



**Railtalk** Magazine

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## Submissions & Contributions

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

### Photographic Contributions

All Photographic contributions should 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 187

With the sunshine well and truly back with us, we have had a massive amount of photos this month sent to us. As you can appreciate we can't publish them all, but we want to thank everyone who has sent them in.

In the news this month... The chief executive officer (CEO) for Go-Ahead has vowed to run the most reliable service possible, putting passengers' interests first, following the news Govia Thameslink Railway (GTR) is to continue operating the Thameslink, Southern and Great Northern rail services. Go-Ahead's subsidiary, Govia (Go-Ahead 65 per cent, Keolis 35 per cent), which has operated GTR since it was created in 2014, has announced that the Department for Transport (DfT) has awarded a National Rail Contract (NRC) to GTR to operate the UK's largest railway network. The new contract commenced on April 1st, and will run for at least three years, with up to a further three years at the Secretary of State's discretion. GTR will earn a fixed management fee of £8.8 million per annum (equivalent to a margin of 0.5 per cent of GTR's cost base) to deliver the contract, with an additional performance fee of up to £22.9 million per annum (equivalent to an additional 1.35 per cent margin).

Christian Schreyer, Go-Ahead CEO, said: "I'm delighted with

this announcement. Under this new contract we will build on our achievements in enhancing performance in recent years. We will be working closely and collaboratively with DfT, NR and other partners to run the most reliable service possible, and we will be putting passengers' interests first. A top priority is to build passenger numbers back after the COVID-19 pandemic. Go-Ahead will bring commercial acumen and international experience to bear in encouraging people back to the railways."

The NRC serves as a bridge to the future Passenger Services Contracts intended to be let and managed by Great British Railways in line with the Williams-Shapps Plan for Rail, announced in May 2021. During the NRC period, GTR says it will focus on encouraging more people to return to rail following the pandemic. It will continue to further improve the customer experience, with dedicated funds available for localised station enhancements, for customer and community led projects, and for projects to remove barriers for disabled people at more of its stations. GTR will continue to improve punctuality and reliability through close collaboration with Network Rail. Building on its already strong environmental credentials, GTR is aiming to become an even greener train operator, working towards phasing out its diesel fleet

by 2035, introducing its first zero emission ancillary vehicles in the next 12 months, and aiming to increase recycling rates to 80 per cent over the next three years.

Also in the news, ScotRail officially coming under public control and ownership heralds a new beginning that truly puts passengers and staff at the heart of rail services, First Minister Nicola Sturgeon has said. Speaking at Glasgow Queen Street Station on Friday April 1st, the First Minister marked the transition date that means ScotRail services will be delivered by a Scottish Government owned operator.

The First Minister said: "This historic and momentous occasion marks the delivery of a key milestone in our ambitious Programme for Government to support a greener, fairer, more prosperous Scotland. "Everyone involved has worked extremely hard to deliver the smooth transition of ScotRail into public control and ownership. This new beginning creates a real opportunity to deliver a railway which is for the nation, and fully focused on being run for the benefit of its users – customers, staff and stakeholders, as opposed to shareholders."

Until next month

Andy

### This Page

TPE Class 185 118 and Northern's Class 158 755 are seen at Hull on March 15th. [Jeff Nicholls](#)

### Front Cover

Class 59 201 passes through Hampstead Marshall with the Brentford Town Days Flhh to Merehead empties on March 22nd. [Michael Bennett](#)







On March 5th, LNER A3 No. 60103 'Flying Scotsman' arrives at Worcester on time from London Paddington....and receives a well earned drink. *John Alsop*

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# Charter Scene

## Vintage Trains

*The Welsh Marches Express*

On March 5th, GWR Castle Class No. 7029 'Clun Castle' is seen at Wellington with a Tyseley to Hereford charter. *Richard Hargreaves*





# Charter Scene

## Vintage Trains

*The Welsh Marches Express*

On March 5th, GWR Castle Class No. 7029 'Clun Castle' passes Meole Brace working the 1Z50 08:13 Tyseley - Hereford, with Class 47 773 on the rear. *Phil Martin*





# Charter Scene

## Vintage Trains

*The Welsh Marches Express*

On March 5th, GWR Castle Class No. 7029 'Clun Castle' departs Swindon working 1Z51 Hereford - Tyseley Loco Works. *Ken Mumford*





# Charter Scene Northern Belle

## Northern Belle

West Coast's Class 57 316 accelerates through the centre road at Doncaster on March 29th with the Northern Belle running as the 16:07 York to London King's Cross.

*Lee Stanford*





## *The Spectacular Settle - Carlisle*

On March 12th, Class 67005 'Queens Messenger' passes Horton in Ribblesdale working a London King's Cross - Carlisle charter for UK Raitours, with 67 006 'Royal Sovereign' on the rear.

*Michael Lynam*

On March 12th, Class 67005 'Queens Messenger' passes Horton in Ribblesdale working a London King's Cross - Carlisle charter for UK Raitours, with 67 006 'Royal Sovereign' on the rear.

