



Railtalk Magazine

Issue 171
December 2020
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	10 - Pictures
Pg	106 - News and Features
Pg	116 - Did you Know
Pg	117 - Different View
Pg	119 - Preserved/Industrial
Pg	123 - 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 171

The end of a troubled year at last, one can only hope that things will start to get better in 2021. But lets not forget that we have Christmas on the horizon, so let me start this month by wishing you all a very Merry Christmas from all us here at Raiitalk.

Ok, in the news this month is the decision by the Department for Transport to award 15 rail schemes up to £50 000 each from the Restoring Your Railway fund to support the development of proposals for the reopening of lines and stations. A total of 51 bids for funding under the second round of the Ideas Fund were submitted by MPs and local authorities, and considered by panel including Rail Minister Chris Heaton-Harris and Network Rail Chair Sir Peter Hendy. A further 28 bids will receive guidance to help develop and refine their ideas for assessment in future funding rounds. Responding to the DfT's announcement, General Secretary of the RMT union Mick Cash said 'supporting new railway lines is always welcome but suggesting this will somehow reverse Beeching cuts is pure spin. There is no definite decision, funding or timetable to open new lines and instead of a national direction to begin railway reopenings this leaves local projects and councils to compete for funding.'

Some of the successful projects include:

Reopening lines and new passenger services between Melton Mowbray and Nottingham; Alfreton and Ashfield (Maid Marian Line); Stratford Upon Avon/Honeybourne and Worcester/Oxford; Consett and Newcastle; Bolton and Radcliffe/Bolton and Bury; Kemble and Cirencester.

New stations at Ferryhill, Langport, Beeston Castle, Tarporley, St. Annes Park Bristol, Haxby and Deeside.

Enhanced passenger services between Preston and Blackpool South; Truro and Falmouth.

And new passenger services between Wareham and Swanage; Gainsborough and Barton on Humber.

Also in the news,(see the pictures in this issue) is that Northern's last Pacer train in passenger service has finally been retired after just over 35 years of continuous service in the north of England, during which it travelled three million miles. Class 142 004's final journey, from Kirkby to Manchester Victoria, ended at 17:45 on Friday November 27th.

A day earlier, November 26th, Greater Anglia introduced its new

Bombardier Class 720 electric trains into passenger service. Two of the new five-car units were coupled together to form ten carriages for the 16:10 service to London Liverpool Street from Southend Victoria, before returning as the 17:25 from Liverpool Street, arriving in Southend Victoria at 18:28. UK manufacturer Bombardier is supplying 133 of the new Avenra electric commuter trains, which will mostly run into London Liverpool Street from Essex, Cambridgeshire, Hertfordshire and Ipswich.

And earlier in the month, the first of Island Line's new Vivarail Class 484 trains arrived on the Isle of Wight, crossing over from the mainland on November 20th. Vivarail has converted former London Underground D78 stock, as used on the District line, into modern trains with new interiors and other enhancements that include adding free on-board Wi-Fi, significantly improved onboard passenger information, and the provision of charging sockets and wheelchair spaces.

Until next month, stay safe.

Andy



This Page

Looking like a model train as it speeds along the West Coast main line at Atherstone, Jubilee Class No. 45596 'Bahamas' heads back home on November 3rd after an appearance at the Mid Hants gala. *John Alsop*

Front Cover

Class 59203, in its new livery, passes through Manningford on November 6th with the Allington to Whatley empties. *Michael Bennett*



Locomotive Services hired HST power cars Nos. 43058 and 43059 plus 4 Mk3 coaches for driver familiarization during the first week of November. On November 6th, the ensemble is seen passing Winwick working the 11:11 Carnforth to Rugby training run. *Barry Longson*

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: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies,

Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Anton Kendall, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford,

Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Bryan Roberts, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

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

With probably the last charter before lockdown, Class 67 021 leads the Belmond Pullman from London Victoria to Bath through Andover on November 4th. *Michael Bennett*



Class 47 712 'Lady Diana Spencer' and 47 805 top'n'tail a Shrewsbury to Appleby charter through Coppull on October 31st. *John Sloane*



On November 3rd, Jubilee Class No. 45596 'Bahamas' passes Daresbury with an Alton - Keighley light engine move. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

▶ On November 2nd, LSL power cars Nos. 43058 and 43059 pass Winwick working a Carnforth - Rugby driver training run. *Alan Rigby*

▶ On November 6th, one of the Locomotive Services HST sets, with No. 43059 leading passes Red Bank on a training run from Carnforth to Rugby running as 5Z44 with sister power car 43058 on the rear of four Mk3 coaches. *Dave Harris*

▶ On November 3rd, LSL power cars Nos. 43058 and 43059 work a driver training run to Rugby through Wigan North Western station. *Steve Stepney*



Charter Scene

ECS and Light Engine Moves

Photographed at Golborne on a gloomy and wet November 3rd, LMS Jubilee Class No. 45596 'Bahamas' scuttles for home on the Keighley and Worth Valley Railway from the Mid Hants Railway, just in time to beat Lockdown 2.0!
Jeff Nicholls

On November 2nd, Class 47 593 'Galloway Princess' passes light engine through Leyland working from Crewe - Carlisle.
Michael Lynam

LSL power cars Nos. 43059 and 43058 pass Coppull on November 2nd with a Crewe - Carnforth training run.
John Sloane



Charter Scene ECS and Light Engine Movements

Power cars Nos. 43058 and 43059 working 5Z44
11:11 Carnforth U.&D.G.L. to Rugby training
run for Locomotive Services, Crewe passes
Atherstone on November 2nd. *Derek Elston*





Avanti West Coast removes Peak fares during Christmas

Avanti West Coast has announced that it will be removing its Peak restrictions over the Christmas period.

From Friday, December 18th to the end of the year, the inter-city operator will be withdrawing Peak fares to give customers greater flexibility and help maintain social distancing onboard its trains.

All ticket types, including the cheapest Advance tickets, for travel dates until the end of the year have now gone on sale and customers are strongly advised to plan ahead as well as make a seat reservation for their journey.

Avanti West Coast is currently operating with limited capacity to help with social distancing. Services will also finish earlier on Christmas Eve and New Year's Eve and start later on December 27th and New Year's Day.

Alongside the rest of the railway industry, Avanti West Coast has an enhanced cleaning regime on its trains and at stations to keep customers and staff safe, with a focus on all high touch point areas such as door buttons, grab handles, tables, and equipment.

An Avanti West Coast spokesperson said: "From December 18th, we're moving all our services to Off-Peak fares to help the Christmas getaway – making it cheaper for everyone to see their loved ones over the festive season.

The advice remains the same so you can travel with confidence - plan ahead, make a reservation and travel at quieter times, if you can. When making your journey, wear a face covering unless you are exempt, carry hand sanitiser and follow social distancing guidance."

Avanti West Coast

▶ The 'Pride' Pendolino. Class 390 119, passes Balshaw Lane Junction with an Edinburgh to London Euston service. *John Sloane*

▶ Class 390 040 runs through Charnock Richard cutting with a London Euston to Glasgow service on November 18th. *John Sloane*

▶ On November 3rd, Class 390 042 working a service to London Euston stands at Wigan North Western station. *Steve Stepney*



Avanti West Coast

Class 390 001 'Bee Together' hammers through the suburbs of Atherstone working 1A24 10:35 Manchester Piccadilly to London Euston service on November 2nd. *Derek Elston*



Avanti West Coast staff capture unique insight into Crewe station during pandemic

Avanti West Coast staff at Crewe station have chronicled their experiences of the railway during COVID-19 to raise money for charity and encourage others to share their stories. Customer Service Team Leader, Marc Scruton, and Customer Service Assistant, Jacqui Hemingway, based at Crewe have worked together to create a photo book that documents the station and its team over the last seven months.

Marc, who previously worked as a professional photographer before joining the railway nearly 20 years ago, took the opportunity when very few customers were travelling to venture around the station with his camera to record what the team at Crewe experienced and how they worked to keep vital services running during COVID-19.

The spirit of the Avanti West Coast team and the unusual scenes of empty platforms and deserted entrances captured by Marc's photos, prompted Jacqui to ask colleagues to share their experience of working on the railway throughout the pandemic.

Their stories have been brought together, alongside staff portraits and sights only witnessed by Marc, for a book that provides a first-hand account of Crewe station – from the moment it fell silent as the country went into lockdown, to the minutes the team burst into applause to show their appreciation for carers and NHS workers.

Speaking of his aspirations to record Crewe station during coronavirus, Marc said: "As a photographer I take my camera everywhere, so this gave me an opportunity to keep it at work and use it to document as much as possible during the pandemic. We witnessed the station as never seen before and I wanted to capture it through our eyes, as we experienced it – and for the feelings, thoughts, fears, challenges and experiences of my colleagues to be recorded. Through my photography I was keen to provide an insight into what we felt and some of the sights we saw – to see Crewe during ordinary peak times with only one or two people travelling is surreal. I hope our book gives a sense of what we experienced in the last few months, something that could only really be understood if you worked here at the time. Everyone

will have stories to tell and experiences to relive, but these will soon be forgotten so I wanted to capture as much as I could."

Jacqui is now planning to chronicle a snapshot of life in Crewe during lockdown with a project titled 'Capture Crewe'.

"We have missed the familiar faces of customers at the station and engaging with our local community. We're keen to connect with them and Capture Crewe is designed to do that through photography, while raising vital funds for Railway Children", Jacqui said.



"We would love to know what they've experienced – whether it's making a difference, taking up a hobby or enjoying the simple things. So, we can tell Crewe's story and remind people they're not alone" added Jacqui.

Avanti West Coast

Class 390 005 'City of Wolverhampton' rushes through Atherstone on November 2nd working the 1A36 12:55 Manchester Piccadilly to London Euston service. *Derek Elston*



Avanti West Coast to transform Motherwell services with major timetable boost

Avanti West Coast is set to transform rail services at Motherwell, following

approval of plans for a major timetable boost on its Anglo-Scottish route. The change in Avanti West Coast's timetable will see the cross-border operator serve Motherwell with an additional 96 services per week – the most significant increase in cross-border rail services for the Scottish town in decades.

Approval of the timetable changes means Avanti West Coast has the capacity to more than double the number of weekday services calling at Motherwell from eight to 20. Weekend services will also be bolstered – with more than six times the number of Sunday services (27) and over three times as many of services on Saturday (19). This will mean that around half the hourly Glasgow-London services and two-hourly Glasgow-Birmingham services can call at the North Lanarkshire town. The changes will reshape Motherwell into a major calling point on the West Coast Main Line and one of the best-connected locations in Scotland for cross-border travel, after significant investment by the Scottish Government and ScotRail to make the station a key transport hub.

It is hoped the improved connectivity will help attract investment to the region in the coming years and persuade more passengers to choose train over plane when travelling to London and Birmingham, helping with both Scottish and English governments' carbon reduction targets. Avanti West Coast is exploring options to introduce some of the additional stops from December 2020, with the remaining stops being added to the timetable next year, depending on how things develop with the COVID-19 pandemic. The uplift in services was planned by Avanti West Coast after taking over intercity passenger services on the West Coast Main Line last December and will be delivered in partnership with Network Rail, as part of the industry's timetable changes that take place every May and December.

UK Rail Minister, Chris Heaton-Harris, said: "It's fantastic that Motherwell will be a major port of call for Avanti West Coast, with a significant increase in the number of services helping improve connectivity, boost the economy and encouraging people to use a greener, more sustainable form of travel between our two nations. As we build back better from the pandemic, boosting cross-border connections will be key to helping support, sustain and strengthen our communities as we level up the whole of the UK."

Bill Reeve, Transport Scotland's Director of Rail, said: "We are delighted to have worked in partnership with Avanti West Coast to enable a future increase in their cross-border services calling at Motherwell station. Our investment in customer facilities and services at this key station increases opportunities for commuters, business users and tourism alike. It also underpins a fast-growing transport hub served by not only ScotRail, Avanti West Coast and other cross-border operators, but also by local operators such as bus. At the right time in the future, this additional service provision will enable operators to drive market growth in joined-up journeys. With that we can generate a healthy future for rail across the West Coast and beyond as we seek to recover from the impacts of the COVID-19 pandemic."

Councillor Paul Kelly, deputy leader of North Lanarkshire Council, said: "I am very pleased that Avanti West Coast is backing Motherwell as one of the best-connected places in the country, which fits with the council's vision for the local and regional economy. Our current and planned investments in Motherwell and the wider area will bring huge benefits to people who live, work and invest in North Lanarkshire. Upgrading Motherwell's status as a major rail calling point is a critical part of our vision and Avanti West Coast's decision to invest here with such a

significant increase in service is very welcome news indeed."

