shift programme designed to encourage the use of rail for the transport for goods imported through the port of Southampton. The programme running for 12 months from September will charge a flat £10 fee on all import-laden containers. Customers whose container is moved to a railhead more than 225 km away will be reimbursed, and a £70 incentive paid to those whose container is moved to a railhead within 225 km. DP World said market economics mean intermodal rail already makes sense for distances over 225 km, but for shorter deliveries the economic difference is less clear, and so the incentive aims to increase the likelihood of a modal shift.

Also in the news this month are those pesky Class 230s as following a long period of disruption, the Welsh government's Deputy Minister for Climate Change Lee Waters has asked Transport for Wales Rail to develop a plan to improve services on the Wrexham – Bidston Borderlands line. Earlier in the year, services had been suspended for a period as a result of a shortage of rolling stock, particularly the temporary withdrawal of much of the Class 175 DMU fleet. Trains resumed with a limited service when the first of TfW Rail's Vivarail Class 230 diesel multiple-units began operating a two-hourly timetable.

However, since then delays and cancellations have continued and concerns have mounted over the reliability of the Class 230s and their ability to keep to a very demanding timetable, with sets having regularly failed to complete a full day's diagram. A full hourly timetable using additional Class 150 DMUs is now in place, but the services continue to struggle to run to time. Trains typically only have two or three minutes of turnround time at each end of the journey, and with delays increasing through the day time is often made up by terminating short at Wrexham General rather than Central.

Taking a trip on the line on June 15th, Waters discussed the problems with passengers and members of the Wrexham – Bidston Rail Users' Association before meeting leaders of Flintshire and Chester & Cheshire West councils.

'It is fair to say there have been a number of challenges for rail services in Wales in recent months and the issues on this line have not been good enough', he said on June 14th. 'I wanted to take time to travel on the line today to see first-hand some of the frustrations passengers are facing on a daily basis. We like to celebrate success, but it is also important for us to hold our hands up when things are not good enough.'

TfW Rail Managing Director Jan Andy

Chaudhry-Van der Velde said it had been 'a frustrating few months for passengers' on the line.

He said 'first the line lost its train service, with replacement buses running, due to the withdrawal of a significant part of our train fleet caused by engine safety problems. This led to an extensive repair programme being required. This was followed by the introduction of refurbished Class 230 trains on the route, which has seen teething problems with rolling stock technical issues and poor timekeeping. We apologise to passengers on the line for these problems. We are putting in place a series of initiatives to get the line back to reliable train service, focusing on stabilising the new rolling stock reliability and traincrew familiarisation in the first instance. Once this is accomplished, we can start to plan a higher frequency service. The refurbished Class 230 trains represent a step improvement in train quality for the line, and we are confident they will deliver the aspirations of stakeholders and customers as we work through the plan.'

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.



This Page

Class 66 734 'Platinum Jubilee' and 69 007 'Richard Trevithick' haul a single wagon, working 6001 Scunthorpe to Eastleigh engineers train through Burton on June 15th. [Stuart Hillis](#)

Front Cover

English Electric Class 40 No. D345 is seen at Ais Gill on May 27th, working a Northern Belle from Darlington to Appleby, standing in for 'Tangmere' which was unavailable. [Colin Irwin](#)



TfW Class 158 821 heads past the beach at Criccieth with service 2J03, a Cambrian Coast service to Pwllheli on May 31st. *Ben Bucki*

Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine.

Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and

we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

With Thanks

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

These issues wouldn't be possible without contributions from:

Ken Abram, Michael J Alderdice, John Alsop, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Barry Beeston, Steven Beesley, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke,

Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Neil Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl,

Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Stewart Smith, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 working the 1Z87 Carlisle - London Euston passes Moore. *Mark Enderby*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On June 3rd, Class 86 259 races through Coppull at the head of a 'Cumbrian Mountain Express' working. *John Sloane*



Charter Scene

Vintage Trains

Welsh Marches Express

GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' and No. 7029 'Clun Castle' working the 1Z29 Tyseley to Hereford pass Kemps Eye on June 10th with Class 47 773 on the rear.
Richard Hargreaves



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

Black 5 No. 45231 works very hard past Arcow Quarry at Helwith Bridge on June 7th with 12 carriages in tow and Class 47 828 on the rear doing very little if any of the work. *Jeff Nicholls*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

LMS 'Black Five' No. 45231 crosses Frodsham Viaduct with a returning 'Fellsman' excursion from Carlisle to Crewe on June 7th.
Brian Dobbs



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

On June 7th, LMS 'Black Five' No. 45231 'Sherwood Forester' approaches Stainforth Tunnel with the northbound 'Fellsman' to Carlisle. *Shep Woolley*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

On June 7th, LMS 'Black Five' No. 45231 'Sherwood Forester' approaches Waitby Common working 1Z40 the return 'Fellsman' railtour back to Crewe. *Shep Woolley*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

Stanier Class 5 4-6-0 No. 45231 trundles across Batty Moss Viaduct at Ribbleshead with the northbound 'Settle & Carlisle Fellsman' on June 7th. *Gerald Nicholl*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

Stanier Class 5 4-6-0 No. 45231 top and tailing with Class 47 828, is seen at Helwith Bridge on 1Z40 Carlisle to Crewe on June 7th.
Steve Chapman



Saphos Trains

The Settle & Carlisle Fellsman

▶ No. 45231 forges past Standish with a 'Fellsman' working from Crewe and Chester to Carlisle on June 7th. *John Sloane*

▶ Class 47 828 is seen on the rear of the return working at Balshaw Lane Junction on June 7th, heading from Carlisle back to Chester and Crewe. *John Sloane*

▶ Class 47 828 is seen at Standish on the rear of a 'Fellsman' working on June 7th, heading to Carlisle. *John Sloane*



Charter Scene Retro Railtours

The Retro Devon Belle II

Early on May 27th, Class 50 008, with 67 028 inside, catch the early morning sunshine as they approach Stockport working the 05:48 Huddersfield to Paignton excursion.

Colin Irwin



Charter Scene Vintage Trains

The Whistling Ghost to Minehead

On June 24th, GWR Castle Class No. 7029 'Clun Castle' and Class 47773 pass South Marston Jct. with 1Z10 Birmingham Snow Hill - Minehead.
Ken Mumford



Charter Scene

GBRf Staff Charter

GBRf Staff Charter

Class 73 963 and 73 965 approach Bartletts Bridge, Bedminster with a staff charter from Tonbridge to Weston-Super-Mare on June 10th.
Chris Morrison



Charter Scene West Coast Railtours

Stratford-upon-Avon

West Coast Railways' Class 47 813 and 47 815 top and tail a West Coast Railtours day trip from Scarborough to Stratford-upon-Avon passing Henley-In-Arden on June 17th. *Chris Morrison*



Charter Scene UK Raitours

The Chessy Ned

Class 66 794 'Steve Hannam', in retro Railfreight Petroleum livery, departs Wokingham with the 16:17 to Guildford formed of Hastings Diesels DEMU and 73 119 on the rear. This was a leg of UK Raitours 'The Chessy Ned' on July 1st.
Chris Morrison



Charter Scene UK Raitours

The Chessy Ned

Class 73 119 is seen arriving at Windsor & Eton Riverside with UK Raitours' 'The Chessy Ned' tour of Southern suburbia on July 1st.
Chris Morrison



Charter Scene Midland Pullman

Midland Pullman

Powercars Nos. 43046 and 43055 pass Charnock Richard with a Joppa Straight to Crewe working on June 2nd. *John Sloane*



Charter Scene Midland Pullman

Settle & Carlisle Pullman

On June 10th, power cars Nos. 43055 and 43046 pass Standish with 1Z43 Gerrards Cross to Carlisle charter service. *John Sloane*



Charter Scene Private Charter

The Three Peaks Challenge

'Britannia' and Class 47 593 top'n'tail the LSL operated 1Z60 Crewe - Bangor private charter through Chester on June 15th. *Brian Battersby*



Charter Scene

Branch Line Society

Eyre Valley Explorer

The return leg of the Branch Line Society charter to the Keighley & Worth Valley Diesel Gala on June 25th draws a bit of a crowd at Oakenshaw, south of Wakefield. Class 37 418 brings up the rear with 50 008 in charge.
Tim Saunders



Steam Dreams

Weymouth

On June 27th, the 08:30 London Victoria to Yeovil Junction charter was headed by SR West Country 4-6-2 No. 34046 'BRAUNTON'.

Seen here arriving at Salisbury (right), then arriving at Gillingham (Dorset) (below) with Class 47 614 on the rear also at Gillingham (below right).

The Class 47 later took the train to Weymouth while the steam loco was turned and ran light to Weymouth in order to return with the 18:36 Weymouth to London Victoria via Southampton. *David Mead*



Pathfinder Tours

The Golden Anniversary

▶ CFPS's Class 40 No. D345 stands at Weymouth after arriving with 1Z40 07:01 Burton-on-Trent to Weymouth Pathfinder 50 Railtour on June 10th. *Derek Elston*

▶ Class 47 815 'Great Western' stands on the blocks with 5Z41 13:46 Weymouth to Weymouth empty stock on June 10th. *Derek Elston*

▶ CFPS's Class 40 No. D345 stands at Birmingham New Street with 1Z40 07:01 Burton-on-Trent to Weymouth Pathfinder 50 Railtour on June 10th. *Derek Elston*



Charter Scene Pathfinder Tours

The Golden Anniversary

Class 40 No. D345 and 47 815 top'n'tail the 1Z40 Burton-on-Trent to Weymouth Pathfinders Tours 50 Years charter train at Swindon on June 10th. *Colin Pidgeon*



Charter Scene GBRf Staff Charter

GBRf Staff Charter

On June 10th, Class 73 963 (Janice) and 73 965 (Des O'Brien) on 1Z60 Ashford International to Weston-Super-Mare GBRf private charter heads through Swindon. *Colin Pidgeon*



Charter Scene West Coast Railways

The Dalesman

On June 8th, Black 5 No. 44932 heads the 1Z40 'Dalesman' through Selside and onwards to Carlisle. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

With the beautiful Dentdale as a setting for the returning 'Dalesman' No. 44932 heads the train over Denthead Viaduct on the approach to Blea Moor tunnel and onto Leeds and York on June 8th. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

LMS 4-6-0 No. 46115 'Scots Guardsman' makes a spirited re-start from stopping just after leaving Hellfield heading for Carlisle with the WCRC 'Dalesman' at Stablecross Bridge on June 22nd. *Gerald Nicholl*



Charter Scene West Coast Railways

The Dalesman

On a warm June 22nd, No. 46115 'Scots Guardsman' works the northbound 'Dalesman' passed Salt Lake Cottages. *Shep Woolley*



Shep

Charter Scene West Coast Railways

The Dalesman

With Wild Boar Fell in the background, No. 46115 'Scots Guardsman' heads the return 'Dalesman' over Lunds Viaduct on June 22nd approaching Moorcock Tunnel and Garsdale.
Shep Woolley



Charter Scene West Coast Railways

The Dalesman

Class 47 746 passes Bradley with a returning 'Dalesman' charter from Carlisle to Chester on June 13th, with Class 37 706 on the rear.

John Sloane



Charter Scene Railway Touring Company

The Tynesider

On June 10th, Class 47 746 and 37 706 top'n'tail the 1Z68 Cleethorpes-Morpeth charter heading towards Scunthorpe station. *Steve Thompson*



Charter Scene Railway Touring Company

The Cardiff Express

On June 7th, LNER A3 No. 60103 and Class 47 802 top'n'tail the 1Z52 London Paddington - Cardiff Central railtour through Swindon.
Ken Mumford



Charter Scene Northern Belle

Northern Belle

Class 57 313 and 47 813 pass Kempsey with 5Z10 11:02 Carnforth Steamtown - Bristol East Depot on June 1st. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

Returning to Carnforth after the 'Tynesider' tour on June 11th, No. 44932 crosses the Lancaster Canal. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 712 with ScotRail liveried coaches, are seen at Cheadle Hulme on June 19th, working 5Z47 10:29 Crewe HS to ELR Bury.

Barry Longson

▶ Class 47 614 passes through Northampton working 5Z69 09:21 Crewe H.S. to Southall Loco Services Ltd on June 26th. *Derek Elston*

▶ West Coast's Class 47 815 heads southbound at Winwick with 5Z54 Carnforth Steamtown to Burton Wetmore on June 29th. *Brian Dobbs*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 815 heads northbound with the 5Z40 ECS working from Burton Wetmore to Carnforth on June 11th with Class 40 No. D345 on the rear. *Brian Dobbs*

▶ Class 47 813 and 57 313 pass Hadanll with 5Z51 13:30 Llandore TMD - Carnforth Steamtown on June 4th. *Keith Davies*

▶ Class 67 007 working the 5Z66 Newbury to Salisbury ECS passes Hungerford Common on June 7th. *Michael Bennett*



Charter Scene

ECS and Light Engine Moves

▶ Class 40 No. D345 and 47 815 pass Winwick on their way from Carnforth to Burton on June 9th with the ECS for a charter the following day.

John Sloane

▶ Black 5 No. 44932 approaches Clapham on June 11th with a 5Z75 York to Carnforth working.

Steve Chapman

▶ Class 47 746 and 37 706 are seen at Giggleswick on June 11th while working 5Z74 Barnetby to Carnforth ECS.

Steve Chapman



Charter Scene

ECS and Light Engine Moves

On June 11th, the empty stock off the previous day's charter had stabled at Barnetby overnight, to go forward as 5Z74 to Carnforth. A welcome sight was Class 37 706 leading, with 47746 on the rear. The train is seen passing Frodingham Junction, Scunthorpe. *Steve Thompson*

On June 22nd, Class 47 614 arrives into Crewe station with a rake of empty stock en route to Southall as 5Z80. *Michael Lynam*

Class 40 145 and 47 815 working the 5Z39 Carnforth - Burton ECS pass Moore on June 9th. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

▶ On June 11th, with a headcode of 5Z40, I expected Class 40 No. D345 to be at the head of the empty stock working from Wetmore Sidings to Carnforth, seen at Golborne. However, Class 47 815 was on the front with the 40 bringing up the rear. *Jeff Nicholls*

▼ Having travelled light engine to Worksop Yard earlier in the day, on June 26th Class 40 No. D345 tows 20 305 and 37 059 through the evening sunshine at Winwick on their way to the East Lancs Railway. *Jeff Nicholls*





Avanti West Coast launches interactive rail map to track trains on the move

Avanti West Coast has launched an interactive live rail map online to help customers track their train in real-time during their journey. Collaborating with rail tech innovator, Signalbox, Avanti West Coast has introduced a map feature on its website as part of a trial that offers customers an easy way to view trains in real-time on their smartphone, tablet, or computer. The technology is designed to improve journeys by letting passengers access more detailed information while travelling.

Building on Signalbox's existing technology - which detects, tracks, and maps trains anywhere in Great Britain - it provides an interactive tool that's customised for passengers using the West Coast Main Line. Users can follow the progress of services they're travelling on or check the status of trains near their chosen station to view information most relevant to their journey. The map uses live data enhanced by location to enable customers to view and track local train movements, check the performance of rail services, or tap a specific

train to see its calling points and status updates. The live train map displays information in a visually engaging way - using a geographical map with icons depicting each passenger train travelling on the rail network. The icons use chevrons to indicate the direction of travel and colours illustrate the status of train's journey. Tapping the icon allows users to see further detail of the train's journey - outlining the platform number and arrival times at each of its planned calling points. The technology, which is currently being trialed, was chosen as an innovative solution following a suggestion from the station team at Carlisle that customers would benefit with a visual guide of their train's location. After a pilot scheme on digital screens at Carlisle station, the launch of the map online aims to give more customers across the network access to the tool.

A tailored version of the map can be used to view updates about a specific train - whether someone is keen to keep track of the arrival time of a friend, relative

or colleague at their destination or a customer wants to know exactly where they are during their journey, so they can share their location. This makes it simpler to plan and manage journeys, as well as providing reassurance when travelling. While customers already have the option to monitor the progress of their journey through functionalities, such as Live Train Status, Journey Check, and planned engineering work, which enable them to find their train's status, check if a route is impacted by disruption, and be aware of planned engineering work on their chosen travel date, the map offers a visual alternative. Avanti West Coast and Signalbox are also working to make more of the content accessible for assistive technologies, including screen readers. A toggle button to further change the colour contrast of the map will also be made available to support low-vision users. If the trial is successful, the technology could be rolled out across other Avanti West Coast digital channels.

Signalbox CEO, Toby Webb, said: "It's been great to work

with Avanti West Coast to deliver a new application that incorporates the best bits of our technology to detect, map, and share trains. The innovation we've created for the trial is a new simple way for passengers to access real-time information that's personalised for their journey. We hope this approach to delivering live data directly to travellers on the move improves the passenger experience across the network."

David Franklin, Innovation Strategy Manager at Avanti West Coast, said: "We know how important it is to our customers to have clear and live information when travelling with us. We're always looking to find new and better ways of doing things and are delighted to innovate with Signalbox to trial this technology. By providing our customers with a good visual to locate their train, we hope they'll feel more reassured, as well as have greater confidence when travelling with access to information specific to their journey at the touch of a finger."