*Michael Lynam*

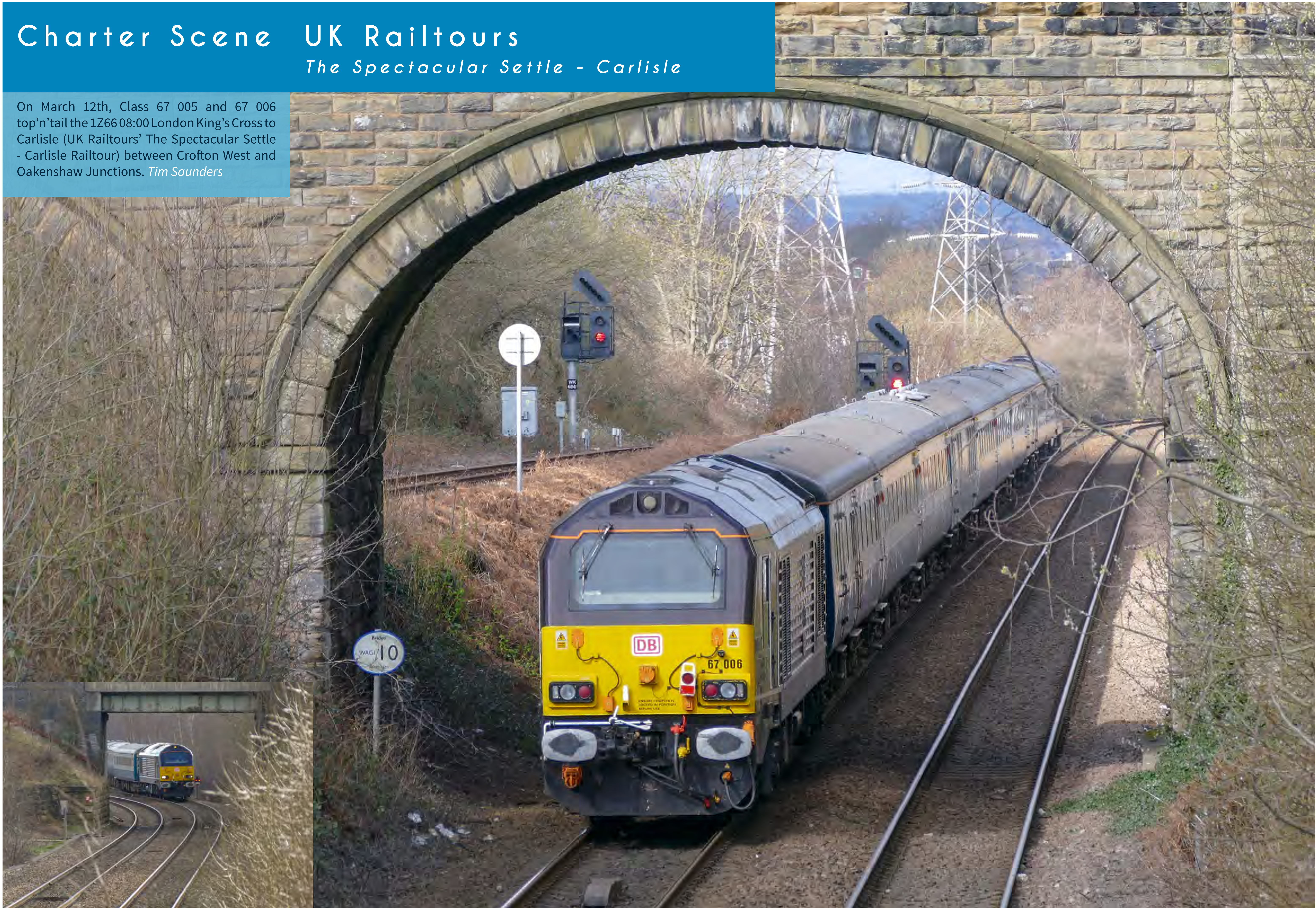




# Charter Scene UK Raitours

## *The Spectacular Settle - Carlisle*

On March 12th, Class 67 005 and 67 006 top'n'tail the 1Z66 08:00 London King's Cross to Carlisle (UK Raitours' The Spectacular Settle - Carlisle Raitour) between Crofton West and Oakenshaw Junctions. *Tim Saunders*





# S.R.P.S. Railtours

## *Imperial Speysider*

▶ Class 37685 leads 37403 on 1Z3706:24 Linlithgow to Aviemore, SRPS 'Imperial Speysider' railtour on March 19th. *Kevin McCormick*

▶ At Aviemore Class 37 685 and 37 403 are seen being prepared to work the 1Z38 18:17 from Aviemore back to Linlithgow. *Kevin McCormick*

▶ Class 37 403 is seen at Broomhill station, awaiting departure with the 16:10 to Aviemore. *Kevin McCormick*





# Charter Scene S.R.P.S. Raitours

*Imperial Speysider*

On March 19th, Class 37 685 and 37 403 are seen at Pitlochry, awaiting a ScotRail service which it passes here on its journey back to Linlithgow.  
*Kevin McCormick*





# Charter Scene Midland Pullman

*Lord of the Isles Pullman*

The Midland Pullman with No. 43046 leading roars past Standish on a Slough to Inverness charter on March 26th, No. 43055 was on the rear. *John Sloane*





# Pathfinder Tours

## *The Pennine Wayfarer*

▶ Class 37 218 and 37 425 head Pathfinders 'Pennine Wayfarer' from Bristol Temple Meads to Bolton passing Edale in a timely burst of sun on March 12th. *Chris Morrison*

▶ Class 37 425 'Sir Robert McAlpine / Concrete Bob' heads 37 218 at Five Ways on the return 'Pennine Wayfarer' tour from Bolton to Bristol Temple Meads on March 12th. *Chris Morrison*

▶ On March 12th, Class 37 218 and 37 425 are seen at Birmingham New St. working the 1Z12 Bristol Temple Meads to Bolton. *Richard Hargreaves*





# Charter Scene Pathfinder Railtours

## *The Lancheshire*

Pathfinder's 'The Lancheshire' railtour, brought loco hauled traction to the Styal line on March 5th. Here Class 66 084 is captured on the approach to East Didsbury with the 05:15 Westbury to Weaste. *Barry Longson*





# Pathfinder Railtours

## *The Lancheshire*

On March 5th, Pathfinder Railtours 1Z25 'The Lancheshire', ran from Westbury - Crewe - Manchester Piccadilly to Eccles and then down the Weaste Branch to the gates of Premier Cement Terminal.

With Class 66 084 leading, 60 015 was attached to the rear in order to haul the train down the Weaste Branch to the gates of Premier Cement Terminal with the train covering both tracks into the terminal. *Michael Lynam*





# Charter Scene

## UK Railtours

### *Springtime Hoovering in Devon*

On March 26th, Class 50 007 and 50 049 have just arrived at London Paddington with 1Z54 from Okehampton. Due to power issues along the run between Exeter and Okehampton with 50 049, the locos were swapped so that 50 007 was leading for the return leg of the journey. Behind is Class 800 022 preparing to work 1C37 London Paddington to Bristol Temple Meads.  
*Tom Blanpain*





# Saphos Trains

## *The William Shakespeare*

Black Five No. 45231 is seen near Tanworth-in-Arden on the Shakespeare Line with the 16:50 return charter from Stratford-upon-Avon to York on March 19th. *Chris Morrison*

LMS Black Five No. 45231 powers past Small Heath with the 'William Shakespeare' tour from York to Stratford-upon-Avon on March 19th. *Chris Morrison*

On March 19th, Black 5 No. 45231 approaches Stafford working the 1Z71 York - Crewe - Stratford-upon-Avon. *Richard Hargreaves*