Gus Dunster, Executive Director of Operations at Avanti West Coast, said: "We are excited to make Motherwell one of the best connected places in Scotland, as we work with Network Rail to deliver a major uplift to services to and from the town. At Avanti West Coast we want to connect people and places to opportunity and with Motherwell set to become a major calling point on our route we're sure it will boost Scotland's regional economy, improve local and cross-border connectivity and encourage more passengers to make the switch from plane to train. We look forward to continuing to play our part in making Motherwell a key transport hub."

Liam Sumpter, Network Rail Scotland route director, said: "This increase in Avanti West Coast services through Motherwell will open up long-distance rail to new customers and, coupled with the redevelopment of the station, shows the rail industry's commitment to investing in the town. Rail has a vital role to play in helping the country go greener and meet its decarbonisation targets and these additional services offer passengers greater choice – keeping the train competitive with air travel to London and Birmingham."

Avanti West Coast

Class 390 153 passes through Atherstone on November 2nd with the 1A29 11:35 Manchester Piccadilly to London Euston service.
Derek Elston



Avanti West Coast helps pilot virtual work experience for young people in Warrington

Avanti West Coast employees have given young people a unique insight into their roles as part of a pilot virtual work experience programme by Network Rail. Using a specially created video, the Station Manager and Customer Service Assistants based at Warrington Bank Quay talked to students from UTC Warrington about the different jobs available at Avanti West Coast, for the trial of Network Rail's work experience initiative 'Ready 4 Rail'.

Developed by Network Rail, the virtual programme is designed to provide a viable alternative to traditional work experience, which has been cancelled due to the constraints of the COVID-19 pandemic, as well as preparing young people for future career and academic choices. Bringing together different organisations, the scheme aims to showcase opportunities across the rail industry virtually - through videos, presentations, and

engagement activities with video conferencing. Avanti West Coast, which connects Warrington to Scotland and London with its services, was invited to give students an understanding into the role of a train operator with a dedicated session.

During the forum, the inter-city operator shared stories from its staff about how they came to work in the rail industry - from deciding on a career change, to a new-found interest following work experience - and how they engage with local communities and strive to deliver the best possible customer experience. The team at Warrington Bank Quay were joined by colleagues from office-based roles, who gave a glimpse into their work across the route and involvement with the station. Following the video, students had the opportunity to put forward questions to Avanti West Coast representatives as part of a Q&A session.

Gareth Williams, Head of Sustainability at Avanti West Coast, said: "We want to connect young people to opportunity, so we're proud to have played our part in Network Rail's trial of its Ready 4 Rail programme - ensuring young people don't miss out on gaining an insight into the opportunities available within the industry. It has been great to showcase what Avanti West Coast is about and we hope our session will help to attract new and emerging talent in the communities we serve."

Lee Braham, Avanti West Coast Station Manager at Warrington Bank Quay, said: "Helping others is a rewarding experience and by supporting this programme we hope to make a difference in our local community and inspire the next generation of potential railway workers. I hope our short video will go a long way in helping students

who want to know more about starting a career on the railway."

James Richards, Engineering Capability Manager at Network Rail, said: "We know how important work experience is to help prepare students for the career and academic choices, which is why we've worked with industry partners to develop a virtual approach to work experience with our 'Ready 4 Rail' programme. Trialling this new approach has enabled us to bring to life the wider opportunities in the rail industry - highlighting the many partners involved in the railway and the vital work they deliver. I hope that Ready 4 Rail will have inspired the students to explore the industry as a potential employer and that they had fun, developed their skills and feel well-equipped to make choices for their future."

Caledonian Sleeper

▶ Class 92 010 passes Coppull with a Crewe to Polmadie light engine move on November 30th. *John Sloane*

▶ Class 92 023 runs light engine through Bradley on November 12th with a Polmadie to Wembley move. *John Sloane*



Colas Rail

▶ Class 70 802 on the Eastleigh to Hinksey engineers passes Worting with two wagons in tow on November 12th. *Michael Bennett*

▶ Class 70 803 passes Acton Bridge on November 13th with a Mountsorrel to Carlisle ballast working. *Brian Battersby*

▶ Class 66 849 on a light engine move from Eastleigh passes through Micheldever on November 28th. *Michael Bennett*



Class 70 806 has its wagons evenly sorted as it heads past Winwick on November 6th, while in charge of the 09:17 Mountsorrel to Carlisle New Yard. *Barry Longson*



▶ Class 70 806 on a Mountsorrel - Carlisle working passes Acton Bridge on November 6th.
Mark Enderby

▶ Class 56 078 hauls an engineers train through Rainhill on October 17th. *David Wood*

▶ A light engine move from Barnetby to Rugby comprising of Class 37 099 with 70 817 in tow occurred on November 22nd and the pair are seen passing a sunny Reddish South.
Lee Stanford



Colas Rail

▶ Class 70 815 heads through Charnock Richard cutting with the Mountsorrel to Carlisle on November 9th. *John Sloane*

▶ Shortly after passing Acton Bridge station Class 70 803 powers north with the 09:17 Mountsorrel to Carlisle ballast train. *Lee Stanford*

▶ On November 22nd, Class 37 099 is seen dragging 70 817 through Scunthorpe on 0217 Barnetby Sidings - Rugby. *Steve Thompson*



Class 66 063 on the Dollands Moor - Ditton was held at Acton Bridge for a succession of trains to overtake, the last of which was 70 803 at the head of the 09:17 Mountsorrel - Carlisle stone train on November 10th. *Jeff Nicholls*



Colas Rail

On November 25th, Class 70 803 approaches Hebden Bridge with a rake of discharged tanks as 6E32 from Colas (Ribble Rail) Preston - Lindsey Oil Refinery. *Michael Lynam*



DB
Cargo

Class 66 197 passes Orrell with the
Wilton to Knowsley bin train on
November 27th. *John Sloane*



DB Cargo

▶ Class 66 128 passes through Atherstone on November 2nd working the 09:15 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 intermodal service. *Derek Elston*

▶ On November 13th, Class 60 044 passes Moore working the Arpley to Tunstead empty hoppers. *Mark Enderby*

▶ On November 26th, Class 66 133 hauls the 4040 Cowley MAT to Southampton through Micheldever. *Michael Bennett*



On November 25th, Class 66 125 is seen approaching Acton Bridge and taking the line to the right running behind the station, while working the 10:40 Knowsley to Wilton loaded waste. *Barry Longson*



DB Cargo

▶ On November 3rd, Class 67 013 and 67 028 on a Crewe - Arpley move are seen at Norton Crossing. *Mark Enderby*

▶ Class 66 170 on the Dollands Moor - Ditton is seen at Moore on November 2nd. *Mark Enderby*

▶ Class 66 013 climbs out of Wigan towards Pemberton with a Wilton to Knowsley bin train on November 12th. *John Sloane*



Class 60 020 passes Hungerford with the Theale empty tanks in nice autumnal sunshine on November 19th.
Michael Bennett



DB Cargo

▶ Still looking remarkably clean and smart, Class 90037 leads 90024 south through the autumnal colours of Moore with a Mossend - Daventry intermodal on November 4th. *Jeff Nicholls*

▶ Class 60 044 passes Duncote Mill with the 6G51 07:46 Arpley - Donnington RFT on November 19th. *Keith Davies*

▶ On November 4th, Class 66 162 with the 6D57 Belmont-Roxby waste heads through Althorpe. *Steve Thompson*



DB Cargo

Class 66 077 passes Daresbury on November 4th with a late running sand train to Ince and Elton.
Mark Enderby



DB Cargo

▶ Class 60 044 with an Arpley - Tunstead working passes Daresbury on November 4th.
Mark Enderby

▶ On November 6th, Class 66 207 runs light engine past Winwick on the 11:25 Seaforth to Arpley sidings.
Barry Longson

▶ Class 66 017 departs Rainford heading to Kirkby with the empty binliner from Wilton on November 17th.
John Sloane



DB Cargo

Class 90 036 and 90 028 head through Leyland on November 18th with the 4M25 Mossend to Daventry intermodal. *John Sloane*

Class 90 037 leads 90 024 on the 4M25 Mossend to Daventry past Daresbury on November 4th. *Mark Enderby*



Class 60 020 is seen in the late afternoon sun at Bedwyn hauling the Theale to Robeston empties on November 3rd. *Michael Bennett*



DB Cargo

▶ Plenty of steam rises from the Imerys plant at Northwich as Class 60 017 passes Lostock Gralam at the head of the 09:30 Arpley Yard - Tunstead on November 10th. *Jeff Nicholls*

▶ On November 13th, Class 66 023 heads through Acton Bridge with a Dollands Moor to Ditton working. *Brian Battersby*

▶ Class 90 037 'Christine' leads the colourful 90 024 through Winwick with what was a lightly loaded 07:07 Mossend to Daventry on November 4th. *Lee Stanford*



DB Cargo

▶ Class 66 198 with the Northolt to Severnside is seen at Hungerford on November 3rd.
Michael Bennett

▶ Class 90 024 and 90 028 head past Bradley on November 27th with the 4M25 Mossend to Daventry intermodal.
John Sloane

▶ On November 7th, Class 66 100 passes Kempsey with the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC.
Keith Davies



DB Cargo

▶ On November 6th, Class 66 170 passes Acton Bridge with a Dollands Moor - Ditton working.
Mark Enderby

▶ A regular on this service in recent times and on November 13th it was still active on this flow as Class 66 148 passes Acton Bridge with the Knowsley to Wilton bins.
Brian Battersby

▶ Class 66 102 is seen at Coppull with a Saturday Daventry to Mossend working on November 28th.
John Sloane



DB Cargo

Class 90 037 'Christine' and 90 024 coast down towards Winwick Jct. at Red Bank with 4M25 Mossend - Daventry intermodal on November 6th. *Dave Harris*



DB Cargo

▶ Having sat a red signal for half an hour with the very heavy Dollands Moor - Ditton aluminium train, Class 66 063 strains to get away at Acton Bridge on a sunny November 10th.

Jeff Nicholls

▶ Class 90 024 and 90 037 with a Mossend - Daventry intermodal pass Acton Bridge on November 6th. *Mark Enderby*

▶ Class 66 164 hauling the Knowsley - Wilton Bin train passes Acton Bridge on November 6th.

Mark Enderby



DB Cargo

Class 90 028 and 90 036 approach Acton Bridge at speed on November 25th in charge of the 07:05 Mossend to Daventry. *Lee Stanford*



DB Cargo UK successfully trials new HVO fuel in bid to decarbonise its operations

DB Cargo UK has successfully trialled the use of 100% renewable Hydro-treated Vegetable Oil (HVO) as it continues to look for new and innovative ways to power its fleet and decarbonise its operations.

Ground-breaking tests have been taking place at the company's load bank facility at Toton Traction Maintenance Depot in Nottinghamshire where traditional red diesel has been substituted for the more environmentally-friendly HVO fuel.

A Class 67 diesel locomotive has been put through its paces - from idling to full power - with monitoring showing no adverse impact on the performance of the locomotive's powerful 3,200bhp engine.

The company now plans to move to live, on-track testing of the HVO fuel in both its Class 67 and 66 freight fleet. Tests are also planned for the company's fleet of Class 60 locomotives.

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

It's synthetically made through the hydro-treatment process from vegetable oils or animal fats which

significantly reduces harmful carbon dioxide (CO2) and nitrogen oxide (NOx) emissions when used in diesel vehicles and machinery.

Chief Executive Andrea Rossi described the results as "extremely promising" with the potential to significantly reduce the company's carbon footprint and reliance on fossil fuels. As the UK's largest provider of rail logistic solutions operating the largest fleet of locomotives, we have a responsibility to our customers and to society in general to continuously look for more sustainable ways of operating and minimise our impact on the environment.

The Government has set the rail industry an incredibly stretching target to achieve net zero carbon emissions by 2050 and only through the greater electrification of the UK rail network and innovation like this will we meet this challenge."

"The results of our trial are very exciting and we have many more initiatives in the pipeline to further reduce our environmental impact" he added.

DB Cargo UK's Head of Asset Management and Maintenance Steve Wilkinson said the company was collaborating with one of the UK's leading suppliers of

HVO fuel which already worked with high-profile brands like Caterpillar, John Deere, Volvo and Mercedes-Benz.

"We are very pleased with the initial performance of the HVO fuel which we could use instead of or alongside traditional red diesel. The fact it is compatible with our existing diesel means investment in new storage and fuelling facilities would also be kept to a minimum," he added.

"On top of that, it performs well at low temperatures, has a longer lifespan and is biodegradable," he added.



DB Cargo UK currently operates 228 diesel and electric locomotives that transport in the region of 37 million tonnes of freight each year across the UK and into Europe.

It uses approximately 45 million litres of red diesel a year.