All aboard! Avanti West Coast celebrates employee's journey of 50 years on the railway

A railwayman has clocked up over 50 years' service, making him one of the longest serving employees currently working on Avanti West Coast's route.

Shashi Vyas, 74, a Cash Office Clerk based at London Euston station, who has worked on the railway for more than half a century is being celebrated by his colleagues for reaching his career milestone.

With a passion for travelling, Shashi joined the railway aged 23 as he thought it would provide an interesting opportunity for his first job after moving from Uganda to the UK in 1972. On December 11th of that year - when Apollo 17 landed on the moon, and Chuck Berry's My Ding a Ling was number one in the UK Charts - Shashi started his role within the Admin Office at British Rail's Management Training Centre in Watford

Two years later, he then worked in the telephone enquiry at Croxley Green Depot in 1974, which involved preparing the wages for maintenance staff. He also worked at Croxley Green station in the stores, where his responsibilities included writing staff timesheets, and ordering stationery.

In 1993 Shashi moved to London Euston - where he has worked for 30 years carrying out roles in the booking office and now the station's Cash Office that involves receiving and processing money from onboard trains. He is the longest current serving member of staff in Avanti West Coast's cash office and retail team at Euston.

With over five decades of service, Shashi, joins a handful of current colleagues on the West Coast Main Line to achieve this milestone while still working.

To mark his achievement, the Avanti West Coast team presented Shashi with a photo album documenting moments from his time on the railway so far. Colleagues at Euston gathered on the station's concourse, along with Shashi's family, to give him a round of applause while a congratulatory message was displayed on the information screen.

Reflecting on what the railway means to him, Shashi said: "I love working on the railway - it's an industry I'm proud to have carved out a career in. Every day is different, and my favourite thing is meeting new people. It's the people that make the railway special and have given me the fondest memories of my career - we're one big family and all look out for each other. My colleagues have kept me going over these 50 years and everyone I've worked with is happy, welcoming and takes pride in their job.

This is something that will always stay with me and are values I'll keep up, as I continue my service on the railway."

Alyona Bennett, Avanti West Coast Station Manager at London Euston, said: "Shashi is the most humble, modest, and happy colleague I have ever worked with. The most kind and infectious smile are what comes to mind when I think of Shashi. He always meets you with a smile and gratitude no matter what obstacles he may be faced with and gets on with what needs to be done. Shashi is a true ambassador of the railway and achieving 50 years of service is an amazing milestone! On behalf of Avanti West Coast and the team at Euston I'd like to congratulate Shashi on his achievement and thank him for all he's done. It is an absolute honour to work alongside him and we wish him many more happy years on the railway."

Avanti West Coast

▶ Class 390 119 departs Warrington Bank Quay with a service to London Euston. *Mark Enderby*

▶ Class 221 102 and 221 104 pass Searchlight Lane on June 14th with the 1D89 13:02 London Euston - Holyhead service. *Keith Davies*

▶ Class 221 111 and 221 105 working a London Euston - Glasgow service passes Weaver Jct. on June 9th. *Mark Enderby*



Avanti West Coast

▶ Class 390 141 with a London Euston - Glasgow Central service speeds past Charnock Richard on June 9th. *John Sloane*

▶ Class 390 129 speeds past Winwick on June 9th with a London Euston bound service. *John Sloane*

▶ Class 390 119 passes Slindon with 1M14 13:35 Glasgow Central - London Euston on June 29th. *Keith Davies*



Avanti West Coast

▶ A pair of Avanti Voyagers speed away from Coppull Moor on June 9th. *John Sloane*

▼ On June 15th, Class 390 121 calls at Carlisle whilst working a Glasgow - London Euston service. *Michael Lynam*



Caledonian Sleeper

Class 92 023 has brought 5M11, the Caledonian sleeper (Lowland) stock, into Glasgow Central on May 18th and awaits its return to Polmadie once 1M11 has departed for London Euston. *Kevin McCormick*



Colas Rail

▶ Class 70 806 grinds past Coppull Moor with a heavy log train from Carlisle to Chirk on June 9th. *John Sloane*

▶ On June 22nd, Class 70 810 pulls into the parcel platform at Stafford with a spoil train from Crewe Basford Hall - Longport. *Michael Lynam*

▶ Class 70 806 passes Charnock Richard on June 2nd with a Ravenstruther to Longport working. *John Sloane*





SRSA RENEW NEWTOWN INFRASTRUCTURE

The South Rail Systems Alliance (SRSA) King's Norton division have recently added the finishing touches to a comprehensive multidisciplinary programme of works at Newtown Station, Wales. Spread across three weeks in six stages, the team have upgraded most of the railway infrastructure that encompass the station.

Stage 1 – Drainage

The team's work began at base level, installing multiple drainage components, including 450m 6ft drains, 85m of cess drainage with a total of 19 Catchpits along this network and 4 cross drains.

Stage 2 – First Turnout Installation

Wasting no time, they completed the installation of the Turnout point end located on 5003pts as part of the Up/Down single plainline track. To facilitate this, the team completed 190m of track renewals, a Turnout along with replacing the ballast.

Stage 3 – Up Loop Plainline Renewal

The third stage involved 505m of plain line track renewals for the Up Loop track network, with a minimum of 200mm Ballast to accommodate the upgrade.

Stage 4 – Down Loop Plainline and Down Bay Sidings Renewal

The following stage incorporated a larger scope of works, with the team installing:

- 80m CAT11 Plainline Renewal (Sidings) Min Ballast 200mm
- 440m CAT11 Plainline Renewal (Down Loop) Min Ballast 200mm
- 2 Turnout S&C Renewal with 300mm Ballast
- 1 New Fixed Buffer Stop
- 1 Serviceable Buffer Stop

Stage 5 – Further S&C installations on Up/Down Main Plainline

The penultimate stage was arranged on the installation of another point end, with a Turnout installed with a minimum of 300m ballast. Other works included 60m of track renewals around the S&C panel.

Stage 6 – Tamp, Weld, Stress, Civils Works and Signalling & Telecommunications Commissioning

To complete the final stage and hand back to the client, the newly installed 1800m of track and 4 point ends were Tamped. Subsequently the track received 80 welds, stressed on 11 occasions, with the new joints Cold Bolt Expanded and torqued to ensure the track remains at peak performance.

Working on single line track, the team rallied our trusted supply chain, calling on McCulloch Group's Panel Lifters, A.P. Webb's Road Rail Vehicles and our Freight division to assist with escorting materials to and from site.

All used materials from the scheme were donated to a local farm after receiving necessary approvals from our client. The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.

Colas Rail

▶ Class 56 051 climbs Hencote Bank with 6Z51 16:01 Baglan Bay - Chirk Kronospan on June 22nd. *Keith Davies*

▶ Class 56 078 passes Bayston Hill on June 18th with 6Z54 12:15 Chirk Kronospan - Baglan Bay. *Keith Davies*

▶ On June 15th, Class 70 811 passes through Carlisle working a log train from Carlisle - Chirk via the west coast main line. *Michael Lynam*



Colas Rail

▶ Class 70 806 runs through Charnock Richard cutting on June 7th whilst hauling a Ravenstruther to Longport working.

John Sloane

▶ On June 15th, Class 70 813 passes through Carlisle with a rake of China Clay wagons from The Port of Workington - Aberdeen.

Michael Lynam

▶ On June 14th, Class 70 810 is seen at Searchlight Lane with 6K39 Crewe Basford Hall - Longport Lr Colas. *Keith Davies*



CrossCountry

▶ Power car No. 43239 sits in the sun at Plymouth, before setting off with the 13:27 to Edinburgh on June 7th (43303 was out of sight on the rear).
Barry Longson

▶ Class 220 009 is about to enter Kennaway Tunnel, Dawlish with an STP, 1Z56 the 15:45 Bristol Temple Meads to Plymouth on June 6th.
Barry Longson

▶ On June 8th, Class 170 111 and 170 112 depart Long Eaton working a Birmingham New Street - Nottingham service. *Michael Lynam*



On a cloud free June 7th at Cockwood Harbour, power cars Nos. 43303 and 43301 pass with the 16:27 Plymouth to Leeds service.

Barry Longson

Catching the early evening light on June 8th, power car No. 43304 passes Langstone Rock and heads towards Dawlish Warren with the 15:27 from Plymouth to Leeds. *Lee Stanford*

CrossCountry provided a 4 car Voyager, Class 221 144, to work 1S45 09:27 Plymouth to Edinburgh on June 6th, seen on time at Dawlish.

Barry Longson





CrossCountry

Class 221 122 avoids the rough sea at Teignmouth on June 7th as it heads north with the 09:27 from Plymouth to Edinburgh. *Lee Stanford*



DB Cargo

Class 66 084 passes through Orrell Station with 6E26
Knowsley FLT to Wilton EfW 'Bin Liner' on June 22nd.
Brian Dobbs



DB Cargo

▶ Class 66 059, one of 4 fitted with additional lights and draw gear, for the Lickey banking duties, approaches Wigan Wallgate, with the 05:40 Wilton to Knowsley empty bins, on June 8th. *Paul Senior*

▶ Class 66 057 with the 4021 Trafford Park Euro Terminal passes Worting on June 26th. *Michael Bennett*

▶ At the time of this working, June 1st, this was one of only four DBC Class 60s in traffic, a sad state of affairs. Appropriately enough, as twilight approaches, Class 60 044 is seen passing through Scunthorpe station on 6D03 Tinsley - Immingham Nordic conveying 11 BVA loaded with steel slabs. *Steve Thompson*



DB Cargo

▶ Running 93 minutes early, Class 66 070 almost catches out the photographer on June 6th, as it passes Dawlish with 6C99 11:03 Exeter Riverside to St. Blazey empty clay tanks.
Barry Longson

▶ Revived from a lengthy slumber in storage at Crewe IED, Class 92 029 leads 90 035 through Euxton with a Crewe - Carlisle - Crewe test working on June 7th.
John Sloane

▶ A photo which says a lot about the state of the nation, I'm afraid. On June 10th, Class 66 155 passes through Scunthorpe on 6E64 Ripple Lane - Immingham NCB scrap train. The only saving grace is the first bit of morning sun for weeks!
Steve Thompson



DB Cargo

▶ Class 66 070 is seen at Cockwood Harbour on a sunny June 7th, working 6C1014:16 Burngullow to Exeter Riverside New Yard. *Barry Longson*

▶ Class 66 084 passes Rainford with 6E26 Knowsley to Wilton 'Bin Liner' on June 21st. *Brian Dobbs*

▶ Class 66 057 is seen at Eastleigh on June 21st with the 09:20 Trafford Park - Southampton Docks which has just emerged from Eastleigh East Yard after its booked stop. *John Goodrich*



Following its repainting and naming 'Martin House Children's Hospice' at York and its exploits at the head of a BLS tour to the North-East, Class 66 190 is settling down to a more mundane existence, namely hauling Biomass trains from Immingham to Drax. Still looking quite pristine, it is seen passing through Scunthorpe on June 6th working 4R53 Drax to Immingham comprising 25 empty IIAs. *Steve Thompson*



DB Cargo

▶ Class 60 074 crosses Dutton Viaduct with the (almost) daily Arpley Yard - Tunstead empties on June 21st. *Jeff Nicholls*

▶ Class 66 165 passes through Charnock Richard cutting hauling a Seaforth to Mossend intermodal working on June 7th. *John Sloane*

▶ Class 66 116 with the 6F07 Tunstead - Dallam passes Weaver Jct. on June 9th. *Mark Enderby*



DB Cargo

▶ Class 66 151 passes Hadnall on June 4th with the 6M85 13:30 Margam - Carlisle empty lime working. *Phil Martin*

▶ On June 21st, Class 66 054 working 6N31 Ent C - Tees Yard with quite a decent load compared with recent times, a mixture of Lackenby slabs and Skinningrove blooms is seen at Scunthorpe. *Steve Thompson*

▶ Class 66 023 in blue 'Coronation' livery heads south through Acton Bridge with 6E16 Knowsley to Wilton 'Bin Liner' on June 23rd. *Brian Battersby*



DB Cargo

▶ Class 66 175 leads 66 181, 66 200 and 66 096, heading southbound at Winwick with 0Z42 Carlisle New Yard to Arpley Sidings. *Brian Dobbs*

▶ On June 21st, a RDT set was worked in through Scunthorpe during early afternoon, unusually by DBC, in the form of Class 66 100 with 6G74 Up Decoy - Trent Yard, seen here passing the station. *Steve Thompson*

▶ On May 4th, Class 66 097 zig-zags out of the Tolworth Day Aggregates headshunt onto the 'up' road as it commences its return run to Cliffe Brett Marine with the 6Y08 empties service. *Ian Callander*



DB Cargo

▶ Class 60062 working the 6H02 Arpley - Tunstead passes Plumley on June 9th. *Mark Enderby*

▶ Class 66 170 passes through Stafford during a downpour on June 22nd with a container train from Trafford Park - London Gateway. *Michael Lynam*

▶ Class 66 151 passes Coppull Moor with a very early running Hardendale to Margam limestone working on June 9th. *John Sloane*



DB Cargo

▶ Class 66 185 heads southbound at Winwick with 6K27 Carlisle New Yard to Crewe on June 5th. *Brian Dobbs*

▶ Emerging from the burgeoning greenery at the trackside, Class 66 083, still in untouched EWS livery, is seen crabbing across to the 'up' road at Tolworth as it takes the opportunity to start its return run to Hoo Junction 10 minutes early. *Ian Callander*

▶ Class 66 106 passes Winwick during a light engine move from Carlisle to Crewe on June 21st. *John Sloane*



DB Cargo

▶ Class 66 023 in blue 'Coronation' branding working the 6E16 Knowsley - Wilton passes Moore on June 26th. *Mark Enderby*

▶ Class 66 103 passes Conisbrough on 6J94 Hedon Road to Aldwarke steel empties. *Steve Chapman*

▶ Class 66 023 in blue 'Coronation' branding heads southbound at Winwick with 6E16 Knowsley to Wilton 'Bin Liner' on June 21st. *Brian Dobbs*



DB Cargo

▶ Class 66 151 passes Hadnall on June 4th with 6M85 13:30 Margam. T.C. - Carlisle N.Y.

Keith Davies

▶ Class 66 080 rushes up the rise to Malden Manor, having gained momentum on the drop from Tolworth, as it pilots the 6Y08 service from Tolworth back to Cliffe on June 26th.

Ian Callander

▶ On June 28th, Class 66 088 working the 0Z58 Knottingley - Appleby - Knottingley passes Settle. *Mark Enderby*



DB Cargo

▶ Class 60 062 working the 6F05 Tunstead - Lostock passes Ashley. *Mark Enderby*

▶ Class 66 099 working the 4C90 Acton to Tytherington heads through Reading on June 28th. *Richard Hargreaves*

▶ Class 60 074 'Luke' crosses Crow Nest Junction in charge of the Tees Yard to Knowsley empty binliner on June 20th. *John Sloane*



DB Cargo

Class 66 023, newly re-liveried to celebrate the Coronation, approaches Wigan at the head of the Tees Yard to Knowsley empty binliner on June 21st. *John Sloane*

Class 66 023 runs into Orrell with a Tees Yard to Knowsley working on June 23rd. *John Sloane*

On June 22nd, Class 60 062 passes through Tamworth with a rake of steel wagons from Wolverhampton Steel Terminal - Boston. *Michael Lynam*



Another day, another visit to Tolworth for DB Class 66 055 'Alain Thauvette', a loco that has been shuttling between Cliffe and Tolworth for the past two weeks. The 6Y08 service is pictured on a bright and sunny June 15th, crossing from the Day Aggregates facility to the 'up' road at the start of its return (empty) run. *Ian Callander*



DB Cargo UK launches new international campaign for British Steel

DB Cargo UK and British Steel have launched a major campaign to transport 100-metre lengths of railway track to Belgium. On June 9th, the first consignment began wending its way from British Steel's site at Scunthorpe to Muizen, north-east of Brussels. The enormous pieces of steel track will be used by the country's infrastructure manager, Infrabel, as part of its ongoing programme of work to maintain and renew Belgium's rail network. British Steel's experience and expertise at producing high quality rail products has made it a strategic supply chain partner to many organisations across the globe, including Infrabel.

DB Cargo UK, the country's leading transporter of steel products, fulfilled

the first leg of the journey from Scunthorpe to Calais, with its French sister company DB Cargo France fulfilling the second leg up to Muizen. The train took three days to arrive at its final destination. The 100-metre-long rails are transported on IGA wagons, with each rail spanning four wagons.

DB Cargo UK's Chief Sales Officer Roger Neary said the company had a long and proud history of supporting UK and European steel manufacturers and was looking forward to the challenge of exporting such an exceptional load for British Steel.

"Great care and skill is required to ensure that the rails can navigate a safe and smooth passage down to our international depot Dollands Moor, through

the Channel Tunnel and on to Northern Europe," said Roger.

"A great deal of collaboration and planning has gone into this operation and I'm sure it made an impressive site as it made its way across the continent," he added.