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

Southern No. 35028 'Clan Line' leads The British Pullman, 1Z82 11:45 London Victoria to Hounslow and onward to Shalford through Clapham Junction on March 19th. *Derek Elston*





# Statesman Rail

## West Highland Statesman

▶ On March 12th, Class 47 614 and 47 501 working the 1Z44 Milton Keynes Central - Carlisle pass Moore. *Mark Enderby*

▶ On March 12th, making almost as much smoke as a pair of Black Fives, Locomotive Services Class 47 614 and 47 501 power through Winwick with a late-running Statesman Rail special from Milton Keynes to Fort William. *Jeff Nicholls*

▶ Class 47 614 and D1944 (47 501) thunder past Standish hauling a Milton Keynes to Fort William 'Statesman' charter on March 12th. *John Sloane*





# Railway Touring Co.

## *The Cheshireman*

▶ Class 47 804 leads 'The Cheshireman', 1Z63 06:39 London Euston to Chester through Leighton Buzzard, running 30 late having been substituted for 'Duchess of Sutherland' due to crewing issues on March 19th. *Derek Elston*

▶ Class 33 025 hangs on the tail of 'The Cheshireman', 1Z63 06:39 London Euston to Chester through Leighton Buzzard on March 19th. *Derek Elston*

▶ On March 19th, Class 33 025 is seen on the rear on 1Z63 London Euston - Chester as it passes through Stafford hauled by Class 47 804. *Richard Hargreaves*





# Charter Scene Railway Touring Company

*The Cumbrian Coast Express*

On March 12th, Jubilee Class No. 45690 'Leander' works away from Silverdale with the return leg of 'The Cumbrian Coast Express'.  
*Shep Woolley*





# Charter Scene Railway Touring Company

*The Cumbrian Coast Express*

On March 12th, Class 86 259 passes Moore with a London Euston - Carlisle charter.  
*Mark Enderby*





# Charter Scene Railway Touring Company

*The Cumbrian Coast Express*

Jubilee Class 4-6-0 No. 45690 'Leander' storms through Kents Bank with 'The Cumbrian Coast Express' on March 12th. *Gerald Nicholl*





# Charter Scene Steam Dreams

## London to Salisbury

On March 24th, LNER A3 No. 60103 'Flying Scotsman' worked the 12 coach Steam Dreams 1Z8008:45 London Victoria to Salisbury assisted by 47 804 at the rear, passing Wyke just east of Andover some 12 minutes late. *David Lindsell*





# Charter Scene Vintage Trains

## Settle & Carlisle

LMS Pacific No. 6233 'Duchess Of Sutherland' tackles the 1 in 100 gradient away from Helwith Bridge on a return to the S&C on March 12th with the northbound working to Carlisle. *Gerald Nicholl*





# Charter Scene

## Vintage Trains

*Settle & Carlisle*

Rarely seen up north these days but LMS No. 6233 'Duchess of Sutherland' puts on a show heading for Carlisle on March 12th.

*Shep Woolley*





# Vintage Trains

## Settle & Carlisle

▶ The second Class 47 hauled special of the day heads north through Winwick on March 12th with a Vintage Trains Settle and Carlisle special. Class 47 773 would hand over to No. 6233 'Duchess of Sutherland' at Hellifield.

*Jeff Nicholls*

▶ Class 47 773 passes Standish hauling a Tyseley to Hellifield and Carlisle charter on March 12th.

*John Sloane*

▶ Class 47 No. D1755 is seen on the rear of the charter as it passes Horton in Ribblesdale.

*Michael Lynam*





# Charter Scene Vintage Trains

## Settle & Carlisle

LMS Pacific No. 6233 'Duchess Of Sutherland' is seen near Helwith Bridge on March 12th heading the northbound 'Settle and Carlisle' charter. *Gerald Nicholl*





# Charter Scene Railway Touring Company

## *The Edinburgh Flyer*

On March 19th, it was a silly o'clock start but well worth it as SRMN Class No. 35018 'British India Line' makes a fine sight as it climbs to Shap and on to 'Auld Reekie'. *Shep Woolley*





# Vintage Trains

## *The Chester Venturer*

▶ GWR Castle Class No. 7029 'Clun Castle' is seen at Chester after arriving with 1Z29 09:02 from Tyseley Steam Trust on March 26th.

*John Balaam*

▶ GWR Castle Class No. 7029 'Clun Castle' passes Barrow upon Trent working 'The Chester Venturer' from Tyseley to Chester via Leicester on March 26th.

*Mark Pichowicz*

▶ GWR Castle Class No. 7029 'Clun Castle' approaches Leicester on March 26th working 1Z29 Tyseley Loco Works - Chester.

*Richard Hargreaves*





# Charter Scene Railway Touring Company

*The Peaks Express*

Jubilee No. 45699 running as 45627/45562 on a Preston to Derby charter passes Charnock Richard on March 6th with Class 47 802 on the rear. *John Sloane*





# Charter Scene Railway Touring Company

## *The Peaks Express*

With its main line ticket soon to expire Jubilee No. 45699 'Galatea' is seen shortly after passing the site of Droylsden station on March 6th with 'The Peaks Express' running from Preston to Derby. *Lee Stanford*





LMS Princess Coronation Class 4-6-2 No. 6233 'Duchess of Sutherland' passes the market town of Chelford, Cheshire at speed with the return from Manchester Victoria to London Euston on March 26th. *Paul Senior*





# Railway Touring Co.

## *The Mancunian*

▶ LMS Princess Coronation Class 4-6-2 No. 6233 'Duchess of Sutherland' speeds around the curve at Wilmslow on March 26th, working the return 'MANCUNIAN' the 16:02 Manchester Victoria to London Euston. *Barry Longson*

▶ 'Duchess of Sutherland' passes through Heaton Chapel with Class 47 772 on the rear working 1Z71 London Euston - Manchester Piccadilly. *Michael Lynam*

▶ No. 6233 'Duchess of Sutherland' hammers through Bletchley at the head of the Railway Touring Company's 'Mancunian', 1Z71 06:37 London Euston to Manchester Piccadilly on March 26th. *Derek Elston*





# Charter Scene

## ECS and Light Engine Moves

▶ Class 40 No. D213 'Andania' undertook a test run from Crewe to Rugby and back on March 22nd and was captured at Crewe having run round its stock and is now about to return to the LSL depot. *Lee Stanford*

▶ On March 24th, Class 47 593 and No. D1924 'Crewe Diesel Depot' are seen stabled at Doncaster with a Statesman ECS. *Michael Lynam*