DC Rail Freight

On November 12th, Class 60 029 and 50 008 pass Worting with the 6Z60 Willesden to Eastleigh. Class 60 029 replacing 60 055 which had failed earlier. *Michael Bennett*



DC Rail Freight

On November 21st, Class 56 103 passes Marston footbridge with the regular Bristol Barton Hill - Wembley Chiltern carriage movement.

Ken Mumford

Class 60 055 'William Wilberforce' hauls 50 008 'Thunderer' through Northampton on 0Z60, the 09.30 Toton T.M.D. to Eastleigh Works on November 11th. However the Class 60 expired at Bletchley. *Derek Elston*



DC Rail Freight

An immaculate Class 60 029 running as 0Z56 Willesden DC Rail Sidings - Bristol Barton Hill W.R.D pauses at Reading on November 27th.
Tom Blanpain



Direct Rail Services

A very dark sky and a lucky burst of sun greets Class 88 002 at Rugeley Trent Valley on November 4th, while working the 05:48 Mossend to Daventry intermodal service.
Barry Longson



Direct Rail Services

▶ Class 88 008 'Ariadne' passes Atherstone 142 minutes late with the 05:48 Mossend Down Yard to Daventry International Rft Recep Fl. on November 2nd. *Derek Elston*

▶ Class 88 010 heads north at Acton Bridge with the 12:16 Daventry to Mossend. *Lee Stanford*

▶ Class 88 008 passes Coppull with the 4M27 Mossend to Daventry on October 31st. *John Sloane*



Direct Rail Services

Class 88 008 working a late running Mossend - Daventry intermodal passes Winwick on November 2nd.
Alan Rigby



○ Come All Ye Freight-Full: Avalanche of Christmas goods to be delivered by rail freight this year

Rail freight operator Direct Rail Services (DRS) is playing a vital role in delivering Christmas across the country. You'll often see DRS's freight trains passing through Carlisle station as they transport everything from Christmas crackers to wrapping paper from Daventry, Northamptonshire to Mossend, Scotland, and back again. This year, rail freight will transport millions of Christmas decorations, trees and bottles of wine including 30% of Tesco's Christmas range. Rail freight has played an important role supporting the country throughout the pandemic and will now ensure people have everything they need to celebrate the festive period. Intermodal rail freight which includes goods for retail has increased by almost 20% over the last decade with 1.6 million tonnes being transported during November.

With each freight train carrying as much as 76 HGVs, rail freight will help cut traffic jams in the run up to Christmas. New figures reveal that rail freight is set to play a key role in the run up to Christmas this year delivering millions of tonnes of festive goods to shops around the country. Almost a third of Tesco's Christmas range will reach their shelves by rail freight including a huge amount of Christmas crackers, trees and bottles of wine. The supermarket giant is increasing the amount of goods they transport by rail freight to boost reliability and reduce emissions to help tackle the climate emergency

and has announced a £5 million investment in September in their new rail freight equipment. This year 30% of their Christmas products will be transported by rail 70% more than last year including:

- Nearly 8 million bottles of wine
- Over 350,000 Christmas crackers
- 80,000 Christmas trees
- Half a million boxes of lights
- Nearly 5 million gift wrapping accessories
- Around 1.5 million boxes of decorations
- Over 1.5 million Christmas cards

Throughout the pandemic the railway played a vital role getting key workers where they were needed with rail freight keeping supermarkets stocked and power stations fuelled as more people worked from home. Now that COVID-19 will mean a very different Christmas for many people across the country, rail companies are working hard to ensure people have everything they need for the holidays. In November alone, freight trains have transported more than 1.6 million tonnes of intermodal goods on almost 3,700 trains. This year, freight trains will deliver festive food, drink, decorations and toys across the country, and also transport the millions of Christmas cards sent to loved ones as well as the all-important letters to Father Christmas.

Robert Nisbet, Director of Nations and Regions for the Rail Delivery Group said, "It's been a challenging year for many people across Britain so we're happy that rail freight can play a central role in delivering Christmas cheer, ensuring families have everything they need to celebrate in style. With only a fraction of the emissions compared to road haulage, every tree, pudding and toy transported by rail is helping to make this a green Christmas."

The amount of intermodal freight transported has increased since last year and by almost 20% over the last decade delivering significant benefits for the environment. Each freight train can carry as many as 76 heavy goods vehicles with only a fraction of the emissions meaning a modal shift from road haulage to rail will not only help tackle the climate emergency but can help cut traffic jams too.

Chris Connelly, Managing Director for Direct Rail Services who operate rail freight transportation for Tesco said, "Every month we transport around 12,000 containers of vital goods across the country to ensure shelves are stocked and Christmas presents available. Using our state-of-the-art Class 88 locomotives we can move huge loads hundreds of miles and, when running on overhead electricity, with zero exhaust emissions, making it

absolutely fantastic for the environment."

Alessandra Bellini, Tesco Chief Customer Officer, said: "Whether it's dodgy DIY haircuts or fibbing to the kids for a little peace and quiet, we've all had to improvise a little in 2020, which has led to some less-than-perfect (but perfectly understandable) behaviour. That's why this year, at Tesco there is no naughty list, and we want to make sure the nation celebrates in style, whatever that means to them. Rail helps us keep our shelves stocked with everything from brilliant gifts and decorations, to the finest festive food and drink, and almost a third of our Christmas range makes its way across the U.K. by train."

Rail Minister, Chris Heaton-Harris MP whose constituency Daventry contains the international rail freight terminal DIRFT said, "The sheer volume of festive goods that are currently being transported across the country daily is reflective of the crucial role that the rail freight industry plays at this time of year. "Rail freight has been fundamental in ensuring that the country, and the economy, has kept moving through the pandemic, and I am thankful to everyone working so hard to keep Christmas on track."

East Midlands Railway

Powercar No. 43310 passes Harrowden Junction on the rear of a short HST set working 1D38 13:34 St. Pancras International to Nottingham service on November 24th. *Derek Elston*



Freightliner

With 55 years of service behind them Class 86 609 and 86 638 approach Colchester at speed with the 11:13 Felixstowe to Trafford Park which they have worked forward from Ipswich. *Lee Stanford*

The 4M86 03:00 Felixstowe North F.L.T. to East Midlands Gateway heads away from Northampton behind Class 66 593 '3MG Mersey Multimodal Gateway' on November 11th. *Derek Elston*

Class 66 551 on the 4029 Crew to Southampton liner passes Micheldever on November 28th. *Michael Bennett*



Class 59 004 with the Whatley to Theale stone train passes Hungerford on November 3rd. *Michael Bennett*



Freightliner

▶ Class 66 594 is seen hauling the 4049 Crewe to Southampton liner on November 12th.
Michael Bennett

▶ Now part of the Freightliner fleet, Class 59 005 'KENNETH J PAINTER' is seen a long way from home visiting Midland Road for maintenance, November 21st. *Michael Lynam*

▶ Another stranger at Midland Road on November 21st is Class 86 632 visiting from Crewe for tyre turning. *Michael Lynam*



Freightliner

▶ Class 66 614 'Poppy' passes Hungerford on November 3rd with an East Usk to Hayes working. *Michael Bennett*

▶ Class 66 650 on the Crewe to Southampton passes Wyke Down on November 21st. *Michael Bennett*

▶ Stored Class 70 009 is seen being prepared for a return to service at Leeds Midland Road on November 21st. *Michael Lynam*



Class 66 621 with a Whatley to Churchyard working passes Hungerford on November 3rd.

Michael Bennett



Freightliner

▶ Class 66 621 with the Banbury Road to Whatley empties passes Woodborough on November 6th. *Michael Bennett*

▶ Class 66 504 passes Crofton on November 3rd with the Banbury Road empties. *Michael Bennett*

▶ Class 66 623 passes Kempseye on November 17th with the 6Z84 13:00 Crewe Basford Hall - East Usk Yard. *Keith Davies*



Class 66 501 and 59 206 on the Acton to Merehead empties are seen passing through Woodborough on November 6th.
Michael Bennett



Freightliner

▲ A line up of locomotives at Leeds Midland Road on November 21st including Class 70 001 and 70 003. *Michael Lynam*

▲ Class 90 013 and 90 044 disturb the resting pigeons as they cross the River Nene on the approach to Northampton with 4L93 08:25 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. on November 7th. *Derek Elston*

▲ Class 59 205 is seen near Pewsey on November 6th with a Whatley to Dagenham working. *Michael Bennett*



Freightliner

▶ Class 70 007 with the Southampton to Trafford Park liner passes Worting on November 12th.
Michael Bennett

▶ Class 59 104 heads through Swindon on December 2nd with a Merehead Quarry to Wootton Bassett working.
Ken Mumford

▶ On November 21st, Class 66 560 passes through Andover with a Crewe Basford Hall to Southampton Maritime diverted liner.
David Lindsell



Class 66 544 on the Banbury Road to Whatley empties is seen near Hungerford on November 19th.
Michael Bennett



Freightliner

▶ Class 66 534 with a Southampton to Lawley Street liner passes Worting Junction on November 17th. *Michael Bennett*

▶ On November 22nd. Class 66 621 passes Daisy Dell footbridge working the 13:25 Romsey to Eastleigh engineers train formed of 15 Autoballasters. *David Lindsell*

▶ Class 66 548 leads the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on November 11th. *Derek Elston*



Freightliner

Class 66 542 passes through Hungerford with the Whatley to Willesden SWS on November 19th.
Michael Bennett



Freightliner

On November 12th, Class 70 010 leads Class 66 614 through Kemble with a diverted liner, heading towards Swindon. *Ken Mumford*

On November 19th, Class 66 540 on the Merehead to Churchyard sidings is seen passing Hungerford. *Michael Bennett*

Class 70020 with a Runcorn - Bredbury working passes a sunny Acton Bridge on November 6th. *Mark Enderby*



Class 59 102 creates a dust storm with the Whatley to Theale as it passes Bone Lane on December 1st.
Michael Bennett



Freightliner

▶ Class 70006 approaches Hartford Junction with the 13:30 Runcorn Folly Lane to Northenden empty waste train. *Lee Stanford*

▶ Class 70 019, now back in service after a period in store, hauls the Wentloog to Southampton liner past Wyke on November 21st. *Michael Lynam*

▶ Class 66 516 on a light loaded liner from Wentloog to Southampton passes Micheldever on November 28th. *Michael Bennett*



GBRf

It's that time of year when some spectacular photographs can be taken. A Clitheroe - Avonmouth cement train hauled by Class 66 776 passes south through Winwick on November 4th. The train is made up of both four-wheeled and bogie wagons.
Jeff Nicholls



▶ Class 60 087 hauling a Liverpool Biomass Terminal-Drax loaded Biomass passes Winwick on November 2nd. *Alan Rigby*

▶ On November 1st, Class 66 789 'British Railways 1948 - 1997' worked the Redbridge to Eastleigh East Yard engineers train via Woking and is seen passing Andover. The load consisted of point carriers and a large Colas crane. *David Lindsell*

▶ Class 60 056 working a Liverpool - Drax Biomass passes Class 390 122 at Acton Bridge on November 13th. *Brian Battersby*



▶ Class 66 776 working a Clitheroe - Avonmouth cement train passes Acton Bridge on November 6th. *Mark Enderby*

▶ Class 60 087, still wearing the colours of its previous operator, passes Winwick on November 6th in charge of the 11:15 Liverpool Biomass Terminal to Drax Aes. *Barry Longson*

▶ Class 66 789 on the 6X14 Redbridge to Eastleigh points carrier's passes Andover on November 1st. *Michael Bennett*



GBRf

Class 66 776 with a Clitheroe -
Avonmouth cement train passes
Daresbury on November 4th.
Mark Enderby



▶ Class 66 702 with the Eastleigh to Hoo Junction engineers passes Worting on November 17th.
Michael Bennett

▶ Class 66 745 with a clay train heading to Irvine passes Class 60 044 at Daresbury on November 4th.
Mark Enderby

▶ Class 66 709 'Sorrento' working the 6M09 passes through St. Helen Junction.
David Wood



▶ Class 66 743 working the Mountfield to Southampton gypsum passes Pot Bridge near Hook on November 26th. *Michael Bennett*

▶ Class 66 791 working an 0M20 Eastleigh to Kinton light engine move passes Worting on November 17th. *Michael Bennett*

▶ Class 60 087 on 6E10 Liverpool - Drax loaded Biomass passes Acton Bridge on November 6th. *Mark Enderby*



▶ Class 66 782 on the 4023 Trafford Park to Southampton liner passes Worting on November 17th. *Michael Bennett*

▶ Class 60 026 working the 6M36 Drax - LBT Biomass empties passes through Rainhill. *David Wood*

▶ Class 66 747 and 66 723 on 5Z13 Widnes to Leicester pass through Acton Bridge on November 23rd after moving a Class 321 from Edge Hill to Alstom at Widnes. *Mark Enderby*