Gregg Smith, Logistics Director, of British Steel, said: "Moving long length rails intercontinentally is a particularly complex process. We are delighted to have made such a successful start to this exciting partnership with DB Cargo and Infrabel. We look forward to future success together"

The campaign will involve on average of one train running every month as the customer needs for the next four years.

Class 60 062 stands at Swindon on June 22nd working 6V53 Swindon Stores to Toton Yard. The loco has rather a large oil spill down the bodyside.
Ken Mumford



A 'freight' way to promote Martin House Children's Hospice!

The name of Martin House Children's Hospice will soon be seen across the length and breadth of the UK after a newly-liveried locomotive was unveiled on June 2nd at York Railway Station. DB Cargo UK's Class 66 freight locomotive (66 190) has been emblazoned with the hospice's colourful new branding and will promote its valuable palliative care work across all areas of England, Scotland and Wales. DB Cargo UK and Network Rail recently handed over a cheque for £200,000 to the hospice which was the culmination of four years of fund-raising by the rail industry. The money was raised by running special fundraising charter trains in conjunction with the volunteer Branch Line Society, which were started after a Network Rail colleague, Charlotte Bullock, used Martin House's services to help care for her son Luca who was born with multiple disabilities. Both Charlotte and Luca have since passed away, but remain the inspiration for the rail industry's fund-raising efforts. Industry and civic dignitaries gathered at Platform 3 at York Rail Station for the grand unveiling of the newly-liveried locomotive before taking a special trip to nearby Drax Power Station, another major fundraiser for Martin House.

DB Cargo UK's Chief Sales Officer Roger Neary said: "We are delighted to be in a position to spread the word about the amazing work undertaken by

Martin House Children's Hospice."

"Our colleagues are proud to utilise their skills and expertise to run charter services for such a worthy organisation and I'm sure this striking new livery will turn heads our locomotive is out and about on the rail network," he added.

Rosie Mellor-Silvester, Head of Regional and Individual Giving Fundraising at Martin House Children's Hospice, who will performed the official unveiling, said: "We are absolutely delighted that Martin House Children's Hospice is receiving the honour of having a locomotive named after us. This is a fantastic extension of our ongoing partnership with the Charter Train team, and we're incredibly grateful for their continued support which enables us to be there for children and young people across our region when they need us most."

Jerry Dickinson, a Senior Incident Controller at Network Rail and whose brainchild the charter trains are, said: "It is fantastic to see a DB Cargo UK freight locomotive named in honour of such a deserving charity. We have worked closely with them and others to deliver a series of fundraising charter

trains with our voluntary promoter, the Branch Line Society. Martin House is a charity which we hold very dear to us after they provided invaluable support to our colleague, one of my members of staff and friend, Charlotte Bullock, and her family over a number of years. We are one industry working together to achieve remarkable things. Together, we will continue to do our very best to raise awareness of the wonderful work of Martin House Children's Hospice and provide donations to allow them to continue their critical work. We feel like an extension of their family and that is only enhanced when their staff join us on the trains."

Mark Gibbens, Head of Logistics at Drax Power Station, whose chosen charity is Martin House Children's Hospice, said: "We are proud to support the vital work that Martin House Children's Hospice does to provide care and comfort for children and their families, and we are delighted to be working with our partners Network Rail and DB Cargo UK to raise awareness of such a good cause."

"It was a real privilege to see the unveiling of the locomotive which looks fantastic and an honour for Drax Power Station to be the first stop on its inaugural run," Mark added.

DC Rail Freight

Class 60 028 working the 6Z50 Willesden to Westbury
Down Yard heads through Reading on June 28th.
Richard Hargreaves



DC Rail Freight

▶ Class 56 103 is seen with 60 060 and 60 099 in front of the new shed at Leicester LIP as it slowly takes shape on June 16th. *Barry Longson*

▶ On hire to DCR, Class 56 078 with 6D75 Ravenhead Sidings to Chaddesden Sidings sand empties passes Winwick on June 4th. *Brian Dobbs*

▶ On June 22nd, Class 60 029 'Ben Nevis' stands at Swindon on the up main line waiting for right-away with 6Z22 Tytherington Quarry to Appleford. *Ken Mumford*



DC Rail Freight

▶ Class 60055 heads northbound at Winwick with 6M89 Middleton Towers to Ravenhead loaded sand train on June 24th. *Brian Dobbs*

▶ Class 56 078 working the 6D85 Ravenhead - Chaddesden is seen just south of Warrington Bank Quay. *Mark Enderby*



Direct Rail Services

▶ Class 66 423 passes Millmeece with 6G94 12:22 Crewe Basford Hall to Bescot Up Engineers Sidings on June 14th. *Keith Davies*

▶ Class 68 002 and 68 007 pass Bradley with a Sellafield to Crewe working on June 10th. *John Sloane*

▶ On June 15th, Class 66 031 passes through Carlisle on driver training duties from Carlisle DRS depot - Sellafield and back. *Michael Lynam*



Direct Rail Services

▶ Class 68 017 'Hornet' is seen heading northbound at Winwick with 4S44 Daventry to Mossend on June 29th. *Brian Dobbs*

▶ Class 88 005 is seen at Slindon with 4S44 12:16 Daventry IRFT - Mossend Down Yard on June 14th. *Keith Davies*

▶ Class 88 006 working the 4S44 Daventry - Mossend crosses Dutton Viaduct on June 9th. *Mark Enderby*



Direct Rail Services

▶ Class 66 429 crosses Dutton Viaduct on June 8th working the 4S43 Daventry - Mossend.
Mark Enderby

▶ Class 66 426 heads southbound at Winwick with 6K05 Carlisle New Yard to Crewe Basford Hall on June 29th.
Brian Dobbs

▶ Class 66 091 passes Coppull Moor with the Carlisle to Crewe engineers working on June 9th.
John Sloane



Direct Rail Services

▶ Class 66 091 passes through platform 3 at Doncaster with 6D73 12:04 Redcar to Up Decoy Yard on June 26th. *Barry Longson*

▶ Class 66 429 and 66 433 escort 88 010 back to Crewe as they pass Coppull Moor on June 9th. *John Sloane*

▶ On June 22nd, Class 68 016 heads south through Tamworth with a Mossend - Daventry intermodal. *Michael Lynam*



Direct Rail Services

Class 57 307 'Lady Penelope' was an unusual choice to work the Carlisle to Crewe engineers train on June 14th, seen passing Balshaw Lane Junction. *John Sloane*



Direct Rail Services

On June 15th, Class 66 434 approaches Carlisle working the 6K05 engineers from Carlisle - Crewe via the S&C. *Michael Lynam*



East Midlands Railway

▶ Class 222 101 speeds through Loughborough on June 16th, working the 14:37 Sheffield to London St. Pancras service. *Barry Longson*

▶ Class 170 units are starting to appear on the Liverpool to Norwich axis and on June 26th, Class 170 420 is seen departing from Sheffield with a service to Liverpool. *Lee Stanford*

▶ On a sunny June 26th, Class 222 011 stands at Sheffield working the 09:37 to London St. Pancras. *Lee Stanford*



East Midlands Railway

▶ On June 8th, Class 170 204, recently transferred to EMR from Transport for Wales, departs Derby with a service to Nottingham. *Michael Lynam*

▼ Class 222 001 calls at Long Eaton on June 8th working a service to London St. Pancras International. *Michael Lynam*



Freightliner

▶ Class 66 605 working the 6A24 Whatley to Appleford passes Hungerford on June 7th.
Michael Bennett

▶ On June 15th, Class 66 525 on 4L36 Wentloog to Felixstowe heads through Swindon.
Ken Mumford

▶ Looking pristine, recently re-painted and re-named Freightliner/G&W Class 59 202 'Pride of Ferrybridge' arcs through Malden Manor en route to Tolworth, heading the 7002 aggregates service from Acton.
Ian Callander



Freightliner

▶ On June 7th, Class 70 017 and 70 008 working the 4057 Crewe to Southampton liner are seen at Popham. *Dennis Rowland*

▶ On June 21st, Class 66 605 heads through Pewsey with a working from Whatley Quarry to Appleford. *Ken Mumford*

▶ Class 59 205 on the 6V12 Woking to Merehead empties passes Grateley on June 8th. *Michael Bennett*



Freightliner

▶ At Acton T.C. on May 24th, Class 66 597 'Viridor' sets back onto the rear half of the 'jumbo' train it has just co-hauled from Merehead. It will then form the 7002 service to Tolworth Day Aggregates. Meanwhile DB Cargo's Class 66 080 waits for a clear road before departing. *Ian Callander*

▶ Class 66 619 working the 6A19 Whatley to West Drayton passes through Hungerford on June 7th. *Michael Bennett*

▶ Class 66 560 working the 6Z86 West Drayton to East Usk Yard heads through Swindon on June 22nd. *Ken Mumford*





▶ Class 90 011 and 90 046 head southbound at Winwick with 4M80 Coatbridge FLT to Crewe Basford Hall on June 5th. *Brian Dobbs*

▶ Class 66 543 hauling the 6F33 Bredbury - Runcorn passes Moore on June 9th. *Mark Enderby*

▶ Class 66 603 runs through Swindon on June 22nd working the 6C58 Oxford Banbury Road to East Usk Yard. *Ken Mumford*



Freightliner

▶ Class 66 623 working the 6F91 Ince - Crewe empty sand is seen at Arpley on June 14th. The second run since Freightliner took this job over. *Mark Enderby*

▶ On June 22nd, Class 59 206 with the 6C48 Appleford to Whatley Quarry heads through Swindon. *Ken Mumford*

▶ Class 66 501 passes Searchlight Lane with 4M88 09:32 Felixstowe North FLT - Ditton (O'Connor) on June 14th. *Keith Davies*



Freightliner

On June 22nd, Class 66 598, 66 589 and 66 953 are just some of the locos seen on Leeds Midland Road depot. *Michael Lynam*

Class 70 008, 66 955 and 66 518 are seen at Leeds Midland Road on June 22nd. *Michael Lynam*

Class 70 013 leads the line of stored locos at Leeds Midland Road. *Michael Lynam*



▶ An unidentified Class 66 is seen on Dutton Viaduct, crossing both arms of the River Weaver, with 4M45 from Felixstowe to Garston on June 21st. *Jeff Nicholls*

▶ Class 66 602 working the 6N42 Tunstead - Leyland passes Moore on June 14th. *Mark Enderby*

▶ On June 14th, Class 66 515 passes Millmece with 4L56 13:58 Crewe Basford Hall - Felixstowe North. *Keith Davies*



Freightliner

▶ Class 59 205 and 66 509 are seen passing Hungerford on June 7th with the 6A17 Merehead to Colnbrook. *Michael Bennett*

▶ Class 66 564 is seen at Searchlight Lane with 6H50 13:17 Willesden Up and Down Relief - Tunstead Sidings on June 14th. *Keith Davies*

▶ On June 14th, Class 66 538 passes Millmece with 6Z9309:55 Tunstead Sidings-Northampton Castle Yard. *Keith Davies*



Freightliner

Class 59 102 with the 6V18 Allington to Whatley empties passes Little Bedwyn on June 7th.
Michael Bennett

Class 66 413 with the 7C77 Wembley Reception to Merehead empties passes Little Bedwyn on June 7th.
Michael Bennett

Class 66 570 passes Stone Road with 4M87 11:13 Felixstowe North FLT - Trafford Park FLT on June 14th.
Keith Davies



Freightliner

On June 15th, Class 66 951 passes St. Cross, Winchester, working the 4E76 Southampton to Leeds liner. *Michael Bennett*

Class 66 605 passes southbound at Winwick with 6H51 Hardendale Quarry to Tunstead on June 29th. *Brian Dobbs*

Class 66 572 passes Searchlight Lane with 4M63 09:12 Felixstowe North FLT - Trafford Park FLT on June 14th. *Keith Davies*



Freightliner

▶ Class 90 003 and 90 005 pass Alder Lane Bridge, at Winwick in late evening sunshine with 4M80 16:37 Coatbridge to Crewe Basford Hall on June 19th. *Paul Senior*

▶ On June 11th, Class 66 560 heads between Swindon and Wanborough working the 6C28 Oxford (Banbury Road) to East Usk Yard. *Ken Mumford*

▶ Class 59 201, with 'bell end' leading, passes Wyke Down on June 7th with the Woking to Merehead empties. *Michael Bennett*



▶ Class 66 520 passes Condober on June 4th working the 6M39 15:39 Port Talbot - Crewe loaded stone. *Phil Martin*

▶ On June 14th, Class 66 588 passes Stone Road with 6K50 15:13 Toton North Yard - Crewe Basford Hall. *Keith Davies*

▶ Class 66 537 with the 4L92 Ditton - Felixstowe crosses Dutton Viaduct on June 9th. *Mark Enderby*



Freightliner

On June 10th, Class 47 830 working the 4G97 Crewe to Donnington is seen at its destination. *Richard Hargreaves*

Class 59 204 working the 7C77 Wembley to Merehead passes through Reading on June 28th. *Richard Hargreaves*

On June 28th, Class 70 006 working the 4035 Crewe to Southampton liner heads through Reading. *Richard Hargreaves*



Freightliner

▶ The last time this loco was seen in these parts, it was working the late-lamented LOR - Ipswich tanks, normally comprising just a couple of tank cars. That would appear to be it's optimal load as here is Class 66 518 making a reappearance on 6D40 Barnetby - Hunslet Yard, conveying a single HXA which had been repaired following its detention in the former fuelling road at Barnetby. *Steve Thompson*

▶ Class 66 542 trundles through Northampton with 197 031 it tow heading for Wolverton Works running as 6Q97 05:15 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings on June 21st. *Derek Elston*

▶ Class 66 589 working the 6Z86 West Drayton to East Usk passes Reading on June 28th. *Richard Hargreaves*



On June 22nd, Class 66 556 catches a rare patch of sun as it passes through Stafford working the 13:04 Ditton to Felixstowe North liner.
Barry Longson



Freightliner, the largest intermodal rail logistics operator in the UK, is pleased to confirm its support for DP World's Modal Shift Programme, which is to commence in September 2023

Modal shift from road to rail is vital for greener, more sustainable supply chains. DP World's Modal Shift Programme recognises this, potentially playing an important role in reducing congestion on some of Britain's busiest motorways and in doing so, reducing carbon emissions and improving local air quality.

Freightliner are committed to driving modal shift and the launch of our Intermodal Logistics division is a key part of simplifying our service for customers by combining our rail, our terminals and our road offerings.

The Modal Shift Programme announced by DP World should be equally important, as it seeks to address the

economic challenge that rail freight faces in securing this modal shift from road.

Modal shift to rail will be crucial to support the UK's journey to net zero greenhouse gas emissions by 2050. Rail is the most sustainable mode of transporting freight around the country. Each intermodal freight service can remove the equivalent of 52 HVGs[1] off our roads, with an average diesel-hauled freight service producing up to 76% less CO₂ emissions per tonne than road transport.

With up to 10 daily roundtrip trains to all corners of Great Britain, Freightliner offers the most services to and from the Port of Southampton and their Intermodal Logistics

division means that they can provide a full end-to-end service for their customers.

"Freightliner and DP World have been working together in operating rail services from Southampton for many decades. Despite the clear environmental benefits of rail freight in pursuit of Net Zero, modal shift from road remains challenging." Chris Lawrenson, Freightliner's Managing Director Intermodal Logistics. "We are working with new and existing customers to help ensure that the DP World Modal Shift Programme is a success in driving change. We wish DP World every success with this innovative scheme."

[1] Source: Rail Partners, Freight Expectations March 2023

Freightliner

▶ Class 66 602 heads towards Stafford station on June 22nd, while working the 13:21 Willesden to Tunstead empty box wagons. *Barry Longson*

▶ Class 66 572 heads northwards through Northampton with 197 005 now fully decalced up in tow as 6Q97 10:01 Wolverton Centre Sidings to Crewe Basford Hall S.S.M. on June 26th. *Derek Elston*

▶ Class 66 569 approaches Wilson's Crossing with 197 030 in tow heading to Wolverton Works running as 6Q97 05:15 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings on June 23rd. *Derek Elston*



Freightliner

▶ Making a change from the endless flow of Class 66s, Class 70 003 speeds through Stafford with the 15:20 Trafford Park to Southampton on June 22nd. *Barry Longson*

▶ Class 66 616 passes Charnock Richard at the head of a Hardendale to Tunstead empty limestone working on June 9th. *John Sloane*

▶ Class 90 043 and 90 013 pass south through Acton Bridge on June 23rd, heading to Crewe. *Brian Battersby*



Freightliner

▶ Class 66 517 passes through Stafford on June 22nd with a Ditton - Felixstowe liner.

Michael Lynam

▶ On June 22nd, Class 66613 pulls into the parcels platform at Stafford with a rake of empty box wagons from Willesden, heading to Tunstead.

Michael Lynam

▶ Class 66 414 and 90 047 pass through Stafford with a container train from Crewe Basford Hall - Felixstowe.