▶ 'Royal Scot' passes Slaithwaite on March 15th while working light engine from Keighley to Crewe. *Steve Chapman*





# Charter Scene ECS and Light Engine Movements

LSL used Class 47s Nos. D1924 'Crewe Diesel Depot' and D1944 'Craftsman' on the 10:00 Crewe Holding Sidings to York Holgate ECS move are seen on the approach to Cheadle Hulme on March 18th. *Barry Longson*





# Charter Scene

## ECS and Light Engine Moves

Both two tone green LSL operated Class 47's were used to take empty stock from Crewe to York for the following days charter to Stratford on Avon. The immaculate pair of No. D1944 (47 501) and D1924 (47 810) are seen passing the classic location at Marsden on March 18th. *Lee Stanford*

Returning to its base at LSL Crewe after visiting the Spring steam gala at Keighley and Worth Valley Railway sees No. 46100 'Royal Scot' pass Reddish South station on March 15th.

*Ken Abram*

West Coast operated Class 47 815 carries two tone green livery and contrasts well with the Pullman liveried stock as it arrives at Crewe with the 11:23 Carnforth to Southall ECS move on March 22nd. *Lee Stanford*





# Charter Scene

## ECS and Light Engine Moves

▶ Locomotive Services' Class 47 593 'Galloway Princess' powers a Doncaster West Yard to Crewe empty stock working towards Healey Mills Yard on March 24th March. Green liveried Class 47 No. D1924 brings up the rear.  
*Neil Scarlett*

▶ On March 25th, LNER A3 No. 60103 working the 5Z43 Southall - ELR heads past Moore.  
*Mark Enderby*

▶ On March 4th, Class 37688 on a Crewe - Chester - Warrington route learner is seen at Warrington Bank Quay.  
*Mark Enderby*





# Charter Scene

## ECS and Light Engine Moves

▶ On March 22nd, Class 47 No. D1924 powers past Saddleworth working 5Z30 Crewe to Doncaster West Yard for a tour the following day to Portsmouth. Class 47 593 was on the rear. *Russell Clarke*

▶ LMS Class 5 4-6-0 No. 44871 drifts towards Bay Horse on March 23rd heading for Carnforth then onward to Fort William for 'Jacobite' duty. *Gerald Nicholl*

▶ Large logo blue liveried Class 47 593 powers through Wilmslow on March 24th working the 14:46 Doncaster to Crewe which was returning stock to base after the previous days excursion from Doncaster to Portsmouth. *Lee Stanford*





# Charter Scene

## ECS and Light Engine Moves

▶ Passing Mills Hill, LMS Class 5 4-6-0 No. 44871 on March 23rd moves from Bury to Carnforth for a meeting of the 'Black Five Clan' and then taking the High Road to Scotland for 'Jacobite' duty. *Gerald Nicholl*

▶ Class 47 815 'Great Western' working the 5Z76 06:21 Southall WCR to Leicester empty stock from 'The Gold Cup Special' heads through Leighton Buzzard on March 19th  
*Derek Elston*

▶ On March 12th, Jubilee No. 45690 'Leander' is seen scurrying through Beckfoot heading to Carlisle to work 'The Cumbrian Coast Express'  
*Shep Woolley*





# Charter Scene ECS and Light Engine Movements

On March 6th, Jubilee No. 45627 'Sierra Leone' approaches Bolton le Sands with the ECS for 'The Peaks Express'.  
*Shep Woolley*





# Avanti West Coast

Slowing for a signal check at Crewe despite being on the up fast line is Class 390 002 working the 12:40 Glasgow to London Euston service on March 4th.  
*Lee Stanford*



## All aboard the “Trackathon” to find a name for new Avanti West Coast fleet

Avanti West Coast has kicked off a quest to find a name for its new multi-million pound fleet with a unique event on board a train to come up with ideas.

Calling the session a “Trackathon”, guests were invited to take part and put forward proposals which would make a suitable moniker for the Hitachi sets which are due in service in 2023.

As the building of the trains continues apace at Hitachi’s factory in County Durham, the creative juices were put to test on a Pendolino train heading for Manchester from

Euston, with a carriage of participants eager to help shape the next generation of rolling stock on the West Coast Main Line.

Global naming agency Schwa, whose team were behind such names as Ocado, were enlisted to lead the session. Their aim was to coax out as many good ideas as possible from Avanti West Coast colleagues and participants from the wider railway industry including Hitachi, train financiers Rock Rail and consumer watchdog Transport Focus.

The £350m fleet will comprise of 10 Class 807 seven carriage electric trains and 13 Class 805 five carriage bi-mode trains. They will replace the current diesel Voyager trains and serve the West Midlands, North Wales and Liverpool.

Sarah Copley, Executive Director Commercial at Avanti West Coast said, “The reason behind this is because the name of our new fleet must mean more to our people, our communities, and our customers. It should stand for something bigger. A title that gives the world a glimpse of what we aim to achieve which goes beyond A to B.

“Wewanttoinspire.Anamethatreflectstheheritageoftheroutes we serve which is why we invited representatives of our network to bring a different spark and knowledge to this search.”

The new name is expected to be announced later this year when the trains are expected to start the extensive programme of testing.





## New look Coventry Station set to deliver step change in customer experience

Avanti West Coast, who manages the station, has worked in partnership with Coventry City Council, Network Rail, and other rail operators, Transport for West Midlands, Friargate JV Project Ltd and other stakeholders on the regeneration programme. The major project has delivered a purpose-built new look station building and striking entrance featuring public art. Passengers can also now use a footbridge to reach platforms one to four which is connected to the new multi-storey 629-space car park. Station access is greatly improved from Station Square, alongside entrances on Warwick Road providing entry to the new cycle hub, footbridge and station building plus an additional entrance point under Warwick Road where a direct access tunnel has been built, linking the station to the new transport interchange. The concourse areas feature five retail units, waiting rooms and toilets. There are new lifts for passengers to use while a secure cycle hub has been installed along with electric vehicle charging points.

A “Welcome to Coventry” sign from local artists Charis Esther and Luisa Freitas which has involved dozens of community groups, charities and schools producing embroidery work has formed a mural at the station, and further artwork will be unveiled later in the year. There are also improved facilities outside the station including a new pedestrian boulevard and an information pod to help visitors arriving in the city. A vehicle drop-off area for passengers has been created in Station Square while there will be 20

minutes free parking in the new multi-storey car park to pick-up passengers. The Coventry Station Masterplan project has been funded by £39.4 million from the West Midlands Combined Authority Devolution Deal and £27.5 million from the Government’s Local Growth Fund through Coventry and Warwickshire Local Enterprise Partnership (CWLEP) and funds from Coventry City Council.