▶ Class 60 087 on 6E09 Liverpool - Drax Biomass passes Daresbury on November 4th.
Mark Enderby

▶ On November 18th, Class 66 776 passes Charnock Richard with a Horrocksford Cement Works to Avonmouth. *John Sloane*

▶ On November 23rd, Class 66 747 and 66 723 are seen hauling Class 321 437 as 5Q12 heading to Alstom at Widnes. *David Wood*





On November 4th, passing through the station at Althorpe was Class 66 786 on 4R79 coal empties from Down Decoy to HIT, one of the few remaining power station coal workings left. *Steve Thompson*

Class 66 736 passes Charnock Richard on November 18th with the Wembley to Irvine china clay train. *John Sloane*

Class 66 783 hauling a new Merseyrail EMU passes through Rainhill on October 21st on a Crewe - Tuebrook move. *David Wood*



Still carrying Colas colours but now operating under the GBRf banner, Class 60 085 passes Reddish South with the empty 12:03 Doncaster to Liverpool Biomass terminal on November 22nd. *Lee Stanford*



Under cloudy skies, Class 66 776 heads north through Winwick powering the 05:06 Avonmouth to Clitheroe empty cement tanks on November 3rd. *Barry Longson*

Class 66 720 and 'new' 66 791 'Neil Bennett' working light engines as 0001 Doncaster Decoy to Eastleigh, pass through Burton on Trent, November 16th. *Stuart Hillis*

On November 11th, the 0Z20 06:50 Leicester L.I.P. to Wolverton sees Class 47 749 'City of Truro' and 47 727 'Edinburgh Castle - Casteal Dhun Edearn' cross the River Nene approaching Northampton. *Derek Elston*



▶ Class 66 706 on the Eastleigh to Mountsorrel working passing Worting on November 17th.
Michael Bennett

▶ Class 66 756 'Royal Corps of Signals' leads the 4L29 08:00 Birch Coppice GBRf to Felixstowe North GBRf across the River Nene on the approach to Mill Lane, Northampton on November 7th.
Derek Elston

▶ On November 20th, Class 66 792 eases into Wellingborough working the 6F93 11:06 Churchyard Castle Cement to Ketton Ward Sidings GBRf empty cement train.
Derek Elston



Greater Anglia

Having reversed at Stafford, Class 720 540 and 720 539 head south through Atherstone on November 2nd with 5Q27 09:45 Wolverton Centre Sidings to Rugby. *Derek Elston*



Great Western Railway

▶ Class 802 109 departs Great Malvern station in the rain with a Hereford to London Paddington service on November 15th. *Neil Pugh*

▶ The 1C81 London Paddington to Exeter service passes Woodborough on November 6th. *Michael Bennett*

▶ Mask fitted Class 800 321 is seen at Reading on November 27th with a service to London Paddington. *Tom Blanpain*



Great Western Railway

Class 802 112 passes Hungerford with a London Paddington to Exeter service on November 19th.
Michael Bennett



Network Rail

On November 4th, Class 37 419 leads the 3S14 Grimsby Town - Bridlington RHTT through Scunthorpe with 37 423 on the rear.
Steve Thompson

Over 60 years old and still doing what it was built to do sees Class 20 118 (with 20 132 on the rear) brought in at short notice to operate the Yorkshire RHTT service and the pair are seen at Bradley Junction working from Grimsby to Bridlington.
Lee Stanford

Class 37 254 and 37 025 pass Bayston Hill with the 1Q94 08:40 Crewe CS (L&NWR Site) - Derby RTC on November 3rd.
Keith Davies



Network Rail

▶ Believe it or not but this is Mainline liveried Class 37 419 leading the Grimsby to Bridlington RHTT service at Bradley Junction on November 4th. *Lee Stanford*

▶ Class 56 096 and 56 113 pass Steel Heath with the 3S71 21:20 Coleham Yard - Coleham Yard RHTT working on November 6th. *Keith Davies*

▶ On November 6th, Class 37 116 and 37 219 'JONTY JARVIS 8.12.1998 to 18.3.2005' pass through Cherry Tree working a test train from Blackpool North to Derby. *Michael Lynam*



Class 56 113 and 56 087 are seen on Battlefield Bank with the 3S71 21:20 Coleham Yard - Coleham Yard on November 4th.
Keith Davies



On November 24th, Class 37 219 and 37 116 work the regular test train to South Wales, seen first at Kemble (inset) where it reversed and then at Oaksey Bridge. *Ken Mumford*

Class 37 612 approaches Acton Bridge with a Crewe to Crewe via Liverpool training run. *Lee Stanford*

On November 27th, Class 20 118 leads 20 132 through Scunthorpe with the 3S14 to Bridlington. *Steve Thompson*



On November 27th, Class 20 132 and 20 118 are seen at Scunthorpe West Jct. working the 3S13 Wrenthorpe - Grimsby Town. The Class 20s hired in due to a large number of wheelflats on the Class 37s. *Steve Thompson*



▶ Class 37 116 and 37 219 top'n'tail a Blackpool - Derby test train working at Hoghton on November 6th. *John Sloane*

▶ On November 12th, Class 37 175 passes Oaksey Road bridge, just south of Oaksey village with a test train comprising of coaches Nos. 977986, 977985, 9803, 999602 and DBSO No. 9708. *Ken Mumford*

▶ On November 13th, DBSO No. 9708 leads a Network Rail test train past Kemble heading back to Cardiff via Gloucester and Chepstow. Class 37 175 was on the rear. *Ken Mumford*



Network Rail

▶ The 37s are getting in a bit of a lather now, so on November 2nd a welcome bit of relief was the appearance of a headboard, carried first by Class 37 423 on 3S13 Wrenthorpe - Grimsby Town, seen passing through Scunthorpe with 37 407 on the rear. *Steve Thompson*

▶ Class 37 116 approaches Malvern Wells at the head of a Network Rail train running from Derby to Swansea on November 24th. *Neil Pugh*

▶ On December 2nd, the 1Z22 Tyseley LMD to Bristol via Evesham, Oxford, Swindon, Westbury, Frome, Weymouth and Hallen Marsh heads through Swindon formed of Class 37 612 and 37 610 with coaches Nos. 6263, 72639, 977974 and 8481. *Ken Mumford*



▶ A very dirty Class 37 423 mingles with the autumn colours as it leads the Grimsby to Bridlington RHTT service through Heaton Lodge Junction on November 4th with an equally dirty 37 419 on the rear. *Lee Stanford*

▶ On November 2nd, the 3S14 to Bridlington sees Class 37 407 leading 37 423 ascending Appleyby Bank. *Steve Thompson*

▶ On November 25th, in somewhat dire lighting conditions, Class 20 132 and 20 118 top and tail 3S13 Wrenthorpe - Grimsby Town through Scunthorpe. This trip itself encountered a problem, but not of its own making, when a track circuit failure at Crofton West Jct. held up the train for around 50 minutes. *Steve Thompson*



On November 4th, with the chimneys of Keadby Power Station rising up behind, Class 37 423 and 37 419 top and tail 3S13 RHTT from Wrenthorpe to Grimsby Town, approaching Althorpe. *Steve Thompson*



Rail Operations Group

Class 57 303 on a Class 442 drag from Wolverton to Bournemouth passes Worting Jct. on November 12th. *Michael Bennett*



Rail Operations Group

On November 23rd, Class 57 303 'Pride of Carlisle' passes Bunky Bridge, just east of Highworth Junction hauling some EMUs heading for Sims scrapyard, Newport (Gwent). *Ken Mumford*



Rail Operations Group

Class 57 312 hauling a Class 319 unit on an Eastleigh to Wembley Intercity depot move passing Worting on November 17th.
Michael Bennett



TransPennine Express

Class 68 022 on a Carlisle - Crewe test run passes Acton Bridge on November 6th. *Mark Enderby*



TransPennine Express

▶ Class 68 022 propels a TPE set away from Charnock Richard on a Carlisle to Crewe test run on November 18th. *John Sloane*

▶ Class 68 022 on a Carlisle - Crewe test run passes Daresbury on November 4th. *Mark Enderby*



Transport for Wales

▶ Class 150 284 passes Winwick in full sun on November 6th, working the 11:35 Manchester Airport to Chester service. *Barry Longson*

▶ Class 158 822 passes Bayston Hill on November 3rd with the 1V37 08:32 Manchester Piccadilly - Milford Haven service. *Keith Davies*

▶ Class 175 106 is seen at Kempseye with the 1V38 09:31 Manchester Piccadilly - Carmarthen service on November 7th. *Keith Davies*



Transport for Wales

On a sunny November 3rd, Class 175 008 passes Bayston Hill with the 1W50 05:46 Carmarthen - Manchester Piccadilly service. *Keith Davies*



Transport for Wales

A TfW Class 175 working a Chester - Manchester Airport service passes Daresbury on November 4th. *Mark Enderby*



Transport for Wales

TfW continue to run services that do not serve Wales, as seen here with Class 158820 approaching Burnage in low winter sun on November 19th, working the 13:52 Chester to Manchester Airport service. *Barry Longson*



Units: DMUs and EMUs

▶ Class 159 121 working a Salisbury to London Waterloo service passes Wyke on November 21st. *Michael Bennett*

▶ Northern's Class 195 112 working a Chester - Leeds service passes Winwick on November 2nd. *Alan Rigby*

▶ Class 319 429 leans into the curve through Wolverton running as 5B00 11:01 Northampton Emd to Bletchley C.S. on November 3rd. *Derek Elston*



Units: DMUs and EMUs

South Western Railway's Class
444 009 leads the 1W69 London
Waterloo to Weymouth service
past Pot Bridge on November 26th.
Michael Bennett



Units: DMUs and EMUs

Northern's Class 150 224 and 156 423 are seen on the approach to Wigan Wallgate on November 27th, working the 13:17 Southport to Stalybridge service. *Barry Longson*



Units: DMUs and EMUs

▶ South Western Railway's Class 159 016 on a London Waterloo to Salisbury service is seen near Whitchurch on November 21st.

Michael Bennett

▶ On November 26th, South Western Railway's Class 159 012 leads the 1L50 Salisbury to London Waterloo service passing the 2L31 Basingstoke to London Waterloo near Hook.

Michael Bennett

▶ Northern's Class 331 003 approaches Coppull with a Liverpool Lime St to Blackpool service on October 31st. *John Sloane*



Units: DMUs and EMUs

Northern's Class 142 004 arrives at Pemberton on November 11th with a Kirkby to Manchester Victoria service. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 195 133 heads through Leyland working the 3Z14 Wigan North Western to Lancaster test run. This was the first day out on test, November 23rd, for Northern's final unit. *David Hollowood*

▶ Northern's Class 195 112 is seen at Hoghton summit with a Blackpool to York service on November 6th. *John Sloane*

▶ South Western Railway's Class 450 030 is seen on the rear of a London Waterloo to Portsmouth service as it departs Micheldever on November 28th. *Michael Bennett*



Units: DMUs and EMUs

West Midlands Railway Class 170 513 complements the colours of the trees as it crosses Malvern Common on a Hereford to Birmingham New Street service on November 2nd. *Neil Pugh*

On November 3rd, Northern's Class 142 004 working a Kirkby to Manchester Victoria service calls at Hindley. *Steve Stepney*

On November 22nd, Class 159 012 and 158 886 working the 13:12 Reading to Yeovil Pen Mill pass Daisy Dell footbridge, Andover. *David Lindsell*



Units: DMUs and EMUs

▶ Even in the 11th hour of Pacer operation it is still possible to see two of the Class 142 units pass on service trains. At Swinton on the outskirts of Manchester 142 078 passes sister 142 087 in autumnal sun with services working on the Manchester Victoria to Kirby route.
Lee Stanford

▶ On November 2nd Northern's Class 331 007 calls at Leyland working a Blackpool North - Manchester Airport service. *Michael Lynam*

▶ On November 25th, Northern's Class 158 848 calls at Hebden Bridge working a Manchester Victoria - Leeds service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Pacer Class 142 018 is seen on the rear of a Kirkby train as it calls at Pemberton on November 11th. *John Sloane*

LNWR's Class 350 235 with sister 350 371 accelerate away from their Acton Bridge stop with the 13:05 Liverpool Lime Street to Birmingham New Street service. *Lee Stanford*

On the final day of Pacer operation for Northern, Class 142 004 (with 150 225) was the sole representative of the class out working and was pictured departing from Atherton working the 11:35 Kirkby to Manchester Victoria. *Lee Stanford*



Units: DMUs and EMUs

Northern's Class 142 004 arrives at Orrell with the penultimate trip from Kirkby to Manchester Victoria on the last day of service for the 142s on November 27th. *John Sloane*



Units: DMUs and EMUs

▶ On a cold damp November 23rd, Northern's Class 142 065 and 150 138 power away from Pemberton, working the 12:35 Kirkby to Manchester Victoria service. *Paul Senior*

▶ Northern's Class 195 013 calls at Reddish North on November 2nd whilst working the 10:49 Manchester Piccadilly to Sheffield service. *Barry Longson*

▶ Northern's Class 142 090 leads 150 128 through Heaton Chapel with a Manchester to Chester (via the Cheshire line route) service on November 17th. *Lee Stanford*



Units: DMUs and EMUs

Late afternoon sun lights up some of the trees at Rufford as Northern's Class 156 427 departs the station and crosses the River Douglas with the 15:01 from Ormskirk to Preston on November 26th. *Jeff Nicholls*





New equipment helps to reduce CO2 emissions at Greater Anglia stations

Greater Anglia has saved more than 650 tonnes of carbon dioxide from being emitted into the atmosphere, after installing energy management technology at some of its stations. So far the amount of carbon saved is the equivalent to the carbon dioxide footprint created by 180 homes in a year. In May 2019, WEMS (Wireless Energy Management Systems) were installed at more than 30 stations that were surveyed and identified as high energy consuming stations. The WEMS equipment is a network of wireless sensors placed around the station in waiting rooms and offices, which communicate to a main control panel that helps regulate temperatures and reduce energy usage wherever possible. Broxbourne, Manningtree and Great Yarmouth stations have seen energy reductions of more than 50%, while the average reduction across all stations was 20%.