Michael Lynam



▶ On June 10th, the 3Q00 Exeter Riverside to Eastleigh weedkiller hauled by Class 69 003 and 69 004 passes East Grimstead near Salisbury.
Michael Bennett

▶ Class 66 757 passes Charnock Richard with a Hams Hall to Mossend intermodal on June 9th.
John Sloane

▶ Class 66 709 passes Mexborough on May 24th on 4L11 Masborough to Felixstowe intermodal.
Steve Chapman





GB RAILFREIGHT ANNOUNCES SEVEN-YEAR DEAL TO SUPPORT NEW ERA FOR CALEDONIAN SLEEPER

GB Railfreight (GBRf) has agreed on a seven-year deal with Caledonian Sleeper Ltd to continue hauling the Caledonian Sleeper coaches. The contract, effective from June 25th, comes into effect following the service entering into public sector control by the Scottish Government.

The services will see GBRf support the new era of the Caledonian Sleeper, operating seven trains a night, six nights a week, hauling the Mk5 coaches between London, Edinburgh, Glasgow, Inverness, Aberdeen &

Fort William.

Operations will continue to use Class 92s and Class 73s to haul the service, with the length of the new agreement offering the potential opportunity to consider incorporating GBRf's new bi-mode Class 99 locomotives in the future.

Utilising the Class 99s would create a significant reduction in the volume of carbon created by the service.

Having provided services since 2015, this agreement remains in line with the original 15-year contract length – until 2030. At a time when the service is seeing the highest levels of demand, the continuity of GB Railfreight's service will minimise disruption for guests during this transition period for the Caledonian Sleeper.

John Smith, CEO of GB Railfreight, said: "This new partnership with Transport Scotland is another great example of GB Railfreight's ability to deliver an excellent and reliable haulage service.

As the iconic Caledonian Sleeper enters a new era, we are extremely proud to be working with Transport Scotland and look forward to continuing to deliver fantastic service to passengers for many years to come."

GBRf

Class 69005 and 69002 top'n'tail the 3Q98 13:30 Toton
- Coleham weedkiller train through Upton Magna on
June 4th. *Phil Martin*



Class 66 778 slowly crosses Stockport Viaduct on June 13th, with the 15:34 Salford Hope Street to Peak Forest empty hoppers.

Barry Longson

Class 60 056 working the 6E09 Liverpool - Drax Biomass crosses Dutton Viaduct on June 8th.

Mark Enderby

Class 66 790 passes Kemps Eye on June 3rd with the 09:30 Dee Marsh - Margam empty steel working.

Phil Martin



▶ Class 66 790 working the 6V94 Clitheroe to Avonmouth passes through Pleasington on June 21st. *David Hollowood*

▶ Class 66 790 with the 6V84 Clitheroe-Avonmouth passes Moore on June 14th. *Mark Enderby*

▶ Class 66 763 with the 6L48 Garston - Dagenham passes Weaver Jct. on June 9th. *Mark Enderby*



▶ Class 60 096 passes through Bryn station with 6F65 Ashton-in-Makerfield to Tuebrook sidings on June 5th. *Brian Dobbs*

▶ Class 66 734 and 69 007 with just one wagon in tow on a very short Scunthorpe Trent to Eastleigh engineers train passes St. Cross, Winchester on June 15th. *Michael Bennett*

▶ Class 66 755 with the Dee Marsh to Margam steel passes Kemp's Eye on June 10th. *Richard Hargreaves*



▶ Class 66747 leads 66734 on the 6001 Scunthorpe to Eastleigh on the evening of June 12th as the pair pass Weston Coley. *Dennis Rowland*

▶ At just after 18:00 on June 21st, Class 73 128 'O.V.S. Bulleid C.B.E.' and 73 109 'Battle of Britain 80th Anniversary' prepare to depart from the virtual quarry for Eastleigh East Yard with a long rake of wagons loaded with ballast. *John Goodrich*

▶ On June 15th, a welcome return visit by Class 60 021 sees it passing through Scunthorpe station on 6D75 Ent C - Doncaster Belmont, hauling a crane and a loaded RDT. *Steve Thompson*



▶ Class 60047 'Faithful' hammers past the always photogenic Hellifield station with the 12:54 Ribbleshead Hunslet Tilcon loaded stone train on June 7th. *Jeff Nicholls*

▶ Class 66 305 passes Millmeece with 4Z77 12:19 Donnington RFT - Kineton MOD GBRf on June 14th. *Keith Davies*

▶ On June 15th, Class 66 734 and 69 007 leads a single LZA wagon on 6001 to Eastleigh. *Steve Thompson*



Class 60 002 passes Plumley on June 14th with a Biomass working. *Jeff Nicholls*

On June 19th, Class 66 791 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

Class 66 740 passes Kempseye on June 13th working the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



▶ The 6Y48 Eastleigh to Hoo Junction passes through Worting with Class 73 119 and 73 202 in charge on June 16th. *Michael Bennett*

▶ Class 69 008 working the 4Y19 Mountfield to Southampton gypsum passes Worting Junction on June 26th. *Michael Bennett*

▶ As the DBC Class 60s bow out, we seem to be getting GBRf ones instead! On June 21st, it was the turn of Class 60 076 to work 6D74 Doncaster Belmont - Frodingham Trent Yard with 2 empty RDT sets, seen here passing Scunthorpe station and approaching Frodingham Junction. *Steve Thompson*



▶ With Penyghent in the background, Class 66 712 drifts downhill at Helwith Bridge with the 09:23 Carlisle - Clitheroe cement empties on June 7th. *Jeff Nicholls*

▶ Class 66 798 passes Stone Road with 4H33 14:45 Banbury Reservoir - Hindlow GBRf on June 14th. *Keith Davies*

▶ On May 30th, Class 60 002 working 6E24 Liverpool - Drax Biomass and DB Cargo Class 66 151 with the 6K27 Carlisle - Crewe are seen at Warrington Bank Quay. *Mark Enderby*



GBRf

▶ Class 69 008 was released from Eastleigh Works on June 23rd. It made its first revenue earning trip on June 26th with the 12:24 Mountfield - Southampton Western Docks, seen here passing Swaythling. Note that the loco has an extra socket which splits one of the whiskers on the front. I understand that this is to enable it to make it suitable for dragging emus. *John Goodrich*

▶ Class 66 785 passes Millmeece with 6G92 08:29 Hindlow GBRf - Small Heath Lafarge on June 14th. *Keith Davies*

▶ Class 66 757 is seen at Slindon on June 14th with 6X43 09:28 Dagenham Docks - Garston Car Terminal. *Keith Davies*



Class 66 720 is seen shortly after passing Smithy Bridge on June 22nd working the 11:40 Morley to Crewe Basford Hall engineers.

Lee Stanford

Class 66 760 heads past Duncote Mill with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement on June 9th. *Keith Davies*

Class 66 709 'Sorrento' working a very late running, 106 minutes down, 6B10 23:45 Peak Forest Cemex to Bletchley Cemex approaches Wilson's Crossing on June 23rd. *Derek Elston*



▶ Not often seen this far north, but on June 10th, Class 69 001 is seen at Carlisle Upperby Yard with a Weedkiller train. *Kevin McCormick*

▶ A very grubby Class 66 733 on the 4M46 Southampton Western Docks to Trafford Park passes through Worting on June 26th. *Michael Bennett*

▶ Class 66 769 'LMA Paul Taylor our Inspiration' passes Northampton with 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal on June 26th. *Derek Elston*



With the sun about to disappear, large logo Class 66 789 runs on the down fast at Doncaster, with 6E86 08:15 Middleton Towers to Monk Bretton on June 26th. *Barry Longson*

Class 66 766 working the 6E77 Arcow - Hunslet heads through Settle on June 27th. *Mark Enderby*

Class 66 755 with the 6V32 Tilbury to Trostre Works is seen between Swindon and Wanborough on June 11th. *Ken Mumford*



▶ Class 60 056 passes Coppull Moor hauling a Ribbleshead to Ashton stone train on June 14th.
June Sloane

▶ Class 66 717 'Good Old Boy' passes Bradley with a Longtown to Southampton Western Docks working on June 26th. *John Sloane*

▶ On June 22nd, Class 66 775 pulls into Crewe station's platform 6 to change drivers while working a Mossend - Doncaster intermodal.
Michael Lynam



On June 22nd, Class 66 763 runs through Stafford working the 15:49 Garston CT to Dagenham Dock. Of note was its total load, consisting of just the 5 cars in view.

Barry Longson

Class 66 735 leads 66 702, 66 792, 66 711 and 66 799 on Doncaster to Crewe light engine move past Saddleworth. *Russell Clarke*

On June 28th, Class 66 764 working the 4N00 Carlisle - Clitheroe heads through Settle.

Mark Enderby





HORNBY LAUNCHES GREEN PROGRESSOR LOCO TO CELEBRATE HS2 RAIL FREIGHT MILESTONE

The iconic British model railway maker Hornby has now released The Green Progressor as one of its latest model locomotives. This is to celebrate the recent milestone that HS2 has moved 10 million tonnes of material to and from its sites by rail. Hornby's The Green Progressor model locomotive is 76 times smaller than the original, preserving its place in history alongside other classic model locomotives such as 'Flying Scotsman', 'Mallard' and 'Rocket'.

The Green Progressor is one of GBRf's Class 66 locomotives, number 66 796. It was rebranded in 2021 to mark the opening of the HS2 London logistics hub. The livery promotes the environmental benefits of delivering construction materials by rail instead of road and the locomotive itself was named 'The Green Progressor' by 17-year-old HS2 superfan, Jermaine Allen from Leeds.

Jermaine Allen joined GBRf, Network Rail, other freight operators and aggregate businesses, involved with moving material for HS2, at an event to celebrate the

10 million tonnes milestone. It is now expected that HS2 will move 20 million tonnes of aggregate across the Phase One programme, removing three million lorries from the strategic road network on 30,000 freight trains.

Hornby's The Green Progressor model will be on show later this month at Rail Live 2023 in Warwickshire and is currently available to purchase directly from Hornby.



Greater Angia

On June 22nd, Class 720 132 and 720 133 pass through Tamworth on a mileage accumulation run from Wembley and Rugby to Crewe and return.
Michael Lynam



Great Western Railway

▶ On June 14th, Class 57 604 leads the 1C50 23:45 London Paddington – Penzance through Coombe. *Barry Beeston*

▶ Power car No. 43016 leads the 2U10 05:40 Penzance – Cardiff Central with 43162 bringing up the rear heading towards Burngullow on June 14th. *Barry Beeston*

▶ Class 800 113 leads the 1A76 06:05 Penzance – London Paddington service through Coombe on June 14th. *Barry Beeston*



Great Western Railway

▶ A GWR Castle HST headed by power car No. 43029 'Caldicot Castle', approaches Bedminster with the 12:56 Bristol TM - Penzance service on June 10th. *Chris Morrison*

▶ Class 800 309 glides past Cockwood Harbour on June 7th, with the 14:15 Penzance to London Paddington service. *Barry Longson*

▶ Passing the fencing erected to protect the railway at Teignmouth, Castle HST power cars Nos. 43189 and 43187 are seen under half way through their journey while working the 07:40 Penzance to Cardiff Central on June 8th. *Barry Longson*



Great Western Railway

▶ Class 150 243 runs empty stock through Exeter St. Davids on June 5th. *Barry Longson*

▶ Standing out from the crowd in its blue livery, Class 166 203 departs Teignmouth working the 10:42 Paignton to Exmouth on June 7th. *Barry Longson*

▶ The days of the GWR Castle HST's are now numbered but on June 8th, power car No. 43189 was found passing Sprey Point at Teignmouth with the 07:40 Penzance to Cardiff. *Lee Stanford*



Great Western Railway

On June 6th, Castle HST power cars Nos. 43093 and 43004 round the curve by Langstone Rock, near Dawlish Warren, working the 09:00 Cardiff Central to Penzance service. *Barry Longson*

Power car No. 43040, with one of the GWR Castle Class HST sets is seen at Taunton on June 8th. It's just arrived having worked the 17:53 from Bristol Temple Meads, all stops via Weston-super-Mare. *Kevin McCormick*

A lone jogger tries to dodge the waves between Dawlish and Langstone Rock on June 6th, as Class 150 233 and 150 263 pass with the 08:48 Paignton to Exmouth service. *Barry Longson*



Great Western Railway

▶ Class 150 247 arrives into Exeter St. Davids with the 14:26 Okehampton to Exeter Central service on June 7th. *Barry Longson*

▶ Class 165 119 on the Great Bedwyn to Newbury local passes Hungerford on June 7th. *Michael Bennett*

▶ As waves crash against the sea wall near Dawlish station, power cars Nos. 43098 and 43122 run past, working the 07:40 Penzance to Cardiff Central on June 6th. *Barry Longson*



Great Western Railway

▶ Class 150 249 is seen passing the new sea wall at Dawlish on June 6th, while working the 15:23 Exmouth to Paignton service. *Barry Longson*

▶ Class 166 204 with the 1F07 Bristol Parkway to Portsmouth Harbour service passes East Grimstead near Salisbury on June 10th. *Michael Bennett*

▶ On June 7th, power cars Nos. 43094 and 43188 pass Teignmouth mid-morning, working the 07:40 Penzance to Cardiff Central service. *Barry Longson*



Great Western Railway

With the red sandstone rocks at Dawlish as a backdrop, Castle HST led by power car No. 43098 heads north on June 6th with the 07:40 Penzance to Cardiff Central.
Lee Stanford



Hull Trains

▶ Class 802 302 'Jean Bishop - the Bee Lady' sweeps past Eaton Lane foot crossing, south of Retford at speed with the 09:54 Beverley to London King's Cross service on May 27th.

Paul Senior

▶ Class 802 304 'William Wilberforce' speeds passed Eaton Lane foot crossing, south of Retford with the 07:27 London King's Cross to Hull service on May 27th. *Paul Senior*





A RECORD TWO YEARS FOR LNER AS IT CONTINUES TO WELCOME BACK CUSTOMERS

London North Eastern Railway (LNER) continues to lead the way when it comes to welcoming people back to rail, topping the table for franchised operators for two years running. LNER operates more than 160 daily services carrying millions of people across its 956-mile East Coast route.

Between January and March 2023, passenger journeys were at 111 per cent when compared with the same period for 2019, according to new data published by the Office of Rail and Road (ORR).

For the quarter, LNER recorded 6.0 million passenger journeys, an increase of 22 per cent on the same period in 2022. Data shows that Fridays and Sundays are still proving to be the most popular days for people to travel as demand for leisure journeys continues to thrive. As a result of changing travel trends, LNER is looking to increase capacity on Sundays, with proposals for

additional Sunday services on its London King's Cross and Leeds route. The wider industry is also trialling carrying out essential engineering works during the week to keep customers on the move during the popular weekend period.

Post pandemic, LNER is the most popular way to travel between Edinburgh and London, with its fully electric fleet of Azuma trains continuing to transport more customers between the two cities than air, as people increasingly look to travel in a more sustainable way. The ability of Azuma trains to operate in bi-mode power ensures services can often continue to run when engineering works take place on electrified routes.

David Horne, Managing Director at LNER, said: "We are delighted that for two years running LNER has topped the table for franchised operators seeing record numbers of customers return to our services.

We've seen a huge demand in leisure travel, with business travel continuing to grow. In the 2022-23 financial year, we carried one million more passengers than we did in 2018-19.

"We are continuously working to improve our customer experience, from our world-class Azuma trains and award-winning app, to extending our booking horizon, simplifying tickets and investing in our stations. We are also working with our wider industry partners to deliver transformational upgrades to the railway network to enable even smoother, greener and more comfortable journeys, as we encourage even more people to travel by rail."

LNER's industry leading extended booking horizon enables customers to plan ahead. Tickets are on sale for many journeys up to and including December 8th 2023.

LNER is expanding simpler and more flexible ticketing options across its route from June 11th 2023 after the success of a pioneering trial which saw the removal of return fares, with fares instead being priced on a single journey basis.

The new approach offers customers greater flexibility to mix and match their tickets. LNER has also launched Deal Finder, on the LNER app, where customers can search for inspiration and great value fares and once onboard, customers can enjoy locally sourced food and drink served directly to their seat.

▶ Class 91 110 'Battle of Britain Memorial Flight' speeds past Eaton Lane foot crossing, south of Retford, with the 15:03 London King's Cross to Leeds service on May 27th. *Paul Senior*

▶ Well, it had to happen eventually, I suppose. On June 26th, an IET, or whatever they're called, finally made it to Scunthorpe, albeit on gauging trials for the proposed Cleethorpes - London King's Cross services to start next year. Class 800 207 is seen passing through Scunthorpe on 5Q80 Doncaster Carr Depot - Cleethorpes. *Steve Thompson*

▶ Class 801 228, with the LNER 100 Years Anniversary 1923 to 2023 gold decals, races past Eaton Lane foot crossing, south of Retford, with the 08:30 London King's Cross to Edinburgh service, on May 27th. *Paul Senior*





LNER CLEETHORPES TEST TRAIN TAKES TO TRACKS

London North Eastern Railway (LNER) has taken a step forward to see whether it could operate direct services between Cleethorpes in Lincolnshire and London King's Cross in the future.

A first test train travelled from Doncaster on June 26th, calling at Grimsby Town, Cleethorpes, Barnetby, and Market Rasen to perform a series of platform and train validations at each respective station.