Councillor Jim O’Boyle, Cabinet Member for Jobs, Regeneration and Climate Change at Coventry City Council and CWLEP board director, said: “I am pleased that we are finally able to welcome people to the new extension of our transformed railway station. The new build sits alongside the original station which will celebrate its 60th birthday this year – another fine example of how we are combining the best of the old with the best of the new. For many people, the station is the first thing they see upon arriving to Coventry. First impressions count and now this impressive building will give people a warm Coventry welcome. There are improvements for cyclists, pedestrians, drivers and bus users too. All with the aim of encouraging people to choose public transport for some of their journeys.”

Tony Minhas, CWLEP board director, said: “It has been great to watch the transformation take place and we now have a railway station which will showcase the city and the region to visitors from across the UK and the

world especially during the Birmingham 2022 Commonwealth Games this summer. The funds from CWLEP have played a vital role in improving the transport infrastructure of the area as well as boosting the local economy, and will make a positive difference for years to come.”

As well as contributing £39.4 million to the redevelopment, the West Midlands Combined Authority (WMCA) is also investing in the wider regeneration of Coventry and delivering transport improvements including the WM On Demand bus service, All-Electric Bus City scheme and recent refurbishment of Pool Meadow Bus Station.

Andy Street, the Mayor of the West Midlands and chair of the WMCA, said: “It is great to see the railway station open after all the hard work which has gone into its development. It is a fitting gateway for the city and I am pleased we have been able to play our part in making it happen.”

Natasha Grice, Executive Director Stations at Avanti West Coast, said: “The new look station will transform the experience of customers heading to the city by rail. I’ve been watching excitedly as the new station has taken shape and I can’t wait to see the reaction of our passengers when they arrive at Coventry as we look forward to welcoming more visitors to the city in the coming months.”



# Avanti West Coast

▶ Pendolino Class 390 119 adds a splash of colour as it passes Winwick on March 24th, working the 09:40 Glasgow Central to London Euston service. *Barry Longson*

▶ Pendolino Class 390 119 speeds past Acton Bridge on March 25th with the 12:47 Liverpool Lime Street to London Euston service. *Lee Stanford*

▶ 'Climate' liveried Avanti Pendolino Class 390 121 forms the 17:47 Liverpool Lime Street - London Euston as it departs Crewe on April 2nd. *Chris Morrison*





# Avanti West Coast

▶ Class 221 109 leads a London Euston bound service through South Kenton on March 24th. *John Sloane*

▶ Pendolino Class 390 124 rushes past Standish on its way from London Euston to Scotland on March 12th. *John Sloane*

▶ On March 24th, Class 221 115 leads a northbound Avanti service past South Kenton. *John Sloane*





# Chiltern Railway

▶ A Chiltern train service passes Northwick Park station on March 24th. *John Sloane*

▶ On March 24th, a Chiltern line train crosses the WCML at South Kenton heading for London Marylebone. *John Sloane*





# Colas Rail

▶ On March 12th, an unusual working, 6Z35 Carlisle Yard - Immingham West, saw Class 70 809 pass through Scunthorpe with 10 TEAs. *Steve Thompson*

▶ Class 70 809 and it's yellow box wagons stand out across the field at Winwick on March 24th, as it heads the 09:37 Mountsorrel to Carlisle New Yard. *Barry Longson*

▶ Class 70 809 heads north through Acton Bridge on March 22nd with a Mountsorrel - Carlisle ballast. *Brian Battersby*





# Colas Rail

▶ Class 56 302 'Peco The Railway Modeller 2016 70 Years' powers through Wigan North Western with the 11:56 Carlisle New Yard to Pinnox Esso Sidings, Longport, spent ballast on March 16th. *Paul Senior*

▶ Class 56 302 hurries past Winwick, working the 11:45 Derby Chaddesden to Carlisle New Yard on March 24th. *Barry Longson*

▶ Class 37 418 approaches Micheldever with an Eastleigh Works to Sinfin Sidings working on March 7th. *Dennis Rowland*





On March 31st, the 6V27 Eastleigh to Hinksey was diverted via Andover to turn the train around with Class 70 803, 70 806 and 70 813 seen passing through Whitchurch just after a snow storm. *Michael Bennett*



## SRSA COMPLETE COPYHOLD JUNCTION MULTIDISCIPLINARY WORKS

The South Rail Systems Alliance (SRSA) have recently completed a nine-day multidisciplinary possession at Copyhold Junction, Sussex. With works beginning in late February, the Tonbridge division overhauled the infrastructure of the line, with works including track, signalling and electrical and power upgrades (E&P) to ensure the passenger and freight trains operate at peak performance. The timing of the possession brought an unusual challenge, with Storm Eunice affecting the first day of the programme. The extreme weather conditions caused blockages to the track network, with our first train arriving to site 16hrs late. To recover the lost time, the team remained proactive and reactive as they pulled together in-house resources and supply chain partners to revise the construction programme.

Despite this setback, in total the team completed:

### Track Renewals

- Renewal of eight point ends in CEN 60 layout
- 941m of plain line renewals
- 274m of re-railing
- 180m of Ballast Retention Systems laid
- 500m of Glass Reinforced Plastic troughing route
- 6720 tonnes of spoil removed with 7860 tonnes of new ballast installed

### E&P

- 200W/m Points Heating with new Transformers and Track Circuit Blocks

- installed Distribution Network Operator upgrades at Old Wickham Lane and Haywards Heath Station
- 650v Power upgrades to support the new signalling equipment
- Installation of a new Points Heating Control Cubicle
- 1640m of new conductor rail
- Two new Controlled Track Switches
- Three Track Disconnectors
- 5000m of new power cable run

### Signalling

- Installed Hy-Drive/In Bearer Clamp Lock Mark 3 Point Operating Equipment
- Four new location cases installed including installation of Micro Functional Supply Point equipment
- 10,000m of new signalling cable run
- Removed existing non-compliances to track circuits
- Altered existing Track Protection & Warning System locations to improve safety performance

With the help of the Kirow 1200 crane on site, 67 panels were lifted and installed. The team were also assisted by 19 engineering trains and eight Road Rail Vehicles. To complete the track renewals, two Tampers delivered parallel tamping for a total of 32 hours to add the finishing touches to the

track.