So far, as well as benefitting the environment, the new system has resulted in savings of more than £300,000. These savings have covered the cost of the equipment and installation, and from November 2020 onwards the train operator expects to save around £250,000 annually.

Stephanie Evans, Greater Anglia Environment and Energy Manager, said: "We are very pleased that more than 650 equivalent tonnes of carbon dioxide, a greenhouse gas that contributes to global climate change, has been prevented from being released into the atmosphere, thanks to WEMS across our network. This is just one measure we are implementing to reduce our impact on the environment and help save energy. We will continue to monitor our energy performance and make further savings around the business. We are in the process of introducing an entire fleet of new trains, which are more efficient and produce less particulate pollution than our old ones. This will help to make rail travel in East Anglia an even more environmentally friendly option."

Earlier this year Greater Anglia was given an internationally recognised stamp of approval for businesses committed to reducing their impact on the environment. It was recognised for having a robust energy management system which commits it to reducing energy usage across stations, depots and trains. In 2019, Greater Anglia reduced its total carbon emissions by 11% overall.

Fares Advice with RailUK

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

Travelcard "any permitted" ticket not showing for both routes

Q: I'm intending to travel Nottingham to London day return on a weekend and I want a flexible ticket in both time and so I can via KGX or STP. The super off peak day travelcard at £75 standard and £96.50 first class is not showing as available on itineraries changing at Grantham for KGX only the direct trains to STP. I think it should as it is route "any permitted". Am I wrong or is it the EMR and LNER websites?

A: The Travelcard you are after is valid to travel via Grantham into Kings Cross, and an itinerary can be shown on the LNER website for a journey using Hull Trains from Grantham. It looks to be an issue with inconsistent data in the reservations system. LNER are not allowing reservations to be made using this EMT Super Off-Peak Travelcard (ticket type STP), but reservations are mandatory on their services, so you can't book it.

As the fare is definitely valid this way you could just book it with a different itinerary and then make the reservation manually on the LNER website or app?

SWR Delay Repay and short notice engineering work

Q: I booked a number of Advance single tickets from Shanklin to London Waterloo via the hovercraft on October 22nd for travel on November 1st. During booking, I noted that Guildford - Woking was a replacement bus until around 16:00 but through train afterwards. So I booked the 16:18 ex-Shanklin which put us on the 17:52 Portsmouth and Southsea to Waterloo arriving at 19:44. My email confirmation sets out the whole journey on the 17:52 as a through train and the tickets also reflect this.

On the day, we turned up at Portsmouth and Southsea to find the 17:52 terminating at Guildford with a replacement bus on to Woking for further connection to Waterloo. This put us in to Waterloo 52 minutes later than the time on the email confirmation.

I applied to SWR for delay repay and was denied, both initially and through two escalations. The sum of

money isn't huge but I'd be curious to understand the official position here and whether a change to planned engineering work after the point of purchasing an advance ticket qualifies for delay repay. SWR claim the following: "I must reiterate that any claim is based on the timetable and should any changes be made at short notice; the delay repay claim is based on any adjustment made".

A: You may claim compensation based on the contract you entered into, but the contract (the NRCOT) states compensation is paid for a delay of 60 minutes or more. If claiming compensation based on SWR's internal policy, they can set and interpret their internal policy. And whilst it is bad customer service to operate the policy this way, I am not convinced that it is a breach of any sort. You may wish to escalate to the Rail Ombudsman if unable to get satisfaction.

SWR's website states the following in relation to their delay repay policy, and they highlighted this in their email to me, though the agent added the word "normally" in brackets prior to "updated six weeks in advance"! They also added "In some cases, there are short notice alterations, however the same rule applies. Any claim is based on the revised timetable".

Am I entitled to Delay Repay if the timetable has changed?

If we introduced a temporary timetable (due to, for example, poor weather) our Delay Repay guarantee will be based on that temporary timetable. For engineering work, online journey planners are updated six weeks in advance, and you should make sure that you check your journey around that time. Delay Repay will apply to the engineering work timetable.

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

▶ New CAF built DMU Class 196 104 in West Midlands livery, sits at Crewe having arrived on a mileage accumulation run on November 4th, returning to Tyseley depot at 15:18.

Barry Longson

▶ The D.A.T.S. test train comprising of Nos. 43066, 91 128, 82115, 90 035, 91 122 and 43076 pass Harrowden Junction with the 5Q61 12:40 Rectory Total Siding to Wellingbrough Down Goods Loop on November 24th. *Derek Elston*

▶ The D.A.T.S. test train comprising of Nos. 43066, 91 128, 82115, 90 035, 91 122 and 43076 pass Harrowden Junction with the 5Q61 12:40 Rectory Total Siding to Wellingbrough Down Goods Loop on November 24th. *Derek Elston*



Greater Anglia tests for COVID-19 on trains – and gets all clear

Greater Anglia has commissioned a leading provider of testing, inspection and compliance services to test for COVID-19 on its trains – and every test has come back negative. SOCOTEC has so far carried out 40 ‘biological assessments’ on a randomly selected number of trains departing or arriving from Liverpool Street. The COVID-19 virus was not detected in any of the swabs. Different areas of trains were swabbed, including push buttons, tables, toilet doors, toilet flush buttons, grab handles and inside driver’s cabs. None of the swab tests came back as positive.

Martin Moran, Greater Anglia commercial, customer service and train presentation director, said: “We are using everything available to make sure that our trains are clean and sanitised. SOCOTEC’s tests enable us to triple check the effectiveness of our new cleaning and sanitising regimes. We already carry out weekly tests for biological residue to make sure trains are clean so that we can be sure that we have the right conditions for sanitising our trains. It’s excellent that all tests have come back negative, but we’re not complacent, and we will continue to keep our trains as hygienic as possible so that our customers can travel with confidence.”

Norman Sleeth, managing director, Environment & Safety, SOCOTEC UK, said: “SOCOTEC’s environmental swabbing service is designed to instil confidence in our clients, ensuring that they can operate a safe and compliant service during these challenging times. We were delighted to have carried out the swabbing service on behalf of Greater Anglia, helping to maintain their business operations and keep the country moving.”

Greater Anglia decided to carry out COVID-19 tests to check the effectiveness of new cleaning and sanitising regimes. The company has invested £600,000 in powerful new cleaning equipment and extra staff in

order to keep trains clean and hygienic, so customers can feel confident they are safe when travelling. Train cleaning managers have recently started using hygiene monitoring units to detect biological residue on high touch areas on board trains. These tests give managers a picture of the efficiency and effectiveness of cleaning regimes across the whole of the network and enable optimal conditions for the sanitisation of trains. Cleaners and other Greater Anglia staff, such as ticket office and gateline staff, have stepped up cleaning of high-touch areas such as push buttons, grab handles, door handles and ticket machine screens with viricides.

The company has also bought seven fogging guns, which spray a fine targeted mist of anti-viral disinfectant which quickly kills off bacteria and viruses in the air, on floors, furniture, walls, ceilings, other surfaces and large internal areas on board its trains. Every single carriage has been fogged at least once. Greater Anglia’s cleaning contractors are also using fogging guns to sanitise waiting rooms, toilets and other areas at stations. Other new cleaning equipment includes eight Pacvac backpack vacuum cleaners, with four filters, which clean the air as well as the floor and upholstery. The company has also recruited 28 more people to its team of over 300 train cleaners.

In addition, Greater Anglia has made it easy for people to socially distance at stations, with signs, one way systems and floor markings. People are reminded to wear a face covering on all stations and trains, unless they are exempt.

The company has been running a near normal timetable since July, and details of less busy trains are regularly updated on the Greater Anglia website.



A dark and dirty Colas Rail Class 56 090 approaches Malvern Wells with a RHTT working on a dark and dirty afternoon, on November 8th.
Neil Pugh

National
Rail

New winter timetable heralds longer trains and extra services

Thameslink and Great Northern passengers are being asked to check before they travel when the updated winter timetable is introduced from Sunday 13 December 2020. Great Northern will be doubling the length of trains between King’s Lynn and Cambridge to eight carriages following the completion of the £29m Fen Line upgrade, delivered in collaboration with Network Rail. This much-anticipated improvement will create more space and help passengers socially distance. On Thameslink, in response to customer feedback and passenger demand, there will be additional peak-time services between Bedford and East Grinstead and between Orpington and Kentish Town to provide extra room on-board suburban services, and new journey options. To prepare for the three-month partial closure of King’s Cross for essential upgrade work from March 2021, there will be a set of changes to Great Northern and Thameslink services using the station. This includes additional evening services between

King’s Cross and Peterborough and Baldock. On Great Northern, there will also be additional off-peak station stops at Brookmans Park and Welham Green.

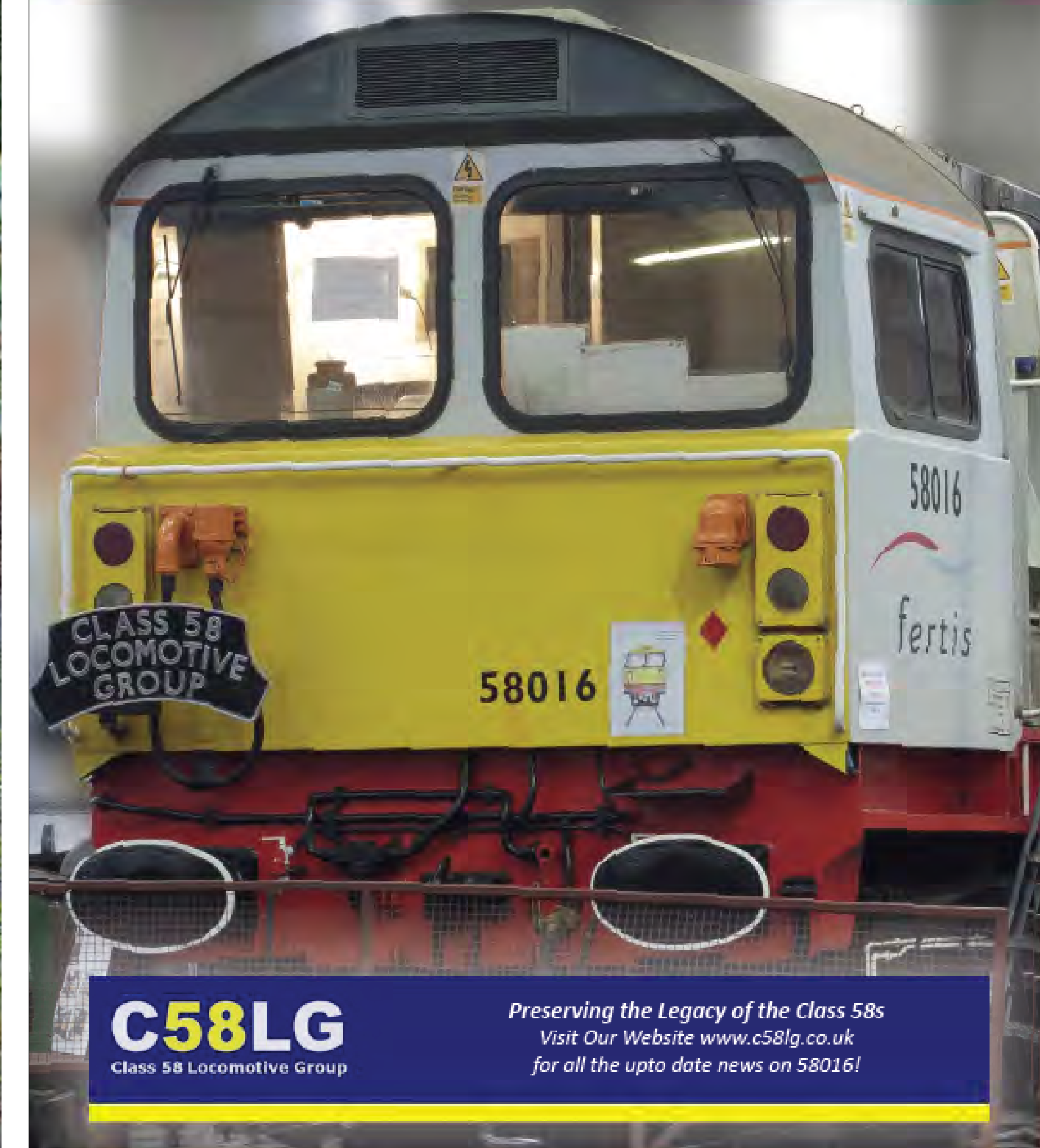
Managing Director of Thameslink and Great Northern, Tom Moran, said: “If you need to travel then you can do so with confidence thanks to our intensive cleaning regime and long-lasting viruscide, so long as you remember to wash or sanitise your hands at each end of your journey, wear a face covering, and keep your social distance by using our online tools to avoid busy services. This December, in collaboration with Network Rail, we’ll be doubling the length of trains between King’s Lynn and Cambridge, creating more space and helping passengers socially distance. There will also be changes to train times across the network, so don’t forget to check before you travel at nationalrail.co.uk.”