A specialist team travelling onboard carried out a number of checks and assessments. Any potential new

route extension to an existing route carries a significant level of detailed testing to determine and validate the train's compatibility to safely operate over the network concerned. The findings are then reviewed.

David Horne Managing Director at LNER said: "This is a really positive step to see whether LNER can reinstate its direct services between Cleethorpes and London King's Cross. It is early stages yet and there is a lot more work to do to see whether these services can come back for the first time in decades, but today we have shown that with willpower and cross-industry collaboration, we

might be able to see LNER services connect Cleethorpes to London once again."

Rail Operations Group, Network Rail and Hitachi Rail have worked with LNER to support the validation process.

Locals MPs are among those who have campaigned for direct services between the destinations. MP for Great Grimsby, Lia Nici, Cleethorpes MP, Martin Vickers and Sir Edward Leigh MP, who represents Gainsborough, welcomed the LNER Azuma test train at their respective

stations.

LNER continues to lead the way when it comes to welcoming people back to rail, topping the table for franchised operators for two years running according to the latest Office of Rail and Road data.

In the 2022-23 financial year, LNER carried one million more passengers than in 2018-19.

Class 803 006 has just passed Grove Road crossing, Retford, and the rape seed fields at Gamston, with an Edinburgh to London King's Cross service, on May 27th.

Paul Senior



Network Rail

▶ Class 37 254 and 37 612 top and tail the monthly 1Q48 Derby RTC - Derby RTC via the West Midlands test train, seen here passing Henley-In-Arden on June 13th. *Chris Morrison*

▶ On June 22nd, power cars Nos. 43274 and 43290 passes through Tamworth with an inspection train from Crewe - Derby RTC via London Euston. *Michael Lynam*

▶ On June 22nd, power cars Nos. 43274 and 43290 passes through Tamworth with an inspection train from Crewe - Derby RTC via London Euston. *Michael Lynam*



▶ Class 37 612 and 97 302 pass Burgs Lane on May 25th with the 6C45 18:12 Bescot - Bescot via the Central Wales line, However the working was cancelled when 37 612 developed a coolant leak. *Phil Martin*

▶ Powercars Nos. 43272 and 43274 arrive at Derby on June 8th having undertaken an inspection run to Grantham via a variety of routes. *Michael Lynam*

▶ On June 8th, Class 37 610 departs Derby RTC with the Ultrasonic inspection train working to Doncaster. *Michael Lynam*



Network Rail

▶ Class 73 965 and 73 963 working the 1Q43 Buxton - Wrexham pass Ashley. *Mark Enderby*

▶ Network Rail's light blue liveried Class 153 376 spent the weekend of June 24th and 25th stabled at Eastleigh. It is seen on the afternoon of 25th. *John Goodrich*

▶ Class 37 254 passes Bradley with a Preston to Derby light engine working on June 7th. *John Sloane*



Network Rail

▶ On June 15th, Class 37 254 and 37 612 head through Swindon working the 1Q18 Bristol (Kingsland Road) to Tyseley TMD. *Ken Mumford*

▶ On June 15th, power cars Nos. 43277 and 43257 are seen stabled at Carlisle with an inspection train. *Michael Lynam*



Having delivered a new unit earlier in the day, Class 37 611 and 37 601 return to base working 5M57 15:15 Tyseley to Derby RTC on a very hot June 16th.
Barry Longson



Rail Operations Group

Class 37 510 is seen approaching Sprey Point, with a barrier van, plus three Mk3 coaches and GWR power car No. 43170 in tow, working 5L46 09:57 Plymouth Laira to Ely Papworth for storage and an uncertain future.

Lee Stanford

Class 37 510 is seen at Worksop on May 24th with 5Q16 Ilford to Worksop hauling 379 007 and 379 010 for storage. *Steve Chapman*

In an unusual move, Class 37 884 'Cepheus' tows SWR EMU No. 5863 from Wimbledon Depot to Bournemouth Depot. It is seen passing Swaythling at 14:09. Class 455s normally make their own way to Bournemouth either as single units or pairs. *John Goodrich*



TransPennine Express

At last! A regular Class 68 diagram on the CLC line, as Class 68 025 roars through Padgate station on the outskirts of Warrington with the 15:24 Cleethorpes - Liverpool Lime St. service on June 22nd. *Jeff Nicholls*

Class 68 029 pushes set TP04 through Glazebrook station on June 24th with the 15:24 Cleethorpes - Liverpool Lime St. service on June 24th. *Jeff Nicholls*

Class 68 021 'Tireless' stands at York with the cancelled 14:03 departure to Scarborough on June 15th. *Derek Elston*



TransPennine Express

On June 26th, Class 68 022 is seen departing Scunthorpe Station on 1B85 Cleethorpes - Liverpool, part of the only diagram to have run in passenger service, what a disgrace!

Steve Thompson

On June 22nd, Class 68 025 working the 1B85 Cleethorpes - Liverpool Lime St. calls at Warrington Central. *Mark Enderby*

A Class 397 set adorned with flashes for the Eurovision Song Contest in Liverpool passes Euxton on a Glasgow to Liverpool Lime St. service on June 7th. *John Sloane*



TransPennine Express

▶ Class 397 005 passes Charnock Richard with a Liverpool Lime St. to Glasgow service on June 21st. *John Sloane*

▶ On June 15th, Class 397 012 calls at Carlisle working an Edinburgh - Manchester Airport service. *Michael Lynam*

▶ Class 185 119 passes Bradley on June 9th on a Preston to Ardwick Depot ECS working. *John Sloane*



Transport for Wales

On June 7th, a TfW Class 197 crosses Frodsham Viaduct with a service from Manchester Piccadilly to Llandudno. *Brian Dobbs*

Class 197 002 passes Winwick with a Llandudno to Manchester Airport service on June 9th. *John Sloane*

On June 17th, Class 158 833 arrives at Barmouth station with the 15:57 service to Pwllheli. *Allison Twycross*



Transport for Wales

▶ Class 67 017 passes Hadnall on June 4th with the 1W60 15:55 Cardiff Central - Shrewsbury which turned into 1Z60 17:50 Shrewsbury - Manchester Piccadilly. *Keith Davies*

▶ Class 67 010 passes Kempsey with 1W55 08:49 Cardiff Central to Manchester Piccadilly service on June 19th. *Keith Davies*

▶ Class 153 914 and 153 303 pass Kempsey with 1V38 10:07 Crewe to Newport on June 10th. *Keith Davies*



Transport for Wales

▶ Contrasting with the black Mk4s, Class 67 013 propels the 14:30 Manchester Piccadilly to Cardiff through Heaton Chapel on June 13th. *Barry Longson*

▶ Class 67 012 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on June 21st. *Keith Davies*

▶ Class 150 231 passes Burgs Lane on May 27th working the 1V38 09:30 Manchester Piccadilly - Carmarthen service. *Phil Martin*



Transport for Wales

Class 67 025 has a clear run through Heaton Chapel working the 14:30 Manchester Piccadilly to Cardiff Central service on June 2nd.

Barry Longson

Class 175 109 passes Kemps Eye on June 3rd with the 1V38 09:30 Manchester Piccadilly - Carmarthen service. *Phil Martin*

Class 67 018 on a 3Z68 test run from Crewe to Crewe passes Moore on June 8th.

Mark Enderby



Transport for Wales

▶ On June 17th, Class 158 835 departs Barmouth with the 14:55 service to Wolverhampton.
Allison Twycross

▼ On June 8th, Class 197 111 heads through Crewe on an ecs move from Chester - Crewe CS.
Michael Lynam



Units: DMUs and EMUs

Merseyrail's Class 777 014 crosses the Leeds and Liverpool Canal at Stanley Locks near Sandhills with an Ormskirk - Liverpool Central service on June 24th. *Chris Morrison*

West Midlands' Class 730 027 and 730 004 pass Stafford on June 22nd working 5Q26 16:32 Crewe to Wolverhampton Oxley Sidings, after a day on test. *Barry Longson*

Swift Express Freight's Class 321 334 passes Bradley with a daytime Mossend to Birmingham International working on June 9th. *John Sloane*



Units: DMUs and EMUs

▶ Captured sitting in the shadows at Hull Paragon on June 26th and waiting its next duty is Northern's Class 155 344. *Lee Stanford*

▶ Northern's Class 769 448 crosses Crow Nest Junction whilst working a service from Stalybridge to Southport on June 20th. *John Sloane*

▶ Northern's Class 197 127 passes Charnock Richard on June 9th with an empty stock working (despite what the destination display shows). *John Sloane*



Units: DMUs and EMUs

On June 5th, South Western Railway's Class 159 105 and 159 009 enter Exeter St. Davids ready to work the 18:25 London Waterloo service. *Barry Longson*

Three unidentified Class 325 units have almost reached their destination of Warrington Mail Terminal with 1M44 from Sheildmuir, Glasgow as they pass Winwick on June 26th. *Jeff Nicholls*

West Midlands' Class 323 222 and 323 217 stand at Birmingham New Street where they reversed as they worked 5P09 07:15 Northfield to Soho L.M.D. on June 10th. *Derek Elston*



Units: DMUs and EMUs

London NorthWestern Railway's Class 350 376 stands at Birmingham New Street with 2W06 07:07 Walsall to Wolverhampton service on June 10th. *Derek Elston*

Royal Mail's Class 325 014 brings up the rear of the evening Warrington to Sheildmuir mail service as it heads north past Winwick on June 21st. *John Sloane*

With the end of their service lives closing in Class 319 214 and 319 219 ease through Northampton with 5K45 10:00 Northampton EMD to Camden C.S.D., running 45 minutes later than booked on June 6th. *Derek Elston*



Units: DMUs and EMUs

Still in the unbranded white livery and still working for Northern, former Thameslink Class 319 372 speeds none stop through Bryn, in the Wigan suburbs, with the 12:39 Liverpool Lime Street to Blackpool North service on June 14th.

Paul Senior

South Western Railway's Class 444 029 awaits departure time at its originating station with 1W68 16:20 Weymouth and Poole to London Waterloo on June 10th.

Derek Elston

Northern's Class 158 905 leads a service from Wigan to Leeds as it approaches Crow Nest Junction on June 20th.

John Sloane



Units: DMUs and EMUs

▶ Northern's Class 158 901 and 158 867, slow for the stop at Parbold on June 24th, with the 13:29 Southport to Leeds service, diverted via Manchester, because of bridge replacement work at Hindley. *Paul Senior*

▶ SWR's Class 450 108 leads 450 106 and 450 072 past Winchester working the 1T57 London Waterloo to Portsmouth Harbour service. *Michael Bennett*

▶ South Western Railway's Class 158 890 working the 2R30 Salisbury to Romsey service passes East Grimstead on June 10th. *Michael Bennett*



Units: DMUs and EMUs

▶ On June 2nd, Class 321 312 leads 321 307 and 321 311 past the MSC sidings in Warrington on the last stretch of their journey from Clacton. Here they will be placed into 'warm storage' along with several more of their classmates. The train will reverse over the crossover in the foreground and enter the sidings to the left of the photo where some of the other stored 321s can just be seen. *Jeff Nicholls*

▶ SWR's Class 450 091 and 450 059 working the 1T30 Portsmouth Harbour to London Waterloo service pass Worting on June 16th. *Michael Bennett*

▶ South Western Railway's Class 450 045 arrives at Reading on June 28th with a service from London. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Northern's Class 195 012 and 195 024 head southbound just before sunset at Winwick with 1D77 Leeds to Chester service on June 15th. *Brian Dobbs*

▶ LNWR's Class 350 104 and 350 111 pass Slindon on June 29th with 1U37 14:46 London Euston - Crewe service. *Keith Davies*

▶ Northern's Class 150 125 leads a service from Wigan as it heads out of Hindley towards Manchester on June 20th. *John Sloane*



Units: DMUs and EMUs

▶ LNWR's Class 350 108 passes Slindon on June 29th with 1U42 18:13 Crewe - London Euston service. *Keith Davies*

▶ South Western Railway's Class 159 009 working the 1L30 Gillingham Dorset to Basingstoke passes through Worting on June 16th. *Michael Bennett*

▶ Merseyrail's Class 777 005 and 507 015 are seen at West Kirby on June 1st. *Michael Lynam*



Units: DMUs and EMUs

Two car Class 466 039 leads two unidentified sister Class 465 units at a sunny London Bridge with an ECS working from Grove Park to London Cannon Street on June 8th. *Lee Stanford*

Northern's Class 319 381 calls at Wigan North Western, with the 14:04 Blackpool North to Liverpool Lime Street on June 26th. *Paul Senior*

On June 1st, Northern's Class 156 424 waits to depart Ormskirk with a service to for Preston whilst Merseyrail's 508 128 in the background is working a service to Liverpool Central. *Michael Lynam*



Units: DMUs and EMUs

▶ A full house at Bradford Forster Square station on June 23rd as Northern units Class 333 001, 333 012 and 333 004 await their next duties.
Lee Stanford

▶ Varmis/Swift EMU Class 321 334 speeds south through Acton Bridge on June 23rd.
Brian Battersby

▶ West Midland's Class 196 109 stands at Shrewsbury on June 8th with the 11:15 Birmingham New Street to Shrewsbury service.
Allison Twycross



Scotrail

Class 70 817 is seen at Perth on June 14th working the Oxwellmains Lafarge Colas to Craiginches Aberdeen.
Richard Jones



Scotrail

▶ Class 153 305 and a Class 156 head for Oban passing through Kilpatrick station on June 18th. *Kevin McCormick*

▶ On June 15th, Class 156 450 waits to depart Dumfries with a service to Carlisle. *Michael Lynam*



Hythe Pier

▶ The Hythe Pier train stands at the end of the pier awaiting the passengers from the 17:00 Blue Funnel sailing from Southampton Town Quay on June 12th. *Andy Pratt*

▶ The Hythe Pier train departs towards the end of the pier to meet the incoming Blue Funnel Ferry from Southampton Town Quay on June 12th. The pier railway is 640m long, 610mm gauge and electrified to 250v DC 3rd rail. It has been in operation since 1922. *Andy Pratt*

▶ The Hythe Pier train stands at the temporary platform at the town end of the pier awaiting it's next working to meet the Blue Funnel Ferry sailing from Southampton Town Quay. In the background the Cruise Liner 'Island Princess' sets sail from Southampton bound for the Norwegian fjords. *Andy Pratt*



Sheffield Supertram

On June 1st, Supertram No. 123 is seen passing Sheffield station on a service to Malin Bridge. *Allison Twycross*





Electrification work powers ahead on the Midland Main Line this July

On several Sundays in July, engineers will continue work to prepare for an electrified railway on the Midland Main Line between Kettering and Wigston. This will help to create a cleaner, greener railway for passengers travelling along this section of the Midland Main Line in the future. These key upgrades include improvements to drainage systems as well as important work to bridges to provide clearance for new overhead line equipment.

These upgrades will mean a reduced East Midlands Railway (EMR) service between London and Sheffield/Nottingham, with diversions in place leading to extended journey times. These services will not be calling at Market Harborough, with buses replacing trains between Kettering and Market Harborough and Market Harborough and Leicester.

Passengers are urged to plan ahead, allow extra time and to check their journey via National Rail Enquiries or with their train operator.

Gary Walsh, Network Rail's Route Director for the East

Midlands, said: "These improvements are an important part of the Midland Main Line Upgrade. We're preparing for a greener railway which is fit for the future, leading to smoother and more reliable journeys in the East Midlands. "I'd like to thank passengers for their patience whilst we complete this essential engineering work and encourage anyone who is planning to travel to check National Rail Enquiries or their train operator's website before setting off."

Neil Grabham, Customer Services Director for EMR, said: "We are asking any customers planning to travel to or from London to plan ahead and allow plenty of time to complete their journey. Our trains will be unable to call at Market Harborough station and rail replacement buses will keep passengers moving between Kettering and Market Harborough and Market Harborough and Leicester. We would like to thank our customers for their patience whilst the engineering work along the Midland Main Line is taking place."

Fares Advice with RailUK

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

"Have you used this before?"

Q: I'm sure I don't need to say that this refers to the use of an Off Peak Open Return.

I went on a little UK tour over the last few weeks - I started by visiting my sister in Banbury - buying an aforementioned Rye to Banbury open return for the month and, from then on, buying split Advance tickets to Liverpool, Edinburgh, Newcastle and Wolverhampton before returning down via Reading to use the return portion of my ticket home.

My intention was to go from London Victoria to Hastings to Rye. No problem - about half way through the journey around Lewes there was a ticket check - my paper ticket was casually glanced at, the supervisor moved on momentarily until they came back looked again and said those magic words in the header. In a bit of a shock, I looked at my ticket and then said "Is there something wrong with it?" - they said "No - it's just really old" (three weeks), "It's still valid, right?" "Yes, but normally the returns are used sooner" - ticket was then taken from me - huge biro line drawn through with the date.

Two questions -

I'm basically being asked if I am committing fraud, right?

What if I wanted to break my journey at Eastbourne or/and Hastings?

I guess I wouldn't care so much if I got off at Hastings and their wasn't an actual trio of security guards dealing with a multitude of ticketless travel with a shrug of the shoulders.