Speaking on the success of the team, Network Rail Project Director, Tom McNamee said “I was highly impressed with the commitment and resilience shown by the entire team in the face of significant difficulties that could have prevented successful delivery. These setbacks, including programme delays caused by Storms Eunice and Franklin, were beyond the control of the Delivery Team, however the team remained customer focused and agile enough to revise plans to not just ensure delivery of their own works, but also to consider and support delivery of the other key works across the Blockade. Without compromising quality or integrity I saw a can-do attitude that ultimately delivered a successful piece of work that was handed back on time and with a better result for the passenger than originally planned, with the SRSA being able to improve on the published Temporary Speed Restriction. I enjoyed the collaborative approach that was demonstrated and also the unity of those in the Alliance, who were able to give me a clear and consistent communication throughout the nine days.”

Despite the large scale of this project all works were completed and handed back to the client on time, to budget and without any incidents. The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.



# Colas Rail

On March 21st, Class 70 813 passes Brocklesby Jct. with an oil train from Immingham - Carlisle N.Y. *Michael Lynam*

Class 56 302 'Peco, The Railway Modeller' hammers past Winwick with the Longport Pinnox Sidings, to Carlisle New Yard spent ballast empties on March 23rd. *Paul Senior*

Class 37 418 on 0Z37 Coleham ISU to Reading Triangle Sidings light engine move is seen at Swindon on March 6th. *Colin Pidgeon*





# Colas Rail

▶ Class 70 810 passes through Worting Junction with the Hinksey to Eastleigh engineers on March 8th. *Michael Bennett*

▶ Class 70 813 working the 6C05 Redbridge to Eastleigh Yard passes through Wyke Down on March 27th. *Michael Bennett*

▶ On March 21st, Class 70 813, makes light work of its train of 9 TEAs on 6Z25 Immingham West - Carlisle Yard as it heads through Scunthorpe. *Steve Thompson*





# Colas Rail

▶ Class 56 302 working the 6Z31 Longport - Carlisle passes Moore on March 10th.  
*Mark Enderby*

▶ Class 70 811, 70 810, 70 801, 70 808 and 56 113 pass Kempsey Shrewsbury with 08:45 Westbury Up TC to Crewe Basford Hall on March 19th. *Keith Davies*

▶ Class 56 302 and 70 808 pass Coppull Moor with a Carlisle to Longport spoil train on March 16th. *John Sloane*





# Colas Rail

▶ On March 21st, the 6M32 LOR - Preston Docks bitumen train normally sets off in the early hours, but today it was retimed for a much more sociable departure time and is seen slogging up the bank towards Scunthorpe station behind Class 56 096 and 56 078, their combined exhausts merging with the early morning mist. *Steve Thompson*

▶ Class 56 302 departs Bamber Bridge with a Crewe to Carlisle empty spoil train on March 15th. *John Sloane*

▶ Class 66 849 on 6M50 Westbury Yard to Bescot Yard with a short and colourful train heads through Swindon on March 10th. *Colin Pidgeon*





# CrossCountry

▶ CrossCountry Voyagers Class 221 144 and 220 016 exit Edgeley cutting as they slow for the Stockport stop, while working the 06:30 Bournemouth to Manchester Piccadilly service on March 1st. *Barry Longson*

▶ Class 170 622 slows for its booked stop at Tamworth on March 17th while working the 13:41 Nottingham to Birmingham New Street service. *Barry Longson*

▶ On March 25th, Class 170 111 and 170 113 await departure time at Derby, while working the 10:45 Cardiff Central to Nottingham service. *Barry Longson*





# D.A.T.S.

On March 26th the DATS train powered by Nos. 43054 and 46066 were seen at Leicester whilst operating a series of runs between Leicester, Nottingham and Loughborough (Brush). DVT's Nos. 82115 and 82136 were included in the consist. *Richard Hargreaves*







## DB Cargo UK successfully trials the use of 'combi-consists'

DB Cargo UK is trialling the use of 'combi-consists' to increase capacity, improve customer service and improve its efficiency. In March the UK's largest rail freight operator ran a unique jumbo train from Belmont Yard in Doncaster to Barking, East London, carrying a mix of wagons for two altogether different types of customers. The train consisted of two sets of empty wagons – 21 x MBA wagons for Ward Recycling and 18 x JNA wagons for FCC Environment – with an isolated DIT (dead-in-train) locomotive – in the middle. The MBA wagons had previously been discharged at Immingham in North Lincolnshire and the JNA wagons discharged at FCC Environment's new waste transfer facility at Tinsley in South Yorkshire.

Both sets of wagons were then taken to DB Cargo UK's Belmont Yard depot in Doncaster where the jumbo train was assembled. The train travelled from Belmont Yard to Barking via Lincoln Central, Spalding, The East Coast

Mainline, Hertford North and Canonbury Tunnel.

Chief Sales Officer Roger Neary said DB was delighted with the results of the trial, which had numerous benefits for both the rail freight company and its customers. Combining two customers' services into one train allowed us to reduce the required number of traincrew, freeing up resources to use on other services. It also enabled us to significantly reduce our fuel consumption, making the train not only leaner, but greener too."

"We had to obtain special permission to run the service with a locomotive in the middle dead-in-train but this reduced the need for complicated shunting at both ends of the journey. It enabled us to hook FCC Environment's wagons on to the back of Ward's wagons without having to remove the locomotive and run it round. It's much more efficient in terms of yard management," he added.

Roger said that the initiative would drive greater reliability on a rail corridor that has recently seen very strong growth, with new services from the ports of Felixstowe and London Gateway for Maritime and new services for FCC Environment from DB Cargo UK's London aggregates terminals to two new terminals located at Tinsley and Peterborough.

DB now intends to take the trial one step further by proving the concept on a greater portion of the East Coast Mainline & Midland Mainline, further improving the efficiency of the service.

"At DB cargo UK we are continually looking at ways to challenge the norm and further improve the reliability and efficiency of our services and this is a great example of innovation in train-planning," said Roger.