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



Reliability improvements on the London Overground Gospel Oak to Barking line complete

Track upgrades and bridge strengthening work has been completed on the London Overground Gospel Oak to Barking line to keep services running smoothly and reliably for passengers. Two miles of track has been replaced since the work began at the end of August and engineers have been working hard every weekend to ensure the work between Haringay Green Lanes and Upper Holloway stations was completed.

Vital strengthening work has also been completed at four bridges along the route to maintain the safety and reliability of the track and train services running over them. These include two bridges at Beaumont Road

and Capworth Street between Leyton Midland Road and Walthamstow Queens Road and two at Sebert Road and Balmoral Road between Woodgrange Park and Wanstead Park.

Ellie Burrows, Network Rail's route director for Anglia, said: "We have carried out as much work as possible during this time to improve reliability of the track and equipment. As a result, services will be more reliable, with fewer delays and cancellations. I'd like to thank both passengers and our railway neighbours for their patience while we carried out this important work."

Rory O'Neill, TfL's General Manager for London Overground, said: "We would like to thank our customers for their patience while Network Rail completed work on the Gospel Oak to Barking line. The vital upgrade work will ensure services can run smoothly and reliably for customers for many years to come."



Scotland's Railway on-track for £16m Christmas upgrade

Passengers, and freight customers, will benefit from more than £16m of investment in Scotland's Railway over this Christmas and New Year. Network Rail will be working at dozens of locations to carry out vital projects to renew key pieces of rail infrastructure. Engineers will be relaying track, renewing junctions and refurbishing structures across the country with work taking place in Glasgow, Edinburgh, Stirling, Perth and Inverness.

in Perth and Inverness works will be delivered to improve track at both stations. Passengers who need to travel over the festive period are being urged to check their journey in advance. Those travelling are also reminded to continue following the Government's COVID-19 travel guidance and if you must use public transport wear a face covering, travel at quieter times and maintain a distance from other passengers wherever possible.



In Glasgow, a key line into Glasgow Queen Street High Level station will be affected from Christmas Day until January 2nd while engineers renew points and replace over 1km of track at Cadder. This will have an impact on some services in and out of Glasgow Queen Street, but alternative routes between Glasgow and Edinburgh will be available. A number of services will continue to run.

On the south side of the Clyde, engineers will be working from New Year's Day until the early hours of January 4th, to renew junctions and life-expired track between Muirhouse and Eglinton Street, near Glasgow Central. In Stirlingshire, engineers will be delivering a range of works to renew track, upgrade signalling and level crossings while

Kris Kinnear, Network Rail Scotland's capital delivery director, said: "The work we are undertaking over the festive period is vital to the long-term future of Scotland's Railway and part of a £4bn investment being made in Scotland's rail infrastructure between now and 2024.

These projects will help make our railway more resilient, more reliable and more sustainable, but such complex infrastructure improvements cannot be delivered without some short-term closures of the railway. We're urging passengers who need to travel over the festive period to plan ahead and check how these works may affect their journey this December and early January."



National Rail

Colas Rail track machine No. DR73930 passes Winwick on November 6th working the 09:50 Rugby DED to Oxenholme Lake District.

Barry Longson

Network Rail takes advantage of quieter period to make improvements to two of London's busiest railways

Network Rail engineers are getting extra time to make improvements to two of London's busiest railway lines thanks to lower passenger numbers during the second national lockdown. Working closely with operators Thameslink, Southern and London Overground, the company's Southern region is working overnight to tackle the causes of some recent delays to trains on the core Thameslink central London route between St Pancras and London Blackfriars, and the Sydenham Corridor between New Cross Gate and Norwood Junction. Both those routes are crucial for the punctual operation of trains across South London and - thanks to Thameslink - even well into the north, on lines to Bedford, Cambridge and Peterborough. However, they are also very busy 24 hours a day.

Network Rail Southern region director John Halsall said: "One of the challenges of running a busy railway is that the routes we most need to do work on are the routes where people

need them to be running 24/7 and it's hard to get the time to do the job. That means the big jobs get done but the smaller work - such as managing vegetation or even wildlife - is hard to fit in and the smaller problems build into big ones. Working closely with our colleagues at Thameslink, Southern and London Overground, we've been able to take advantage of this unusually quiet time on the railway to plan some 'quick wins' working overnight. It will also give the opportunity to properly look at the condition of some of the technology so we really know the state of the railway and what we might need to do in future. We've had some performance problems on these corridors recently and I know passengers will want to see improvements quickly, which this plan delivers."

Thameslink Customer Services Director Jenny Saunders said: "These difficult times do at least give us an opportunity to improve the railway, to make it more reliable. This is why,

with Southern, we have collaborated with our industry colleagues at Network Rail to make this time available for extra engineering work."

Rory O'Neill, TfL's General Manager for London Overground, said: "We are always looking at ways we can reduce unnecessary delays for our customers and welcome this improvement work Network Rail is doing to help tackle these. Some late-night London Overground services may finish early to allow this important work to take place safely and we recommend you check your journey before you travel."

Work planned includes improvements to the quality of the track for a smoother ride, signalling improvements, removing and cutting back some trees and bushes from the trackside, clearing scrap rails and even bird-proofing structures at the former King's Cross Thameslink station.

Greater Anglia 2020

Greater Anglia's Class 90 003 slows for the stop at Diss with the 15:00 Norwich to London Liverpool Street on February 6th.

Lee Stanford

The Class 360 units have been synonymous with Greater Anglia since their introduction but that will change soon as they transfer to East Midlands to operate the Corby services. Class 360 118 awaits its booked departure time from Colchester with a service to Clacton on March 17th. *Lee Stanford*

Class 90 002 arrives at Ipswich working the 12:00 from Norwich, It is passing Freightliner operated 86 608 awaiting its next duty and which it will soon be replacing on freight duties to the Anglia region. *Lee Stanford*

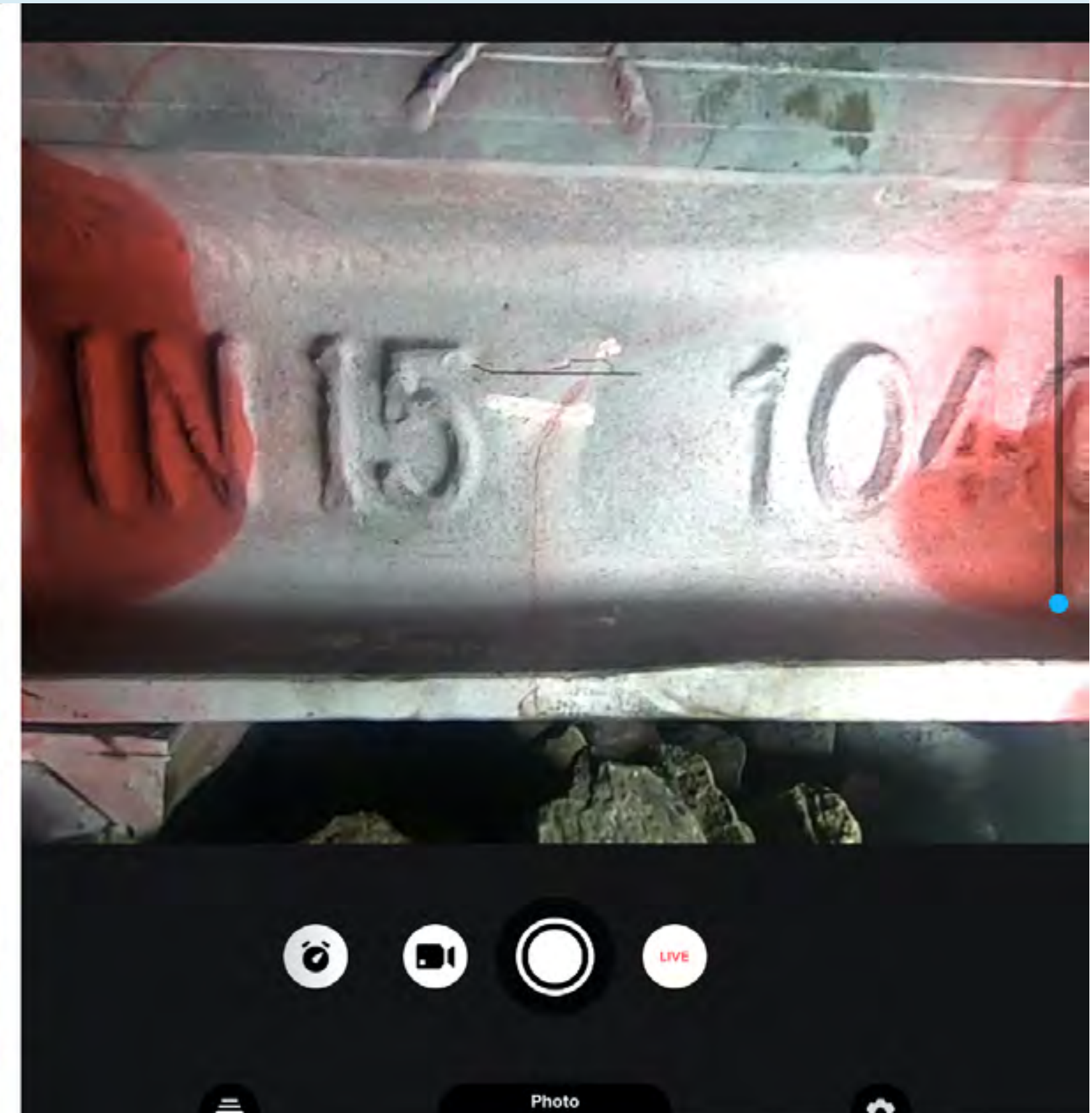


National Rail

On November 4th, Class 67 021 leads the Belmond British Pullman, with 67 024 on the rear, from London to Bath passing Wyke just East of Andover. *David Lindsell*



GoPro brainwave keeps passengers moving and railway workers safe



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



Passengers were kept safely on the move over a track fault thanks to innovative use of a GoPro camera by Network Rail workers.

Smart thinking by rail management engineer Steve Rand and section manager Scott Morrison, after spotting the cracked railway crossing on the West Coast main line south of Milton Keynes, prevented two days of delays to passengers.

It also brought safety benefits - removing the need for engineers having to make repeated trips on foot on to the live railway.

Scott and Steve identified the problem at 2pm on November 10th. It wasn't possible to fix it until the following night (November 11th).

Cracked crossings require close monitoring to ensure they don't get worse.

The bigger the crack in the steel rail gets the less possible it is to run trains.

Often this monitoring is done by railway staff physically walking on to the track to make checks after each train passes.

As the crack was in the middle of the busy main line, Steve and Scott would have had to get the local signaller to close the line after every train so they could make inspections in person.

This would in effect have shut the West Coast main line causing widespread disruption to passenger and freight services.

Steve and Scott's ingenuity meant the GoPro acted like a CCTV camera and the crossing could be monitored without stopping trains from running and keeping them off the live railway line.

This kept passengers and freight on the move, albeit at reduced speeds, until the problem could be fixed.

Martin Ball, Route Infrastructure Engineer for WCS, said: "I'm really proud of Steve, Scott and the team. Rather than just thinking about fixing the problem, they thought how they could do the best thing for passengers. Their smart use of a GoPro kept them and their colleagues safe and kept passengers on the move. We'll look to do this elsewhere in future."