A: A lot of staff seem not to understand that you might want to break your journey, and believe that they should mark any period return in some sort of secret language that will tell other staff it's been used - I've seen days of the months marked, circles, squiggles, the lot. It's all nonsense because what should really be marked is the section of route that the ticket has been used over - for instance "VIC-EBN". If that requires asking the passenger whether, and if so where, they intend to break their journey then so be it. There aren't as many paper open returns about nowadays, so it's hardly an insurmountable task.

So are reservations required on LNER now? Or not?

Q: In the Interrail timetable system, all LNER services are marked as requiring reservations. Various bits of the internet say that they are required. But LNER's own website says that they're not - just that they are recommended. What's going on?

A: They are not required in reality, however LNER have set all data sources to state they are required. This causes all sorts of problems, as well as confusion, but who can bring LNER to account?

Along with Avanti, Lumo, Grand Central and TPE (on their Anglo Scottish route), they continue to falsely mark their trains as reservations compulsory in the timetable data, having introduced a policy of ostensibly requiring reservations during Covid, under the guise of 'social distancing'.

I suspect it rather suited them to "prevent" (well, not really - but 99% of people wouldn't know the workarounds) people from buying tickets for trains whose timings aren't yet confirmed, or which they haven't yet decided whether to run - particularly in view of the number of strikes during the last year. At some point, when the likes of GWR and XC removed this from their schedules, they must have realised nobody in authority was challenging them and that they'd get away with keeping it this way. It causes all sorts of problems, including for Interrail holders who - as you say - are then told they have to pay for a reservation which they can get for free on the LNER or GWR websites!

It also allows them to sell first class tickets at a large premium on services where standard is "full" but in fact there would be free standard seats. Avanti West Coast are especially guilty of this because they keep a large number of seats unservable but unlike LNER they won't issue you 'counted place' reservations with a standard ticket to enable you to take your chance on getting one.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

National Rail

SB Rail No. 73714 passes Heamies Farm with 6T43
07:13 Stafford Down Sidings - Stafford Down Sidings
on June 29th. *Keith Davies*



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Money-saving rail tickets now available on many local journeys to and from Norwich and Ipswich

Greater Anglia is pleased to announce that it is expanding its Duo ticket scheme, meaning that more people can save more money when travelling on its network. The first Duo tickets were introduced for a small number of journeys as a trial in 2012 and have gradually been extended to more routes. After this latest expansion, they are now available on most rural routes on the Greater Anglia network, including many key day-trip destinations.

Passengers are now able to make great savings on more rural journeys, including local trips between Norwich and Great Yarmouth/Lowestoft and between Ipswich and Felixstowe/Lowestoft. This means that two people can save money when travelling together.

When two adults travel together on Greater Anglia's Duo ticket, the second passenger receives 50% off their fare.

New Duo tickets are now available on over 200 journeys that now include (amongst others):

Norwich to Great Yarmouth
Lowestoft to Norwich
Ipswich to Felixstowe
Bury St Edmunds to Ipswich

Up to now, Duo tickets were available on Greater Anglia's routes between London and Cambridge and between London and Manningtree/Harwich. This extension now includes a number of the local routes to and from Ipswich and Norwich.

Martin Moran, Greater Anglia's Commercial and Customer Services Director, said: "The Duo ticket has proved very popular, so we are really pleased to be rolling it out to more routes on our network. Travelling by rail is cheaper than you think, and we are always looking for ways to help customers save money on their journeys. We hope passengers take advantage of the Duo tickets in Norfolk and Suffolk and enjoy exploring all our region has to offer."

Duo tickets are day returns valid for two people travelling together at weekends and on Bank Holidays only. Two people must travel together, out and return, on the same journey and children can travel with any ticket holder for just £2 each.

Duo tickets are available to buy online as e-tickets, and they can also be purchased from ticket machines at stations, ticket offices, or from the conductor on the train. It is not available for journeys wholly within the Oyster pay-as-you-go area (London Liverpool St to Shenfield, Broxbourne and Hertford East). You can still buy Duo tickets for journeys into and out of the Oyster area.

Duo tickets are currently available on Greater Anglia's routes between London and Cambridge and between London and Manningtree/Harwich. This extension now includes a number of the local routes to/from Ipswich (including from Lowestoft, Felixstowe and Bury St Edmunds) and to/from Norwich (including from Great Yarmouth and Lowestoft).

National Rail

On June 27th, SR WC Class No. 34046 'Braunton', with Class 47 614 on the rear, working the 1Z70 08:30 London Victoria to Yeovil Junction passes Walworth footpath crossing. *David Lindsell*



Rail pastors return to the Greater Anglia network



Rail pastors who help vulnerable people during their time of need, are back patrolling the Greater Anglia network. From June 1st onwards, they are again patrolling the network from Shenfield to Southend Victoria, Shenfield to Colchester Town and Harlow Town to Cambridge after an absence of nearly 3 years. Rail pastors patrol throughout the day and into the evening, visiting stations and boarding trains and helping anyone who is vulnerable, distressed, or in need of some assistance. They can help people access any support services they may need, such as counselling.

Matthew Wakefield, Greater Anglia's Head of Safety, Security and Sustainability, said: "We are very pleased to welcome rail pastors back to the Greater Anglia network. We fully support any initiative which aims to keep people safe on our rail network, and we are extremely grateful to the rail pastors for volunteering their time to care for others. As well as looking out for suicidal or vulnerable people, pastors provide assistance to anyone - this includes helping anyone who may be confused or anxious, ensuring they get to where they need to go, or just offering reassurance and a friendly face."

Pastors first started patrolling the Greater Anglia network between Shenfield and Colchester on the Great Eastern Main Line in January 2018, before starting on the West Anglia route in June 2018, and have carried out some

excellent and very important work.

Rail Pastor, Phil Norton, said: "We are a non-judgmental group of people who are here to support those who are vulnerable or simply need someone to talk to. We have enjoyed patrolling the railway in Essex and we are very pleased to be back again to help those in need."

Pastors are easy to identify and wear a bright blue uniform. They support those who are vulnerable or simply need someone to talk to.

To become a rail pastor, volunteers first undertake the street pastor training. Training to become a street pastor takes a minimum of three months.

Rail pastors is an initiative of Ascension Trust, supported by and in partnership with British Transport Police, train operators, Network Rail and Samaritans, and aims to save lives and reduce disruption on the rail network.

All rail pastors are fully trained Street Pastors who have also completed the Samaritans' Managing Suicidal Contacts course, which has been undertaken by thousands of rail workers across the country.

Photo: Rail pastors and Greater Anglia colleagues at Shenfield railway station. ©Greater Anglia

Loco Fleet List Ten

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

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

Features:

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

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

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

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



National Rail

A few photos of the many items either on display or stored at Long Marston during the Rail Live exhibition on June 21st. *John Alsop*



Ordsall Chord footbridge opens reconnecting Salford and Manchester

A key pedestrian and cycle route between Salford and Manchester has opened underneath the iconic Ordsall Chord railway bridge. Network Rail invested £12m in the new footbridge to replace the former Prince's Street bridge over the River Irwell, which was demolished in 2015 to make way for the major railway upgrade above.

That saw the world's first asymmetrical railway bridge built so Manchester's three main railway stations - Piccadilly, Victoria and Oxford Road - could be linked together for the first time, giving more flexibility to run trains right across the North. While that was being built between 2015 and 2017, the footbridge below was also completed, as part of the future masterplan for the area.

In the intervening years, major construction work on both side of the river has seen multiple residential developments and the creation of Manchester's new world-class arts venue, Aviva Studios, the home of Factory International.

Salford City Mayor Paul Dennett, leader of Manchester City Council, Bev Craig and Jill Stephenson, principal development manager at Network Rail have now officially opened the structure.

Jill Stephenson, Network Rail principal development manager, said: "It's great to see this footbridge finally in use as it's been waiting in the wings since the completion of the Ordsall Chord railway bridge in 2017. It was always built with the future in mind, and it's been incredible to see the area redevelop on both sides of the river in recent years. The footbridge can now play the role we always intended it to - connecting residents to their homes, workplaces, leisure and world class venues in both cities, directly underneath the iconic Ordsall Chord above."

Paul Dennett, Salford City Mayor, said: "Both cities have a rich and distinct, yet intertwined cultural identity. This work forms part of our sustainable transport plans for the whole city and with this bridge we're creating a gateway

to enable Salfordians access to cultural experiences on offer at MIF and Aviva Studios. Bridges have played a huge role in literally bringing our cities together and forging links. Our two cities worked together to span the Irwell way back in 1830 with the Stephenson Bridge.

This bridge is further evidence of our joint commitment to opening up the cities and to providing alternative, greener options for crossing our famous river border."

Cllr Bev Craig, leader of Manchester City Council, said: "The connections between our two great cities are long-standing and complementary so having a new physical link in our city centre is an important moment. While the river Irwell is seen as a geographical boundary it is not a barrier between the flow of people, trade and ideas. It's particularly welcome that this new bridge will connect Aviva Studios, a world-class arts and social attraction and the new home of Factory International, and the new St Johns area with growing new districts on the Salford side of the Irwell.

It's a symbolic celebration of fusing culture as an economic and regeneration driver to deliver mutual success in growth of new jobs, communities, and districts to benefit our city region."

Network Rail has worked closely with the two councils on its joint work to landscape the areas around both sides of the bridge as part of its wider sustainable travel plans for pedestrians and cyclists through Salford and Manchester. Additional improvements on the Salford side also includes interpretation panels, to tell the story of behind perhaps the Irwell's most famous crossing, the Stephenson Bridge. Stephenson Bridge, a Grade I listed structure, was built by George Stephenson in 1830 and formed part of the world's first passenger railway line, carrying passengers between Liverpool and Manchester.

Image: View from underneath Stephenson bridge of new footbridge under Ordsall chord when completed in 2017. © BDP Paul Karalius



National Rail

On June 8th, and the exotic sight of Goole at night! Northern's Class 170 476 has just arrived on 1W54 from Sheffield. Due to work on the swing bridge over the Ouse, it would go no further east, instead just crossing over to form 1J96 back to Sheffield.
Steve Thompson



GTR donates £12,500 train retirement collection to Sussex children's hospice



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Chestnut Tree House children's hospice in West Sussex has received a cheque for over £12,500 from train company GTR. The money was raised at a special charity tour recently, organised with the help of the Branch Line Society, to mark the retirement of the Southern fleet of Class 313 trains.

The farewell tour visited Bognor Regis, Littlehampton, Brighton, Three Bridges, Ore and Newhaven. Ticket sales, a raffle and an on-board auction raised a total of £25,335.76 which GTR is dividing between Chestnut Tree House and Railway Children, a charity for at-risk youngsters.

The 47-year-old Class 313s were the country's oldest mainline electric trains. Southern has replaced them with modern, air-conditioned Electrostar trains, which are three times more reliable, to transform passenger travel along the coast between Portsmouth, Brighton and Lewes.

Chris Fowler, Network Operations Director for GTR and Network Rail, presented the cheque to Ella Pilkington of Chestnut Tree House. Chris said: "In the five decades the 313s have been operating, they've formed special memories for train crew, passengers, and customers. It's great that in

honouring their service, rail enthusiasts have raised such a magnificent sum for children's charities. Over the past six years GTR has arranged other farewell tours to mark the withdrawal of our older fleets and with this latest tour now complete, we have raised £75,000 for charity. Arranging these tours takes a lot of work and I want to say a huge thanks to Antony Yandell, our Duty Operations Manager, who led the organising team, and everyone who has played a part."

Ella Pilkington at Chestnut Tree House said: "There are hundreds of children and young people with life-limiting and life-threatening conditions in our local community who require specialist care, and even more parents and family members who need help and support. It is thanks to the kindness and generosity of individuals and companies like Southern and its parent company GTR that Chestnut Tree House can be there for each family on their journey - now and in the future. This donation of £12,500 is enough to pay for a full day of all our care services, both at the hospice and out in the community, so really will make a huge difference. On behalf of everyone at Chestnut Tree House, I'd like to say a huge thank you for your support."

Scrap that: Video and AI technology helping keep the railway tidy and railway workers safe

Artificial intelligence software is helping Network Rail find and remove forgotten scrap materials from the side of the railway more quickly and safely than ever before.

Network Rail Southern region is spearheading a trial of One Big Circle's video and AI technology to locate old railway kit that can either be re-used or recycled, reduce the risk of injury to colleagues from slips, trips and falls, and tidy up the railway at the same time.

The technology captures high-definition train's-eye-view video – known as Automated Intelligent Video Review (AIVR) – from across the rail network, with the footage instantly accessible in the cloud.

The footage is then analysed by AI to find scrap rail, sleepers and bags of ballast and map their locations using GPS, enabling maintenance teams to plan how and when to safely remove the items.

Wayne Cherry, Network Rail senior innovations engineer, said: "Technology such as AIVR provides Network Rail with a brilliant opportunity to improve how efficient we are as a business.

"While AIVR is already in use across other parts of Network Rail, this will be the first time this technology has been used in this way with AI and could be a real game-changer.

"Not only is scrap on the side of the railway unsightly, but it can also become an obstacle during planned engineering work, block safe walkways or delay our teams accessing part of the railway infrastructure to make repairs during disruption.

"If we can become safer and more efficient with identifying and removing scrap material, it will not only help our colleagues stay safe, but benefit the wider rail industry, passengers and the taxpayer."

The project is currently being trialled on the Wessex route – which is one of the busiest on the rail network, taking in all or part of the counties of Surrey, Berkshire, Hampshire, Dorset, Devon, Somerset and Wiltshire – before looking to roll it out more widely.

In addition to helping improve efficiency, the new technology also has safety and financial advantages.

On Network Rail's Wessex route, 'slips, trips and falls' are the largest causes of injury and scrap on the side of the

track is a significant hazard, particularly as most work happens during darkness.

Martyn Shaftoe, Network Rail's Wessex route health and safety advisor, who is leading this project, said: "We are delighted to be working in partnership with One Big Circle on this exciting project. I believe this technology will play an important role in helping keep our front-line colleagues safe, help us become more efficient in locating and removing scrap, as well as improving the overall condition of the railway for the benefit of our passengers and local residents.

"Unfortunately, over recent years, the railway has become somewhat of a dumping ground for discarded railway sleepers, scrap rail, redundant ballast bags and many other assets. The challenge we face is there is no definitive list of where these materials or assets are.

"The prospect of accurately locating scrap material using high-definition video footage and AI without the need for colleagues to walk along the railway is a huge safety improvement opportunity."

Financially, not only can some of the scrap material be recycled and any money accrued used to support running of the railway, but some of the leftover materials are also reusable. For example, Bomac concrete sleepers are no longer manufactured, but there is still a demand for them as replacements on sidings and on some stretches of track. Thanks to this technology, 40 of these sleepers have been identified on a site between Yeovil and Weymouth where they can be recovered and stored for future use across the business, preventing the need to buy costly new equivalents.

Martyn added: "To be able to help the industry potentially save money by reusing or recycling this treasure-trove

of scrap materials is a brilliant prospect and we look forward to hopefully rolling it out more widely across the business later in the year."

Emily Kent, One Big Circle co-founder and director, said: "This is a really exciting application of AI developed in collaboration with Network Rail experts.

"The AIVR system collects high quality lineside imagery from across the whole of the UK to help many different engineers and disciplines see what they need to see without attending site.

"Adding further intelligence to that data - as with this automatic detection and location of scrap rail and other lineside hazards - really enables you to hone in on specific issues and respond to them quickly and safely."



National Rail

Class 24 No. 5081 arrives at Toddington with the first train of the day, the 10:00 Broadway to Cheltenham Racecourse on July 2nd.
Andy Pratt



Network Rail launches masterplanning at Bow Goods Yard

Network Rail is launching its masterplanning process at Bow Goods Yard, East London, which will see the regeneration of over 30 acres of brownfield land. The strategically important site is the final parcel of land to be unlocked as part of London's 2012 Olympic and Paralympic legacy. It was initially used as the main construction hub for the Olympics, and during the games it became home to the Olympic warm up track.

Bow Goods Yard is currently home to several heavy rail freight uses. It is the last remaining industrial site in the London Legacy Development Corporation (LLDC) area and is strategically located next to the A12.

One of the largest railheads for the capital it supplies over a million tonnes of concrete and aggregate to serve the construction industry. The development has the potential to deliver a sustainable transport network for East London through rail fed warehousing with an integrated last mile logistics hub to serve Greater London. This could significantly

reduce HGV journeys across London delivering a lower carbon footprint and easing congestion.

Importantly, and alongside unlocking the site's industrial and infrastructure potential, the team will work closely with the neighbouring communities of Pudding Mill, Fish Island and Strand East to connect the future scheme with the surrounding pockets of nature, such as Queen Elizabeth Olympic Park, the River Lea and Greenway to enhance the area's biodiversity.

Maccreeanor Lavington Architects have been selected from a strong field to work in partnership with Network Rail and key stakeholders to deliver a vision for this strategic site. Montagu Evans has also been appointed as lead planning and development consultant for the scheme. A period of intensive consultation and design will take place this year with the target to submit planning in 2024.

Network Rail volunteers go back in time to maintain heritage railway

Volunteers from Network Rail have helped carry out essential track maintenance on the East Lancashire Railway.