# DB Cargo

Still in EWS colours and branding, Class 66 024 speeds towards Wigan North Western on March 1st, in charge of the 14:24 Seaforth to Mossend containers. *Barry Longson*

Class 90 024 and 90 037 head the 07:06 Mossend to Daventry, past Winwick on a sunny March 24th. *Barry Longson*

Demonstrating that cleanliness is not a requirement when working ballast trains, Class 66 151 passes Hare Park Junction with 6G42 the 15:00 Hambleton South Junction to Doncaster Belmont Down Yard, on March 27th. *Tim Saunders*





# DB Cargo

▶ Class 66050 on the Trafford Park to Southampton model passes Worting Junction on March 14th.  
*Michael Bennett*

▶ Looking in need of some TLC, an unkempt Class 66 151 was captured shortly after passing Acton Bridge taking a set of car carriers from Arpley to Stoke Marcroft for repair on March 25th.  
*Lee Stanford*

▶ Class 66 114 passes through Oakenshaw on March 27th with the 6T51 07:15 Colton Junction to Doncaster Belmont Down Yard.  
*Tim Saunders*





# DB Cargo

▶ Class 60 019 rounds Crofton Curve on March 15th with the Theale to Robeston oil empties.  
*Michael Bennett*

▶ Class 60 074 'LUKE', in Puma Energy livery, is seen working the 10:06 Wolverhampton to Immingham steel train through Chesterfield on March 25th. *Barry Longson*

▶ Malcolm liveried Class 90 024 with DB liveried sister 90 037 approach Acton Bridge with the 07:06 Mossend to Daventry on March 23rd.  
*Lee Stanford*





# DB Cargo

▶ Class 66 127 on the Westbury Up Recp to Cricklewood DBC passes through Hungerford on March 22nd. *Michael Bennett*

▶ On March 2nd, Class 60 024 with an Arpley - Tunstead working passes Moore. *Mark Enderby*

▶ Class 60 010 passes Little Bedwyn with 6B33 Theale to Margam oil empties on March 25th. *Steve Chapman*





# DB Cargo

▶ On March 21st, Class 66 090 passes Brocklesby Jct. working a Immingham - Santon Ore train.  
*Michael Lynam*

▶ Class 66 056 approaches Wilson's Farm Crossing on March 22nd with 6071 14:47 Daventry International Railfreight Reception Rfd to Dollands Moor sidings.  
*Derek Elston*

▶ Class 66 165 runs through Stafford on March 14th, with the 15:22 Cliffe Vale to Bescot china clay empties.  
*Barry Longson*







## Safe, reliable, and efficient - Briggs Equipment delivers new Hyster ReachStackers to Grangemouth Terminal

Briggs Equipment has successfully completed the delivery of two new Hyster ReachStackers to DB Cargo UK. The machines will be used primarily for the lifting and handling of containers and swap bodies in an exciting new project at Grangemouth.

The robust design and diverse functionality of the ReachStackers will save DB Cargo UK money on maintenance and repairs and increase reliability for our customers. The increased uptime will help deliver greater levels of productivity across the DB Cargo operation.

The project, which was led by Grace Thomson (Account Manager – Intermodal) with the support of Paul Moore (Grangemouth Terminal Manager) and the procurement team, was put to tender in June 2019, and won by Briggs Equipment in October 2019. A board paper was drawn up for the rental and maintenance of the new equipment, which was then approved, and an order was placed for two new Hyster reach stackers for Grangemouth Terminal, and one of Barking Intermodal (received last year).

Neil Ethel, Chief Operating Officer at DB Cargo (UK) commented: “This is an important investment by DB Cargo (UK) and clearly demonstrates our commitment to Grangemouth Terminal, our colleagues who are based there and our customers who we operate for at this location. The new machines offer a safe, reliable, and more efficient asset to ensure we deliver consistently at the highest levels for all our customers. The investment aligns perfectly to our vision to be First Choice for Rail Logistics.”

Stuart Long, Briggs Equipment’s Key Account Manager, commented: “We’re delighted to have completed delivery of the Hyster ReachStackers to DB Cargo UK. We’ve worked collaboratively with their team over the past couple of years to fully understand their requirements and ensure the equipment solution we provide ticks every box.

The equipment itself has the capacity to perform at high intensity for a long period of time, which will help DB Cargo improve productivity and efficiency on-site.”



# DB Cargo

▶ Class 66 155 and 66 040 pass through Hungerford with the 05:13 Tytherington to Appleford on March 22nd. *Michael Bennett*

▶ The 6N01 Redbridge to Eastleigh Yard engineers hauled by Class 66 047 passes through Whitchurch on March 27th. *Michael Bennett*

▶ Class 90 024 in the Malcolm Rail Cleaner Greener Logistics Services livery, with 90 037 in DB Cargo Glider livery, pass Red Bank, Newton-le Willows, with the 4M75 Mossend to Daventry intermodal on March 24th. *Paul Senior*





# DB Cargo

▶ Class 66 115 passes Pemberton foot crossing with the 10:40 Knowsley Freight Terminal to Willton refuse train, on a sunny, but breezy March 8th. *Paul Senior*

▶ Class 60 017 passes the canal lock at Crofton on March 22nd with 6B33 Theale to Robeston oil empties.. *Steve Chapman*

▶ On March 16th, Class 66 021 hauling Merseyrail's Class 777 013, 777 015 and 777 049 as 6X59 Dollands Moor - Arpley passes Acton Bridge. *Mark Enderby*





# DB Cargo

▶ A slightly different view sees Class 66 017 exiting Standedge tunnel on March 18th with the diverted Knowsley to Wilton waste train, a location which will soon change with the electrification of the route to Leeds.  
*Lee Stanford*

▶ Class 66 095 working the 6F07 Peak Forest - Dallam passes Moore on March 25th.  
*Mark Enderby*

▶ Class 60 019 passes Bayston Hill with 6V75 09:20 Dee Marsh Reception Sidings - Margam TC on March 10th. *Keith Davies*





# DB Cargo

Class 66 017 exits the south portal of Up Holland Tunnel, with the 10:40 Knowsley to Willton refuse train on a sunny March 18th. *Paul Senior*





# DB Cargo

▶ Class 66 076 is seen at Slaithwaite on March 15th with 6E26 Knowsley to Wilton binliner.  
*Steve Chapman*

▶ Class 60 007 passes Brocklesby Jct. on March 21st with a rake of empty oil tanks from Kingsbury Oil Sidings - Humber Oil Terminal.  
*Michael Lynam*

▶ On March 10th, Class 66 002 passes through platform 1 at Doncaster with a train of containers from Wakefield heading to Felixstowe.  
*Michael Lynam*