Passengers advised of West Coast main line and Euston HS2 upgrades in 2021

Network Rail has announced major upgrades on the West Coast main line and at London Euston in spring/summer 2021.

The work, part of Britain's Railway Upgrade Plan and HS2 Phase One*, will make passengers' journeys more reliable and ease pressure on the West Coast main line by adding more railway capacity.

Though passenger demand is reduced due to the coronavirus pandemic, the rail industry is planning for an increase in passenger numbers next year.

The work has been announced early to give passengers plenty of notice so they can make informed choices when travelling over spring/summer. Two lines into Euston station will be taken out of service for two six-week periods – 2nd April to 17th May and 17th July to

31st August – to enable the new HS2 terminus to be built. Weekend work will also take place between April and the end of August. Most train services will continue running while this work takes place, but there will be some timetable and platform alterations.

Other essential rail upgrades are planned over the Easter, Early May, Spring and August bank holiday weekends, which in 2021 fall on:

2nd – 5th April (Easter bank holiday)

1st - 3rd May (Early May bank holiday)

29th - 31st (Late May bank holiday)

28th - 30th August (Summer bank holiday)

This includes: Major track renewals between Rugby – Birmingham, Crewe – Warrington, Preston – Lancaster and Carstairs – Carlisle

Further Bletchley flyover work as part of the East-West Rail project. This means stations and trains between Euston and Scotland may be busier, services will change, journeys may take longer and in some instances buses will replace trains.

James Dean, Network Rail's West Coast South route director, said: "Our work will make the West Coast main line more reliable for our passengers and pave the way for HS2, which will bring much-needed extra railway capacity. There is no question such large scale improvements will mean changes for passengers, but we're working with the industry to minimise disruption to passengers as much as possible next year. We're letting people know many months in advance so none of this comes as a surprise and passengers can stay on the move while we do this vital work."

Patrick Cawley, director of On Network Works for HS2 Ltd and Network Rail said: "Investing in HS2 will create additional rail capacity across the existing UK network, providing more local, regional and intercity services. Although some disruption to the current rail service is unavoidable in the short term, in preparation for this we have completed other service upgrades to minimise impact, such as increasing platform lengths at busy stations on the West Coast main line."

The rail industry has worked closely to combine the Euston work and other West Coast rail upgrades as much as possible to minimise disruption to passengers.



National Rail

On November 4th, new Merseyrail EMUs, Class 777 004 and 777 006 sit in Crewe South sidings awaiting onward movement to Kirkdale.
Barry Longson



Class 67 017 is seen at Holyhead with a former LNER set of coaches.
David Wood

'Formula One pit stop-style' repairs keep passengers and freight moving on the Chiltern main line

A huge railway junction repair was completed in record time on the Chiltern main line after a major fault was found on a vital section of track. The scale of the defect was identified during a routine inspection on November 3rd of a 44 metre long 'switch' at Aynho Junction near Banbury. Thanks to swift action, meticulous planning and delivery, it was fixed in less than 12 hours on Saturday night (November 7th).

The junction connects the Chiltern main line with the Cherwell Valley line between Banbury and Oxford, and is heavily used by Chiltern Railways and CrossCountry as well as freight operators including Freightliner, DB Cargo and GB Railfreight.

The severity of the fault meant an immediate 20mph emergency speed restriction was put in place and a full repair had to be carried out within seven days – or run the risk of the line potentially having to close for safety reasons.

In just four days, Network Rail's Central route and the wider rail industry developed and delivered a plan to repair the issue - the scale and speed of which had not been attempted previously by the teams involved. Banbury's maintenance unit, Network Rail's supply chain operation and the Central Rail Systems Alliance (CRSA) - made up of Network Rail, Balfour Beatty, Atkins and TSO – joined forces to make the repairs and fully reopen the railway.

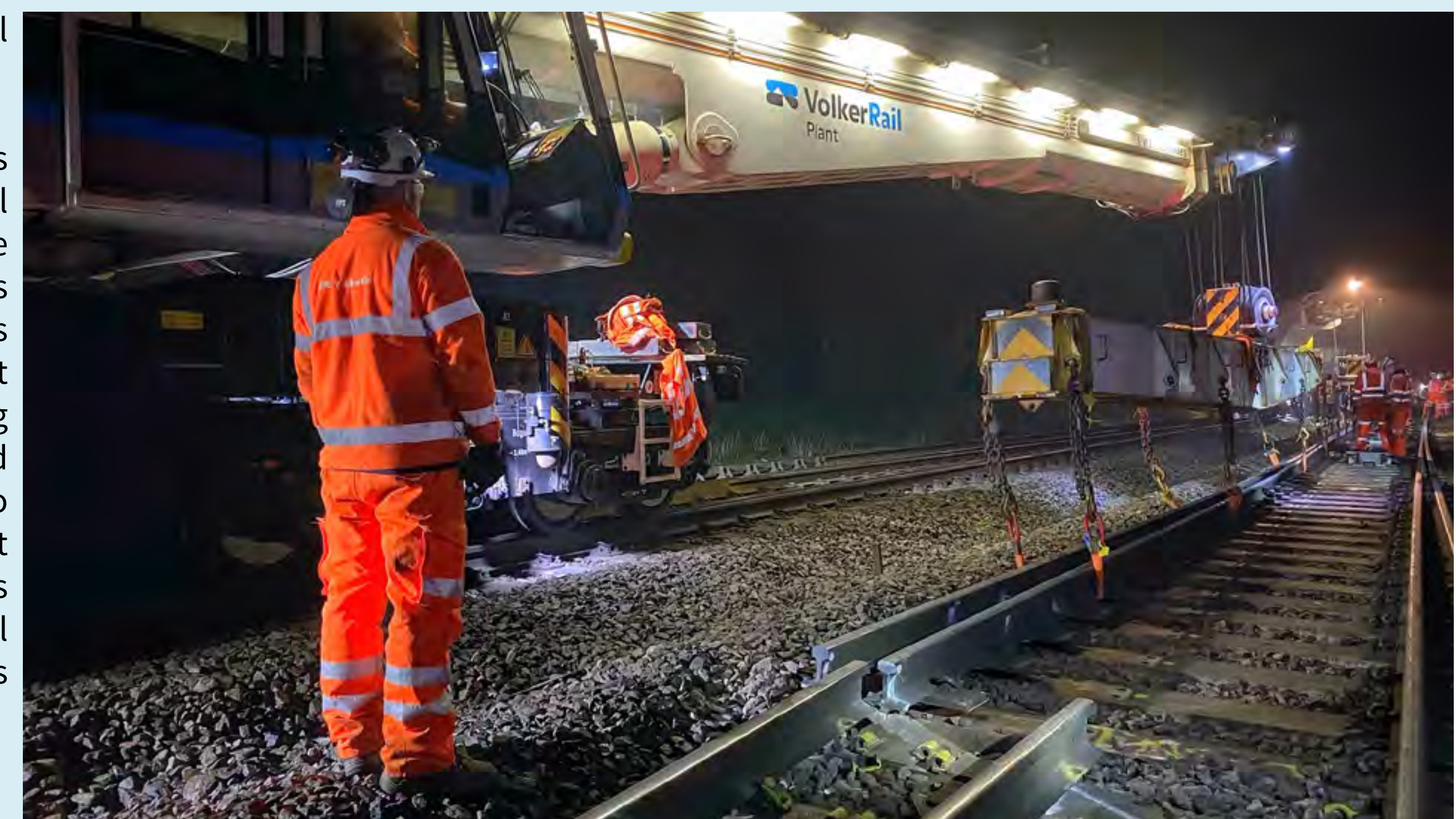
Two huge Kirow cranes - operated by Volker Rail which work directly from the railway tracks - were moved to site by Freightliner and used to lift the 6.5 tonne piece of track into place. The precise planning and delivery meant the railway reopened earlier than planned and trains were able to travel at up to 90mph as normal over the junction.

Martin Colmey, operations director for Network Rail's Central route, said: "This was a massive challenge which was fixed thanks to industry-wide meticulous planning and Formula One pit stop-style delivery. Not reacting and delivering in this way would have caused huge disruption to many vital passenger and freight services. The result is that trains are once again able to travel safely and speedily through this vital railway artery."

Sarah Kelley, CrossCountry's regional director for West & Wales, said: "Aynho is an immensely important junction used by our services connecting the Thames Valley and South Coast to the Midlands and the North. The speed Network Rail was able to complete this substantial project shows the efforts being made to keep services running for customers during this pandemic."

Michael Leadbetter, planning & resourcing director at Freightliner, said: "Freightliner operates 11 daily services from the Port of Southampton to both our own and third party terminals, the majority of which use the route through Aynho Junction to access terminals in the North of England and Scotland. It is also a key corridor for aggregates traffic for HS2. Given the critical nature of this junction, we welcome the speed at which Network Rail worked in order to repair the infrastructure and bring it back to use. The Freightliner team was also pleased to assist, at very short notice, in moving two cranes to site to enable the works to take place."

Mark Goodall, operations director at Chiltern Railways, said: "While we understand that engineering works can be an inconvenience, we work closely with Network Rail to ensure as few customers as possible are disrupted. Quick work by Network Rail at Aynho Junction has meant that this has been kept to a minimum. This essential work ensures that we can continue to run a safe and reliable railway for those that need to travel at the moment."



National Rail

On November 27th, Northern ran the last service utilising a Class 142 in passenger use. Here members of staff show an appropriate banner, before 142 004, trailing 150 225 departs Manchester Victoria on the 15:15 service to Kirkby. *Barry Longson*



Completion of new railway sidings in Kettering marks key milestone in Midland Main Line Upgrade



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Network Rail has completed work on new railway sidings near Kettering railway station, marking a major milestone in the £1.5 billion Midland Main Line Upgrade. The brand new facility is made up of four sidings and has been designed and built for electric trains, which will run between London and Corby from May 2021. The sidings will be a place where the electric trains can be kept overnight and cleaned, ready for passengers the next day.

Network Rail transferred control of the new facility to East Midlands Railway on Monday November 9th with the first trains expected to arrive later in November when East Midlands Railway starts driver training ahead of the timetable introduction in 2021.

The completion of the sidings marks a key stage in the Midland Main Line Upgrade, which is the biggest investment into the route since the Victorian era. When the project completes, one additional train will run between Corby and London every hour. The sidings enables these additional services to run as it gives them somewhere to be stabled and

cleaned.

Gavin Crook, Principal Programme Sponsor for Network Rail, said: "This is a key stage in the Midland Main Line Upgrade and I'm happy that our hard work on this stage of the project is now complete. The sidings will be a place where trains new to the route can be cleaned for passengers and enables one additional service every hour to run between London and Corby from May 2021. We're now passing over control of the facility to East Midlands Railway who can begin using it for driver training."

Lisa Angus, Transitions and Projects Director at East Midlands Railway, said: "I would like to thank everyone who has worked so hard, especially during difficult times, to finish this important project. It is a great example of what can be achieved through effective collaboration and teamwork. We are now looking forward to welcoming the first trains to the facility which will enable us to deliver our new May 2021 timetable."

National Rail

A camera rig is fitted to cabside of LNER A3 Pacific No. 60103 'Flying Scotsman' during filming of a Lloyds Bank advertisement at Irwell Vale on the ELR. *Gerald Nicholl*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Longest train in England?

In WW2 the equivalent train to the Atlantic Coast Express was often made up to 16 coaches for 10 different destinations. It was too long for the longest platform at Waterloo [then No. 11] and it would foul connections to other platforms. When the locomotive was added [at the last possible moment] more connections would be fouled.

The corresponding train from the West was stopped at Clapham Junction and divided; the last 6 coaches were taken on by [usually] an "M7" 0-4-4T complete with the West of England headcode! This resulted in following trains on the up through line being delayed!

Electrification Proposals in BR expansion plan

Looking at the map, we've not progressed much in those 40 odd years since



Presented to the Minister for Transport Industries on January 22nd 1973, BR put forward investment proposals which would generate extra passenger and freight business during the next ten years, and involve electrification of more than 1,200 miles of main line.