On June 7th, a team of eight staff switched from Network Rail's Square One office in Manchester to help make repairs at the heritage railway in Bury. The team spent a day replacing wooden sleepers and carrying out other track work near to the line's Bolton Street railway station.

Usually, the team concentrate on maintaining or replacing bridges other modern railway structures, not historic tracks.

They found in some cases the use of tools over 100 years old were needed so the heritage railway's historic infrastructure could be maintained in keeping with traditional methods.

Simon Bishop, Network Rail senior structures engineer, said: "It was great to get out of the office for a day and get stuck into some hard but enjoyable work helping maintain a heritage railway.

"While the trains still run on rails, the modern railway is very different to how things used to be. It's been really

valuable to spend time with colleagues and the team at the East Lancashire Railway learning new skills and helping maintain its infrastructure so it can carry its passengers safely and reliably in future."

Jeff Armstrong, East Lancashire Railway head of operations, said: "It was a pleasure to see how enthusiastically the Network Rail team took to the heavy manual maintenance methods. They were a pleasure to work with. We all work to 21st century safety standards, so we can always learn from each other."

It follows Network Rail and the East Lancashire Railway working in partnership last autumn to trial pioneering technology to treat 'leaves on the line'.



Former Longmoor Military Railway 0-6-0ST No. 75008 'Swiftsure' arrives light engine at Tenterden Town ready to work the first passenger train of the day, the 10:20 to Bodiam on June 10th. *Andy Pratt*



Safety concerns as shocking footage reveals youths trespassing on railway in Leicestershire

Footage caught by a train driver shows youths running alongside a live railway line in Syston, Leicestershire.

Shocking footage captured children running along the lines in front of a train which had to come to an emergency stop in Syston on Monday May 22nd, putting themselves at serious risk through their irresponsible actions. There have been three separate incidents of trespass in the area over the past few weeks, all incidents have involved large groups of children, it is suspected the children are running down the line to get access to nearby fields to play in.

Trespassing on the railway is a dangerous act that could have fatal or extremely detrimental effects on those who participated, their family, and everyone else involved.

Network Rail has been working closely with British Transport Police (BTP) to crack down on crossing misuse and trespass.

Network Rail is urging people of the risks associated with trespassing on the railway. It is against the law and extremely dangerous to trespass on the railway. Offenders could be prosecuted and given a £1,000 fine.

Elisha Allen, Community Safety Manager for Network Rail's East Midlands Route, said: "This behaviour is incredibly dangerous and deeply concerning. The maximum line speed in this area is 75mph, trains can't swerve out of the way, and it can take up to the length of 20 football pitches to come to a complete stop after the emergency brake is applied.

"We are currently working alongside BTP to arrange safety sessions for young people to educate them on the life changing or even fatal consequences which trespass and railway crossing misuse can have. We would also like to remind everyone how important it is to stop, look and listen when crossing a railway crossing.

"We would encourage families across the area to sit down with their loved ones and hammer home the dangers of stepping onto the track."

Dave Barker, Inspector for British Transport Police, said: "Trespass is a serious and sometimes deadly offence. Sadly many children and young people think the rail tracks look tempting places to play and don't consider how dangerous the tracks can be.

"Not only is it a criminal offence to trespass on the tracks, it can have life changing and sometimes fatal consequences. We operate a range of tactics to tackle trespass incidents, and work closely with Network Rail and train operating companies to ensure the safety of the public.

"We ask the public to report anyone they see trespassing or report any concerns via text 61016, telephone 0800 40 50 40 and in an emergency call 999."



Major track upgrades in Derbyshire tunnels now complete



Steve Hopkinson, Operations Director for Network Rail in the East Midlands, said: "It is great to see that this essential work to fully upgrade the tracks in these two Derbyshire tunnels has now been completed. I would like to thank everyone for their patience whilst we carried out this significant programme of work, which will bring much smoother and more reliable journeys to our passengers and freight users travelling through the two tunnels."

Neil Grabham, Customer Services Director for EMR, said: "We would like to thank our customers

Engineers have worked around the clock for 16 days to deliver major upgrades to the track in Clay Cross and Milford tunnels in Derbyshire.

Teams from Network Rail have worked over 17,000 hours to completely renew the track in the two tunnels on the Midland Main Line. The 183-year-old Clay Cross tunnel has benefitted from drainage upgrades, new sleepers, specialist equipment which supports the rails, and ballast, the stones used for drainage and track support. Special coated rails have been installed under the ten tunnel shafts to make them more resilient during poor weather. Significant upgrades have also been completed at Milford tunnel, with over 2 miles of track renewed at both tunnels. Between both schemes, a total of 32 engineering trains were used to replace 5040 sleepers, 12,322 tonnes of ballast and 360 tonnes of rail. All this work means that passengers will benefit from a safer and more reliable railway.

Network Rail worked closely with East Midlands Railway (EMR) and CrossCountry during this intensive programme of works, with rail replacement buses and rail diversions keeping passengers on the move throughout.

for their patience whilst Network Rail carried out the track renewal works around North Derby. Our customers will benefit from improvements to both Milford and Clay Cross Tunnels for years to come."

John Robson, CrossCountry's Regional Director for the East Midlands & East Anglia, said: "I'd like to thank passengers for their patience while work has been underway on one of our key routes between Derby and Chesterfield. The essential work carried out over the last 16 days means that our passengers can count on the railway to deliver swift, reliable journeys through Derbyshire for years to come."

Clay Cross North County Councillor Charlotte Cupit visited Clay Cross tunnel on June 2nd to see the work taking place, she said: "Many thanks to everyone who has been involved in this major local project. During the works, it was a privilege to be able to visit Clay Cross Tunnel to see this historic site and to learn more about the upgrade to a key part of our local rail infrastructure. Thank you to Network Rail for organising this."

South Eastern's Class 377 522 is dwarfed by the Shard as it passes an unusually deserted London Bridge with an unknown ECS working. *Lee Stanford*



The Nosh Report

The Cafe kiosk at Romsey station has been refurbished and re-opened, four years after it closed due to the pandemic. Visitors to Romsey railway station can now grab a bite to eat or drink at the new community cafe called Platform 2. The kiosk, which is a sister cafe to Platform 1 in Shawford, opened on Tuesday, May 30th following a £10,000 revamp. The facility closed in 2019 but has been brought back to life by the Hampshire Community Rail Partnership (HCRP) and cafe manager Marco Bertacchini, with the help of a £5,000 grant from South Western Railway (SWR).

HCRP chair Nick said: "It's been quite a worn-out process but very positive. It's something we've wanted to do for quite a long time that was made possible by the SWR grant. The community cafe kiosk is useful not just for railway passengers but for local businesses and train drivers too. It's a good use of an old building which must be 120 to 150 years old. The previous kiosk was always well used and loved but sadly lots of things closed during the lockdowns. I'm so glad that we've been able to resurrect the kiosk and I hope it will be a success and give people a place to wait and have a drink."

"We're always looking at opportunities to transform spaces that aren't being used through our partnership with the train operators. We're currently working on a pre-application with the Test Valley Borough Council to develop the Station's Master's House in Romsey following public consultations over the past few years to see what the public wants."

Manager of Shawford's Platform 1 and the new Platform 2, Marco, said: "People are pleased to see

that we're open and we've had good feedback so far. The kiosk was 100 per cent missed but not a lot of people are aware it has re-opened. There are fairly long distance trains from Romsey so people do appreciate having a place to eat and drink. It's good for commuters and the wider community too. I'm very confident that it will be a great success. I think it's needed space and service for the location."

The cafe is open from 6.30am to 2.30pm and serves a selection of drinks - including barista coffee, croissants and sandwiches with vegan options available. Marco and the team are open to changing the hours and menu based on customer feedback. The chef and cafe manager now splits his time between his two cafes to ensure standards are up to scratch, with only one person manning the Romsey kiosk and six employees working in Shawford. Platform 1 replaced the Shawford Station ticket office, which had been unused for more than 40 years, as part of a £350,000 project to renovate the space.

Speaking on the cafe's success since opening in January, Mr Bertacchini, said: "Shawford has been a wonderful success. Lots of people wanted a cafe there for a long time and we've had excellent feedback. It's great to have a community space that people can use. We've recently received an alcohol license so will now also be serving local beer and wine to help expand the service we provide."

Photo: Romsey station cafe on platform 2 is an original LSWR dwelling and is open from 06:30 till 14:30 on Mondays to Fridays. *David Mead*



Rail passengers on the move again through Nuneham as major project to replace 160-year-old viaduct support completes ahead of schedule

Engineers have worked around the clock to safely reopen Nuneham Viaduct, in Oxfordshire, a day early, on Friday June 9th, following an intensive ten-week programme of work. The railway between Didcot and Oxford was closed on Monday April 3rd after significant movements in the viaduct were detected due to emerging structural issues with the south bank abutment (structure that supports the bridge). The abutment was built as part of the original viaduct in 1856. The rail industry, including Great Western Railway (GWR), Chiltern Railways and CrossCountry, worked closely to keep passengers moving during the closure, whilst Network Rail's engineers and contractors at Balfour Beatty carried out emergency repairs, which completed, ahead of schedule. Network Rail also worked with freight operators to keep goods moving throughout by diverting trains via London.

A major project

Around 800 people have worked nearly 60,000 hours, to successfully install the new steel support, which will secure the future of this important rail link for generations to come. In the final week of the major project, the 150-tonne bridge was lowered onto the new abutment, a new embankment built, before the railway tracks and cables were put back in place. The repair of the viaduct has been complex, challenging and required some heavy engineering:

24 x 15m long steel piles were driven into the bed of the River Thames to create a solid platform for the temporary structure that held the weight of the viaduct while the abutment was demolished and rebuilt.

Eight more piles were driven up to 20m into the embankment to support the new structure.

A 750-tonne crane was used to lift the temporary structure into place.

4,500 tonnes of material removed from the old embankment
5,500 tonnes of material brought back in to build the new embankment

Engineers will remain on site for up to 12 weeks to finish works and demobilise the construction site, working outside of train operating hours, whilst track, signalling and station upgrades continue in Oxford city centre*.

Network Rail capital delivery director Stuart Calvert said: "We're extremely pleased to be able to reopen the railway through Nuneham, ahead of schedule, on Friday June 9th.

A complex and challenging repair like this would normally take two to three years to complete, but thanks to the hard work and dedication of our talented teams of engineers, and industry experts, this major project has been turned around in just under ten weeks. Once again, I would like to thank our passengers, freight customers, local community and our industry partners for their patience, understanding and support whilst we carried out this work, which will protect this important rail link for generations to come."

Michael Sheridan, Regional Operations Director at Balfour Beatty said: "We are immensely proud to have safely and successfully reopened Nuneham Viaduct ahead of schedule. This major undertaking required significant skill and expertise and is a testament to our 800-strong, dedicated team who worked around the clock to safeguard this crucial rail link for generations to come."

Mark Hopwood, Managing Director at Great Western Railway, said: "We're delighted Network Rail has been able to finish its work ahead of schedule and we have been able to reintroduce services between Oxford and Didcot. We look forward to welcoming people back and thank them for their patience and understanding over the past two months. This is a crucial part of our network and I'd like to thank our colleagues at Network Rail and fellow train operators for their support and hard work throughout this difficult period. I'd also like to thank GWR colleagues who have gone above and beyond to keep customers on the move."

Elizabeth Jackson, Customer Service Manager for the West & Wales at CrossCountry said: "We're very pleased the line has now reopened, which is good news for customers. We worked collaboratively with industry colleagues to ensure customers were impacted as little as possible and, now Network Rail's work is complete.

Huw Merriman MP, Minister of State for Rail said: "It's welcome news that services will return for rail passengers and commuters in Oxfordshire, after what has been a disruptive couple of months. I would like to thank travellers and freight operators for their patience as well as Network Rail for carrying out this essential work so efficiently."

National Rail

On June 5th, Class 20 901 passes Purton (Collins Lane) crossing working 5Q81 from Derby [Network Rail] to Didcot Fuelling Point. *Ken Mumford*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Wizzo hits Cow



D1023 "Western Fusilier" [seen here at Exeter with a West Country train] was built at Swindon in September 1963 and was withdrawn in February 1977 having operated various runs including the last ever Western hauled rail tour, that is - the 'Western Tribute'. In 1973 D1023 was the last ever hydraulic to have a general repair at Swindon. On February 12th 1977 D1023 hauled a special Exeter to York train. However between Bristol and Gloucester [at Charfield] it hit a cow that had strayed onto the former Midland Railway line - yet the train was able to continue after the 'second man' on D1023 removed the debris and the crew reaper the brake pipe fracture. A collection on that train realised no less than £63 which was handed to the 'second' man in appreciation of his efforts. The train arrived in York two hours late.

That's Fast!



DID YOU KNOW that when, on August 16th 1958, 9F No. 92184 touched 90 m-p-h down Stoke Bank hauling 'THE HEART OF MIDLOTHIAN' (a 14 coach 485 ton gross train) its 5ft driving wheels were revolving 8½ times per second?!

Wonder How this Compares to Today?

A BIG LONDON TERMINAL - 20th June 1953						
73 departures and 83 arrivals						
between 10-45 a.m. and 7-25 p.m.						
107 different locomotives observed						
County 4-6-0s (2)	Castle 4-6-0s (36)	47xx 2-8-0s (2)				
Hall 4-6-0s (37)	Mogul 2-6-0s (2)	King 4-6-0s (15)				
Grange 4-6-0s (5)	Britannia 4-6-2s (6)	Standard class 4 4-6-0 (1)				
ARRIVALS						
15	EARLY	12	ON TIME	6	1 LATE	Average lateness -6.9 mins Since Summer T.T. start WR timekeeping much improved
11	Not more than 5 LATE		10	Not more than 15 LATE		

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.

Clubs and Societies Apparel

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

huddersfield@had-it.co.uk • 01484 500441 • had-print.co.uk



A Different View

▶ Pictured emerging from the undergrowth (overgrowth?) on June 6th is DB Cargo's Class 66 055, recently a regular visitor to Tolworth, as it commences its return shuttle to Cliffe, on the Thames estuary, via Hoo Junction, forming the 6Y08 service. *Ian Callander*

▶ An unexpected visit to the Blunsden depot of the Swindon & Cricklade Railway on June 7th really did produce cows on the line. *Ken Mumford*

▶ Former Longmoor Military Railway 0-6-0ST No. 75008 'Swiftsure' is framed in the platform entrance at Tenterden Town on June 10th. *Andy Pratt*



A Different View

On June 10th, former Lancashire Tar Sentinel No. 7232 'Ann' is seen with a rake of tanks in Castlefield Yard. *Michael Lynam*

A Greater Anglia Class 755 is seen passing over River Bure at Wroxham with a Norwich to Sheringham service on July 6th. *Allison Twycross*

Edging through the canopy of overhanging trees, DC Rail Cappagh liveried Class 60 028 comes to a stand as it arrives at the Chessington South aggregates facility on June 22nd, at the head of the 6015 service from Willesden. *Ian Callander*



£40,000 APPEAL LAUNCHED TO HELP UNIQUE RESTORED VICTORIAN STEAM LOCOMOTIVE HAUL TRAIN FOR FIRST TIME SINCE 1948



A £40,000 appeal has been launched to help a unique and historic Victorian steam locomotive – saved from the scrapyard so it could celebrate the centenary of London’s Waterloo station in 1948 - haul a train for the first time in 75 years.

A group of dedicated Swanage Railway volunteers has been working for six years to restore 1893 London and South Western Railway T3 class locomotive No. 563 which was donated to the Swanage Railway Trust by the National Railway Museum in 2017.

With its ambitious £500,000 restoration close to completion – and as part of the £40,000 appeal - a supporter of the Trust’s 563 Locomotive Group has now pledged to donate £4,000 if £4,000 can be raised from the public by the end of June, 2023.

Dating from 1893, and the last survivor of its class, London and South Western Railway T3 No. 563 had travelled a total of more than 1.5 million miles when it was withdrawn from service by the Southern Railway Company in August, 1945.

Bound for a scrapyard after being one of the finest express passenger train locomotives of the Victorian era, the T3 was saved from being cut up so it could be used to help celebrate the centenary of London’s Waterloo station in 1948. It is hoped to have the 81-tonne T3 locomotive back in steam and hauling trains at Swanage, for the first time in 75 years, during the Autumn of 2023 for both the centenary of the Southern Railway and the 185th anniversary of the formation of the London and South Western Railway.

563 Locomotive Group chairman Nathan Au said: “It’s a race against time but, hopefully, we can do it with public help. We are very grateful to a generous and committed supporter of the locomotive’s restoration, who wishes to remain anonymous,

for match-funding all donations received by the end of June up to a limit of £4,000.

“The boiler of the T3 has been restored and steamed at the Flour Mill locomotive workshops in the Forest of Dean, Gloucestershire, and the boiler will be steamed there again in the next few weeks now that the boiler has been installed in the frames of the locomotive which has been painted to a very high standard.

“All being well, we are hoping to transport the restored T3 locomotive to Swanage station during the late summer where the locomotive will be reunited with its restored

and splendidly painted coal and water tender.