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: £12.75 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

A Network Rail MPV passes Daresbury on November 4th with a Wigan Springs Branch - Wigan Springs Branch RHTT working. *Mark Enderby*



A Different View

A catering anomaly on the board at Swindon as obviously the 13:59 has both limited and no catering available. *Ken Mumford*

Departures

13:20	London Paddington	1	On time
	Limited catering available		
13:28	Cheltenham Spa	3	On time
13:30	Bristol Temple Mds	4	On time
13:40	London Paddington	3	On time
	Calls at Didcot Parkway		
13:41	Swansea	4	On time
	Limited catering available		
13:59	Bristol Temple Mds	4	On time
	Limited catering available		
	No catering facilities available		
14:00	London Paddington	1	On time
	Calls at Didcot Parkway		
14:10	London Paddington	3	On time
	Limited catering available		
	Calls at Didcot Parkway		
14:20	London Paddington	3	On time

13:15:31

A scrapyards in Highworth with the remains of the Highworth branch alongside. *Ken Mumford*



SWANAGE RAILWAY WINS GOVERNMENT GRANT FOR UPDATED FEASIBILITY STUDY INTO WAREHAM TRAIN SERVICE



Swanage Railway volunteers have won a Government grant of up to £50,000 to pay for an updated feasibility study and business case aimed at reinstating a train service to reconnect Swanage and Corfe Castle with the main line at Wareham. South Dorset MP Richard Drax has welcomed the awarding of the grant from the Department for Transport's national 'Restoring Your Railway Fund' as "an important step to ensure our iconic railway sustains its place in our hearts and our livelihoods."

The regular train service between Swanage and Wareham was controversially axed by British Rail in January, 1972, with six and a half miles of the single track line from Furzebrook to Corfe Castle and Swanage being lifted in just seven weeks that summer. The Swanage Railway has been rebuilt from nothing since 1976 and in 2014 the heritage line was connected with the national railway system – near Worgret Junction, south of Wareham, on the main London to Weymouth line – thanks to an innovative signalling system linking the heritage line with Network Rail.

Richard Drax said: "I am delighted that the Swanage Railway's submission to the 'Restoring Your Railway

Fund' has been successful. This will allow a detailed scoping exercise to be done to see how train services can be expanded to the main line Wareham, bringing more trains to the stunning resort of Swanage which, in turn, will bring more economy benefit to the local area.

"More money will be needed before expansion plans can be executed but this is an important step to ensure our iconic railway sustains its place in our hearts and our livelihoods," added Mr Drax.

Rail Minister Chris Heaton-Harris said: "For towns and villages left isolated and forgotten by Beeching cuts, restoring a rail line or a station has the potential to revitalise a community. It breathes new life into our high streets, drives investment in businesses and housing, and opens new opportunities for work and education.

The dedication and determination shown in Swanage, with volunteers painstakingly restoring the line, underlines just how important these connections are. The potential to transform a steam train service into a modern, reliable link will transform the town. By building back with a real focus on better connections, and supporting left behind communities, we are delivering

our promise to level up this country."

Swanage Railway chairman Gavin Johns said: "We're delighted that a updated and detailed feasibility study and business case into our plans to operate train services from Swanage and Corfe Castle to the main line at Wareham have been successful in this round of funding for the Government's 'Restoring Your Railway Fund'.

The grant will pay for a fully updated feasibility study, and we hope a positive business case, for a passenger train service between Swanage and Wareham once the Coronavirus pandemic is over," added Mr Johns who is a volunteer signaller on the popular heritage line.

Swanage Railway Project Wareham director Mark Woolley explained: "We hope that the new feasibility study and business case – last carried out 12 years ago in 2008 – will be wide-ranging and fully take into account our existing award-winning heritage railway.

"We look forward to working closely with the Government and our stakeholders in the next stages of the 'Restoring Your Railway' process as we further develop our business

case and plans for reinstating and running a train service from Swanage and Corfe Castle to the main line at Wareham. Funded by the Government grant, we hope that the outcome of the feasibility study and business case work will provide us with an updated way ahead on how to operate a sustainable train service to Wareham. We are also hopeful that the work will also help us identify potential sources of further funding to provide the necessary train servicing and maintenance facilities to achieve this," added Mr Woolley who has been a dedicated Swanage Railway volunteer for more than 35 years.

During the summer of 2017, the Swanage Railway ran a 60 selected day trial diesel train service to Wareham which saw four trains a day operate from Swanage and Corfe Castle to the main line at Wareham.

The Swanage Railway always welcomes new volunteers so, for a chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email iwanttovolunteer@swanagerailway.co.uk.

Photos: Andrew PM Wright



Spa Valley Railway increases dining train capacity with COVID secure screens

The railway is looking forward to welcoming passengers back after the latest lockdown but despite this popular railway in Tunbridge Wells having to close due to the pandemic, it has been working productively behind the scenes to modify its special dining carriage 'Kate', to ensure passengers can enjoy dining experiences again when restrictions are lifted.

Bar Car 'Kate' is an important part of the railway's businesses and during lockdown the railway installed new COVID secure screens to allow passengers to continue to enjoy dining experiences on board its trains, including Christmas dining on board the High Weald Belle, Fish and Chip lunches and suppers, Afternoon Tea, Cream Tea and Gin & Steam events.

Commercial Manager at the railway, Jonnie Pay said: "During the August to October operating period only dining train volunteers and a very limited number of passengers were permitted into our dining carriage. The new screens have been installed in a similar fashion to our other carriages and really do not look out of place!"

They can be removed without any damage occurring to the carriage in the future but what it does enable us to do is operate 'Kate', under the social distancing rule, at 100% capacity thanks to the wide aisle way."

Subject to government restrictions being lifted, the carriage will see service in December alongside the Santa Specials. Although the bar itself remains closed due to the same government restrictions, a trolley service will be operating on service trains.

The dining train is vital to bringing in enough revenue to continue operating heritage trains along the five-mile track between Tunbridge Wells and Eridge.



Visiting Loco arrives in time for Christmas at Spa Valley Railway

The Spa Valley Railway in Tunbridge Wells is delighted to announce the visit of Great Western Railway 64XX Pannier Tank No. 6435 courtesy of the Bodmin & Wenford Railway.

6435 will arrive at the beginning of December in time to haul some of the Santa Special trains and remain on hire at the Spa Valley Railway until the end of March 2021.

Built in 1937 at Swindon Works, the 0-6-0 Pannier Tank will (subject to any restrictions) haul some of our Santa Specials and Standard Train Rides, alternating between steam locomotive Bulleid Pacific No. 34053 'Sir Keith Park' and RSH No. 62 'Ugly'.



Christmas and New Year's Mince Pie Specials at the Spa Valley Railway

Come and join the volunteers at the Spa Valley Railway in Tunbridge Wells to enjoy a Mince Pie Special on the impressive Bulleid Pacific No 34053 steam locomotive named 'Sir Keith Parks'. This delightful post-Christmas service will run on the 28th, 29th, 30th and 31st December & also on 1st, 2nd and 3rd January 2021. The return journey will take you through the crisp winter landscape of the High Weald between Tunbridge Wells West and Eridge with views of the High Rocks and Groombridge.

Everyone will be seated in the comfortable carriages dating back to the 1960's and can enjoy a mince pie on board while stocks last.

Trains will be hauled by Bulleid Pacific No. 34053 'Sir Keith Park' and one of the railway's heritage diesel locomotives. The heritage diesels will haul the train to Eridge with 'Sir Keith Park' providing the steam heating throughout and hauling trains back up the hill to Tunbridge Wells. You can either book a compartment, table of 2 or table of 4 for your experience, socially distanced from other passengers for one return trip. Trains will depart from Tunbridge Wells West at 10:30, 12:00, 13:30, 15:00 and 16:30, for a return trip to Eridge, returning approximately 1hr later. Tickets are valid for one return trip only. The railway is unable to offer Unlimited Travel at this time.

Train Fares for Mince Pie Specials:

Travel for 2 persons – £20, Travel for 4 persons – £30

Compartment of 6 persons for one return trip – £40

Compartment of 6 persons for travel on the 16:15 train only – £25

New Year Event:

Gin & Steam experience on 30th December 2020

Taste some delicious seasonal gins to bring you from the comfort of your steam hauled train, including the popular "Cranberry and Gin" which will make up a delightful Christmas Cranberry Punch and Anno's Sloe Gin! £30 per person. Enjoy freshly prepared sandwiches, cakes and scones, clotted cream and jam

Money raised from ticket sales is used to keep the heritage railway open for all to enjoy. The railway all the events are run by dedicated and hard working volunteers.

For further information and to book your next heritage railway experience visit www.spavalleyrailway.co.uk

Ascot Park Holiday Lodge

A collection of photographs from Ascot Park Holiday Lodge Park, Pilling, Lancashire on November 7th.

'The Pilling Pig' is a Hudswell Clark 0-6-0ST works No. 1885, built 1955 for the NCB and allocated to Mountain Ash Colliery. Following withdrawal by the NCB the locomotive moved to Gwilli Railway and was acquired by its present owners in 2001. The engine was then painted into the livery of The Garstang & Knott End Railway as the long closed line passes through the caravan site. *Michael Lynam*



Fairbourne Railway

Built by David Curwen in 1978, this 2-6-2T No. 759 'Yeo' is a replica of a Lynton and Barnstaple Railway locomotive, and is seen in the sunshine back in September. *David Wood*



From the Archives

Class 08 No. D3538 shunts in Arpley Yard on September 11th 1973.

Mark Enderby



From the Archives

Class 46 011 arrives at a snow covered Durham on January 25th 1976.

Mark Enderby



From the Archives

Class 52 No. D1070 'Western Gauntlet' departs Taunton on August 8th 1975 with a service to London Paddington. *John Sloane*



From the Archives

▶ Brand new APT Class 370 004 is seen at Crewe works on May 5th 1980, and just 5 years later on September 21st 1985 it awaits the scrap man at Crewe Electric Depot. *Brian Hewertson*

▶ LMS Class 5 No. 44845 stands at Manchester Victoria on May 30th 1967 as 8F No. 48166 drifts by. *John Sloane*

▶ Class 47 359 is seen at Wem with the 6J41 Guide Bridge - Bayston Hill Quarry on March 5th 1984. *Keith Davies*



From the Archives

▶ Class 40 No. 290 is seen at Standish Junction with a northbound tank train on March 2nd 1972. *John Sloane*

▶ Class 45 110 is seen at the head of a Sheffield service at London St. Pancras on August 7th 1980. *Brian Hewertson*

▶ Class 47 131 is seen on Crewe Bank with a Bayston Hill Quarry to Crewe Gresty Lane ballast on March 22nd 1983. *Keith Davies*



From the Archives

Deltic Class 55 006 'The Fife and Forfar Yeomanry' passes Bathley Lane, Newark on October 31st 1976.

John Sloane



From the Archives

▶ Class 08 385 hauls a short rake of MGR wagons through Warrington Bank Quay Low Level on August 5th 1982. *Jeff Nicholls*

▶ Class 37 421 passes Belle Vue, Shrewsbury with the 07:00 Aberystwyth - London Euston 'Cambrian Coast Express' on April 27th 1991. *Keith Davies*

▶ Class 40 No. D200 is seen at Crewe Works on May 5th 2000. *John Sloane*



From the Archives

Class 87027 'Wolf of Badenoch' passes Winwick on June 25th 2003 with a London Euston - Glasgow service.
John Sloane



From the Archives

▶ Class 33 101 heads down platform 3 at Eastleigh whilst a Class 33/0 stands in the yard.
David Lindsell/Terry Ventham Collection

▶ Class 47 308 is seen at Wigan Springs Branch with a breakdown train on September 19th 1988.
John Sloane

▶ Class 37 371 and 37 521 pass Hadnall with the 6V65 13:21 Glazebrook BTP - Waterston Sidings on June 24th 1992.
Keith Davies



From the Archives

▶ Class 45 042 is seen at Newcastle Central on June 22nd 1978 with a parcels working.
John Sloane

▶ Class 58 004 is seen stabled at Saltley depot on February 25th 1989. *John Sloane*

▶ Class 25 202 and 25 119 pass Sutton Bridge with the 1J2007:35 SO London Euston - Aberystwyth summer special on July 30th 1983.
Keith Davies



From the Archives

Class 56 062 is seen passing Wigan Springs Branch on July 11th 2003 with a Kelbit to Lindsey train.

John Sloane



From the Archives

▶ GNER liveried Class 89 001 stands at London King's Cross on September 12th 1997.

John Sloane

▶ Class 37 218 along with another member of the class head through Eastleigh passing 47 582 'County of Norfolk' stabled in the yard.

David Lindsell/Terry Ventham Collection

▶ Class 37 078 and 37 138 pass Haston on June 26th 1991 with a Llanwern - Mossend Yard working. *Keith Davies*



From the Archives

▶ On June 5th, Class 47 311 passes South Pelaw Jct. with a chemical train. *Mark Enderby*

▶ Wrexham and Shropshire liveried Class 67 012 is seen at Warrington Arpley in 2006, can it really have been 14 years ago! *David Wood*

▶ Class 47 582 is seen working the 14:00 London - Parkeston Quay through Wrabness on August 1st 1984. *Mark Enderby*



From the Archives

On July 29th, Class 37 137 and 37 045 are seen with passenger services at Newcastle Central station.
Mark Enderby