“There will then follow a period of locomotive testing, commissioning and footplate crew training before No. 563 triumphantly hauls its first passenger train since 1948 in the autumn,” added Nathan who is a volunteer driver on the Swanage Railway.

563 Locomotive Group treasurer Steve Doughty explained: “The T3 is a direct link to the Swanage Railway’s past – back to the early days of the London and South Western Railway in the 1880s and 1890s when holidaymakers first visited Purbeck by train

“The ambitious and historic restoration of the T3 is thanks for the consistent generosity of our many supporters who recognise just how unique and historically important this project is.

“Now, we have launched an appeal to raise £40,000 needed to complete the restoration of the unique Victorian T3 which has an incredibly rich history to tell and is the only surviving tender engine designed by the renowned locomotive engineer William Adams.

“The T3 class of steam locomotive hauled trains from London down to Corfe Castle and Swanage from the 1890s to the 1930s so the restoration back to full working order of No. 563 gives us the opportunity to show our visitors what the railway was like during Dorset’s industrial and social development in the 19th century,” added Mr Doughty.

Swanage Railway Trust chairman Gavin Johns, who is also a volunteer on the popular Dorset heritage line, said: “We are working hard to ensure the engine’s preservation for future generations to enjoy and the best way to do that is by seeing No. 563 brought back to life so it can haul trains for the first time in 75 years.”

T3 No. 563 is being restored by specialist contractors at the Flour Mill workshops in the Forest of Dean, Gloucestershire.

Photo: T3 No. 563 restoration progress in June 2023.
©PHIL ANDERSON

Romney, Hythe & Dymchurch

Pacific No. 3 'Southern Maid' waits patiently in the sun while her driver exchanges single line tokens for the section from New Romney for the section to Dungeness with the 12:30 service from Hythe on June 9th. *Andy Pratt*



Romney, Hythe & Dymchurch

Pacific No. 10 'Doctor Syn' is running round its stock before being turned and watered ready to work the first train of the day from Hythe station, the 10:30 to Dungeness on June 9th. *Andy Pratt*



Stapleford Park Railway

The 10 ¼" SMR is based in Stapleford Park near Melton Mowbray

Maintained and operated by the "Friends of the Stapleford Miniature Railway"

With nearly 2 mile of scenic track, the one fifth scale SMR is home to an East African 31 class 2-8-4 oil burning loco, a superb scale British LMS Jubilee, a GWR Saint, the mighty NYC Niagara and NKP Berkshire American locos as well as the Curwen Warship Diesel and Curwen Atlantic.

The railway opens twice per year to the public, the second weekend in June and the three day August bank holiday.

Mark Enderby



Amerton Railway

▶ Hudswell Clarke S9 'Ashanti' works No. 1238 was built by Hudswell Clarke at their Foundry works in Leeds in 1916.

Richard Hargreaves

▶ Kerr Stuart No. 1158 'Diana', a narrow gauge 0-4-0T steam locomotive built by Kerr, Stuart and Company in 1909, and originally delivered to the Kerry Tramway in Mid Wales, in 1917.

Richard Hargreaves

▶ W.G. Bagnall No. 1491 'Isabel' was one of the earliest locomotives to be built to the design of E.E. Baguley, and one of hundreds of this type built between the 1890s and the 1950s.

Richard Hargreaves



Amerton Railway

▶ Hunslet Steam loco No. 3905 'Jennie' is a Wren class locomotive as originally built by Kerr Stuart, but she was actually built by Hunslet Steam at their works at Statfold near Tamworth and was completed in 2008. *Richard Hargreaves*

▶ No. 19531 was built by Deutz in Germany as their type OME 117F, seen here along with Motor Rail Simplex No. 40SD501 and Ruston & Hornsby No. 221623. *Richard Hargreaves*

▶ Kerr Stuart 'Lorna Doone' works No. 4250/1922 is one of 27 Wren class locomotives ordered by R H Neal & Co Ltd for use on the southern Arterial Road and eastern bypass contract in Essex. *Richard Hargreaves*



Bo'ness and Kinneil

▶ Class 27 001 arrives at Manuel on the evening of May 26th with 37 025 is on the rear.
Kevin McCormick

▶ Visiting loco Class 37 425 runs round the stock on May 26th, and will pilot 27 001 on the last round trip to Manuel of the evening.
Kevin McCormick

▶ Class 37 025 is seen arriving back at Bo'ness with an evening service on May 26th.
Kevin McCormick





Great Central Railway

On June 11th, Stanier 8F No. 48305 arrives
at Quorn with 'The Elizabethan' dining train.
Mark Enderby



Great Central Railway

▶ Peak Class 45/1 No. D123 passes Shelthorpe on June 11th. *Mark Enderby*

▶ Stanier 8F No. 48305 passes Shelthorpe with a service to Leicester North on June 11th. *Mark Enderby*

▶ BR Standard Class 5 No. 73156 hurries towards Quorn on June 11th. *Mark Enderby*



North Norfolk Railway

BR Class 9F No. 92203 'Black Prince' is seen at Holt station on 'The Poppy Line' running round the stock ready for the 11:05 departure to Sheringham on July 4th. *Allison Twycross*



North Norfolk Railway

Class 14 No. D9537 'Eric' is seen at Sheringham station on July 4th. The loco was working services to Holt during Vintage Week. *Allison Twycross*



North Yorks Moors Railway

Class 37 264 arrives at Pickering with the stock for the 09:20 to Whitby service which it will work on June 17th. *Derek Elston*



West Somerset Railway

▶ Class 33 No. D6575 on a 'DMU drag' using 2 cars of a Class 115 DMU is seen at Williton on June 9th. *Kevin McCormick*

▶ Visiting the line, Deltic No. 55 009 'Alycidon' is seen running round its service at Norton Fitzwarren. *Kevin McCormick*

▶ Class 14 No. D9526 arrives at Williton with a service for Minehead on June 9th. *Kevin McCormick*



West Somerset Railway

Class 25 No. D7659 arrives into Watchet
heading for Norton Fitzwarren.
Kevin McCormick



Tanfield Railway

▶ Robert Stephenson & Hawthorn's works No. 7409 'Sir Cecil A Cochrane' moves around Marley Hill yard on June 17th. *Tim Saunders*

▶ Hawthorn Leslie works No. 2859 'No. 2' runs out of the loop at Sunnyside. *Tim Saunders*

▶ Andrew Barclay works No. 1219 'Caledonia Works' emerges from the shed at Marley Hill on June 17th. *Tim Saunders*



Tanfield Railway

At Sunnyside on June 17th, Robert Stephenson & Hawthorn's works No. 7409 'Sir Cecil A Cochrane' (to the fore) and Hawthorn Leslie works No. 2859 'No. 2' await their next turn of duty. *Tim Saunders*



Middleton Railway

The Middleton Railway in Leeds staged their '90 Years of the Diesel' gala on a very hot June Weekend, the event rescheduled from last year. The two vintage Hudswell shunters, 'Carroll' and 'Mary' stand at Park Halt, after arriving with a train from Moor Road in the late morning on June 10th. *Amy Bucki*

Visiting from the Foxfield Railway, vintage Kerr Stuart No. 4421 runs-round at Park Halt on June 10th. *Amy Bucki*

Hunslet No. 7501 brings up the rear of a train headed by the visiting (from the Foxfield Railway) vintage Kerr Stuart No. 4421 onto the rarely-used Balm Road branch, with a morning train from Moor Road on June 10th. *Amy Bucki*



Ffestiniog Railway

On May 30th, Large England 'Welsh Pony' approaches Tanybwllch with an afternoon train from Porthmadog. *Amy Bucki*

NG No. 143 sits at the platform at Porthmadog after arriving with an afternoon WHR service on May 31st. *Ben Bucki*

Double Fairlie 'Earl of Merioneth' pulls into the platform at Tanybwllch with an afternoon full-line service to Porthmadog, meanwhile 'Blanche' takes on water after arriving with an afternoon Porthmadog - Tanybwllch train. *Ben Bucki*



Ffestiniog Railway

Double Fairlie 'David Lloyd George' has recently returned to traffic after a spell of winter maintenance. The loco is seen running-round at Porthmadog Harbour station in the spring sunshine on May 28th. *Ben Bucki*

On May 30th, Double Fairlie 'Earl of Merioneth' pulls into the platform at Tanybwllch with a train from Porthmadog. *Ben Bucki*

Double Fairlie 'David Lloyd George' is seen running-round at Porthmadog Harbour station on May 28th. *Ben Bucki*



Keighley and Worth Valley Railway

It's still hard to get your head round two HST power cars hauling trains on the main line, never mind on the KWVR. With Class 47 712 on the rear of the train, this bizarre combination is seen between Haworth and Oxenhope on the final day of the diesel gala, June 25th.

Jeff Nicholls

Having arrived at Keighley with a special charter working, Class 50 008 'Thunderer' worked the visiting Scotrail Mark Three rake, seen here entering Oxenhope on June 25th. *Jeff Nicholls*

Class 37403 'Isle of Mull' storms out of Oxenhope on the last day of the diesel gala, June 25th.

Jeff Nicholls



Keighley and Worth Valley Railway

▶ Class 47 712 'Lady Diana Spencer' nears Haworth with the Scotrail push-pull rake on June 25th. With two HST power cars on the rear. Surreal!. *Jeff Nicholls*

▶ The unusual combination of 'Teddy Bear' Class 14 No. D9520 and Mersey Docks and Harbour Board's No. 32 'Huskisson' depart Oxenhope during the diesel gala on June 25th. *Jeff Nicholls*

▶ No. D0226 approaches Ingrow with the 16:05 from Keighley on June 24th. *Steve Chapman*



Keighley and Worth Valley Railway

It's not everyday that the opportunity arises to pair up large logo blue Class 37's but this happened at the diesel gala on June 25th as Class 37 418 and 37 401 are seen climbing away from Damens loop with the 14:30 from Keighley. *Lee Stanford*

A smoky Class 37 401 'Mary Queen of Scots' is seen at Ingrow on June 24th leading the 15:25 from Oxenhope service. *David Lindsell*

Visiting the KWVR from the Bo'ness railway was Class 37 403 which is seen soon after departure from Oakworth on June 25th with a working to Keighley. *Lee Stanford*



Keighley and Worth Valley Railway

On June 24th, visiting loco, Class 37 403 is seen on Haworth shed. *Michael Lynam*

On June 24th, Rail Adventure's power cars Nos. 43468 and 43480 are seen on the rear of a departure from Oxenhope for Keighley. *Michael Lynam*

Class 37 403 has just departed Ingrow with the 14:40 Oxenhope to Keighley service on June 24th. *Steve Chapman*



Keighley and Worth Valley Railway

▶ KWVR based Class 20 031 shatters the peace in the Worth Valley as it approaches Oakworth on June 25th with a service to Oxenhope.
Lee Stanford

▶ Unique liveried Class 50 008 makes easy work of the climb away from Damens loop as it approaches the Oakworth stop on June 25th with the 12:55 service from Keighley.
Lee Stanford

▶ Class 20 031 passes Haworth after a light engine move from Oxenhope on June 24th.
David Lindsell



Keighley and Worth Valley Railway

▶ Visiting for the gala courtesy of DRS, Class 37 401 is seen stabled at Haworth on June 24th.
Michael Lynam

▶ On June 24th, Class 37 075 calls at Haworth with a service from Keighley. *Michael Lynam*

▶ No. D0226 and Class 14 No. D9520 are seen with the shuttle stock at Ingrow on June 24th.
Michael Lynam



East Lancs Railway

Visiting for its 'Small Engine' weekend was former Brussels Tramway No. 8 'Lucie' seen leaving Castlecroft Yard during a shunting demonstration on June 10th. *Lee Stanford*

HNRC owned Class 20 305 visited the ELR for the summer diesel gala and is seen awaiting departure from Rawtenstall on June 29th with the 13:05 to Heywood. *Lee Stanford*

On June 10th, MSC No. 32 'Gothenburg' and L&Y No. 51456 depart Irwell Vale with a service to Rawtenstall. *Michael Lynam*



East Lancs Railway

▶ Jinty No. 47298 passes Townsend Fold signal box on June 4th with the last train of the day from Rawtenstall to Bury. *Lee Stanford*

▶ On June 29th, Warship No. D821 'Greyhound' calls at Ramsbottom with a service to Rawtenstall. *Michael Lynam*

▶ During the lines diesel gala, Warship No. 832 slowly crosses Brooksbottom viaduct on June 29th, with the 11:40 Bury to Ramsbottom goods. *Barry Longson*



East Lancs Railway

▶ A line up of Hydraulic locos was arranged at Baron Street depot, Bury on June 28th prior to the diesel gala and from left to right we see Hymek No. D7076, Warships Nos. D832 and D821 and Western No. D1041. Thanks must go to the ELR and the organisers for permitting and arranging the event. *Lee Stanford*

▶ No. 8 'Lucie' a vertical boilered steam engine built in 1890 for East Brussels Tram Company, L & Y Pug No. 19 seen in LMS livery as No. 11243 and ex Lancashire Tar Sentinel No. 7232 'Ann' are seen in Castlefield Yard. *Michael Lynam*

▶ Former Manchester Ship Canal Hudswell Clarke shunter No. 4002 departs Bury in the company of No. 13594 (D3594) as it operates a station limit shuttle during 'The Small Engines' weekend on June 10th. *Lee Stanford*



East Lancs Railway

▶ LMS 'Jinty' No. 47298 is seen leaving Rawtenstall with 11:05 service to Heywood on June 4th.

Brian Dobbs

▶ BR Black 'Jinty' No. 47298, puts on a display of power, on the approach to Irwell Vale halt with the 10:10 Rawtenstall to Bury service on June 3rd. *Paul Senior*

▶ Class 14 No. D9531 heads past Summerseat on June 29th. *Jeff Nicholls*



East Lancs Railway

▶ BR Blue Peak Class 45 108, powers hard out of Irwell Vale, with the 11:05 Rawtenstall to Heywood service on June 3rd. *Paul Senior*

▶ Class 37 059 departs Ramsbottom on June 29th with a service to Rawtenstall. *Jeff Nicholls*

▶ Class 40 No. D345 passes Burrs on June 29th. *Jeff Nicholls*



East Lancs Railway

On June 29th, Hymek No. D7076 arrives at Heywood with a service from Bury.
Michael Lynam

Hymek No. D7076 sits on the rear of the 15:05 Rawtenstall to Heywood service in Bury on June 29th.
Barry Longson

On June 29th, Class 40 No. D345 arrives at Ramsbottom on a service to Rawtenstall.
Michael Lynam



East Lancs Railway

On July 1st, Class 45 108 approaches Irwell Vale working a Rawtenstall - Heywood service.
Michael Lynam

On June 29th, Class 25 279 waits to depart Ramsbottom with a service to Rawtenstall with Class 24 No. D5054 on the rear. *Michael Lynam*

Class 20 305 approaches Townsend Fold on July 1st working a Rawtenstall - Heywood service.
Michael Lynam



Midland Railway Centre

On July 1st, power cars Nos. 43159 and 43048 are seen crossing the reservoir at Butterley during a 125 group running day.

Richard Hargreaves

Class 45 133, Western No. D1048 and Class 47 401 are all seen receiving attention at Swanwick on July 1st. *Richard Hargreaves*

Recently repainted into Midland Mainline 'Rio' livery, power car No. 43159 departs Swanwick on July 1st. *Richard Hargreaves*



From the Archives

Class 25 No. D5156 stands near Wigan gasworks whilst shunting Wigan NW Yard on February 20th 1968. *John Sloane*



From the Archives

▶ Warship No. D819 'Goliath' leads a dead 'Peak' out of Dawlish with a Cross Country service. *Russell Clarke*

▶ An unpainted Class 56 068 passes through Doncaster on June 14th 1997. *Brian Hewertson*

▶ Class 73 114 speeds through Clapham Junction with a London Victoria to Gatwick train on October 21st 1985. *John Sloane*



From the Archives

▶ Class 47 407 passes through Manchester Exchange on July 28th 1987. *Jeff Nicholls*

▶ Class 37 264 stands at Mallaig waiting to return to Fort William on September 15th 1984. *John Sloane*

▶ A very busy Eastfield depot, sometime in the mid 80s. *Russell Clarke*



From the Archives

▶ Class 31 450 and 31 421 pass Acton Bridge with an engineers train on April 22nd 1996.
Brian Hewertson

▶ A rare event, a full set of Trans Pennine liveried coaches behind the only Trans Pennine liveried Class 47 475 is about to enter Manchester Piccadilly with a Liverpool Lime Street bound service on June 17th 1987. *Jeff Nicholls*

▶ No. 49451 stands at Preston Fishergate Hill station prior to reversing out to Penwortham Junction and working this RCTS special to Longridge on September 22nd 1962.
John Sloane



From the Archives

▶ Class 37 021 accompanied by 47 571 stand outside Norwich Thorpe MPD on May 2nd 1980.
John Sloane

▶ Class 85 016 is seen arriving at London Euston with an empty stock working on May 24th 1989.
Michael Bennett

▶ A nice uniform train as Class 47 532 heads a Liverpool Lime St. - Newcastle Trans Pennine service past the site of Manchester Exchange station on April 16th 1987. *Jeff Nicholls*