# DB Cargo

▶ Class 60 010 passes Rayners Crossing on the approach to Stenson Junction with 6M57 07:05 Lindsey to Kingsbury loaded tanks on February 26th. *Mark Pichowicz*

▶ Class 90 034 and 90 020 pass Balshaw Lane Junction with the 4S44 Daventry to Mossend intermodal service on March 5th. *John Sloane*

▶ Class 66 085 is seen at Kempsey on March 26th with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*





# DB Cargo

▶ Class 66 194 passes Kempseye with 6V75 09:20  
Dee Marsh Reception Sidings - Margam TC on  
March 12th. *Keith Davies*

▶ On March 24th, Class 66 207 passes Bounds  
Green depot with the Heck to Bow service.  
*John Sloane*

▶ A light engine move from Crewe IEMD to  
Wembley saw Class 90 039 lead sister 90 028  
through Stafford on March 9th. *Lee Stanford*





# DB Cargo

▶ Class 60 074 passes Bennerley Viaduct with the 6M57 11:04 Lindsey - Kingsbury loaded tanks on February 27th. *Mark Pichowicz*

▶ On March 24th, Class 66 082 heads past South Kenton station with the Dollands Moor to Daventry water train. *John Sloane*

▶ Class 60 066 shunting the 6M53 Swindon Stores to Toton Yard is seen at Swindon on March 15th. *Colin Pidgeon*





# DB Cargo

▶ As the shadows just start to lengthen on March 14th, Class 66 067 draws up to Hare Park Junction with 4L08 15:25 Wakefield Europort to London Gateway. *Tim Saunders*

▶ Class 66 021 passes Meole Brace with 6V75 09:20 Dee Marsh Reception Sidings - Margam TC on March 29th. *Keith Davies*

▶ Class 66 100 passes through Charnock Richard cutting hauling 4M25 Mossend to Daventry on March 4th. *John Sloane*





# DB Cargo

▶ Class 60 010 on the Theale to Robeston oil empties passes through Erlestoke on March 24th. *Michael Bennett*

▶ Class 66 199 passes Brocklesby Jct. on March 21st with a coal train from Immingham - Scunthorpe BSC. *Michael Lynam*

▶ On March 8th, Class 66 165 is seen at Swindon having rescued 60 007 which had stalled on Sapperton bank with a traction motor problem whilst hauling 6V15 from Boston Sleaford Sidings. *Ken Mumford*





# DC Rail Freight

▶ Class 60 046 on 6Z52 Oxford Banbury Road to Machen Quarry passes through Swindon on March 10th. *Colin Pidgeon*

▶ The 6Z50 Willesden DCR to Machen passes Crofton Beam House with Class 60 028 in charge on March 29th. *Michael Bennett*

▶ Class 60 055 is seen on the rear of 6Z60 Hackney Yard to Willesden stone at Manningford Bruce on March 21st. *Steve Chapman*





# DC Rail Freight

Class 60 055 working the 6Z50  
Willesden DC Sidings to Machen  
Quarry is seen near Bedwyn on March  
15th. *Michael Bennett*





# Direct Rail Services

▶ Class 57 304 'Pride of Cheshire' is seen stabled at Carlisle on March 18th. *Kevin McCormick*

▶ On March 16th, Class 88 004 passes Acton Bridge working the 4M27 Mossend - Daventry. *Mark Enderby*

▶ Class 68 002 runs light engine through Hellifield on March 30th en route from Carlisle to Crewe. *Eddie Emmott*





# Direct Rail Services

Class 37 401 'Mary Queen of Scots' and 37 422 (D6966) 'Victorious' work 6K05 Carlisle to Crewe Basford Hall, through Village Croft, Euxton on March 3rd. *Alan Naylor*





# Direct Rail Services

Looking up rather than down at Winwick on March 24th, Class 88 005 powers the 12:16 Daventry to Mossend intermodal.

*Barry Longson*

Class 66 091 runs light engine heading north through Acton Bridge on March 22nd.

*Brian Battersby*

Class 88 006 working the 4S43 Daventry - Mossend passes Moore on March 9th.

*Mark Enderby*





# Direct Rail Services

▶ Class 66 427 with the Tilbury to Daventry 'Tesco' train passes South Kenton on March 24th.  
*John Sloane*

▶ Class 88 006 'Juno' passes Coppull with a Grangemouth to Tilbury service on March 26th.  
*John Sloane*

▶ Class 66 302 with a single flask in tow passes Doncaster with the 07:30 Carlisle Kingmoor Siding to Doncaster Roberts Road on March 23rd.  
*Derek Elston*





# Direct Rail Services

▶ Class 88 006 hauling the 4S43 Daventry - Mossend passes Moore on March 12th.  
*Mark Enderby*

▶ On March 12th, Class 88 004 and 88 010 pass Moore working the 4M27 Mossend - Daventry.  
*Mark Enderby*

▶ Class 88 007 and 68 005 working the 6K05 Carlisle - Crewe engineers pass Moore on March 25th.  
*Mark Enderby*





# Direct Rail Services

A bit of unexpected sunshine on March 31st for an unusual working. Towards the end of 2021, Vica Rail launched a container train between Immingham Mineral Quay and Doncaster iPort. Despite much ceremony, and an appearance on local TV which famously featured a pair of class 20s, the venture didn't appear to be a great success with disappointing loadings. From early in November, the train ran with one wagon short and that IXA remained at Immingham Reception ever since. Until last Thursday, that is, when Class 37 401 ventured forth from York to Immingham Reception, returning the prodigal wagon to Holgate. Here is 4Z37 approaching Scunthorpe station. *Steve Thompson*



## A major project to dispose of more than 1,000 stainless steel drums of waste has successfully completed its initial rail transfer.

A major project to dispose of more than 1,000 stainless steel drums of waste at Nuclear Waste Services' Low Level Waste Repository site from the Winfrith Magnox site, each weighing around one tonne, has successfully completed its initial rail transfer. The project, which has been several years in the planning, is a prime example of the One NDA approach, through working in co-operation across the group, safely enabling an early, fit-for-purpose transport and disposal solution to support ongoing decommissioning activities. The drums, which originated from the Steam Generating Heavy Water Reactor (SGHWR) at Winfrith, were placed in the Treated Radwaste Store (TRS) awaiting transfer to the Harwell Intermediate Level Waste (ILW) facility. However due to a period of radioactive decay, they have been reclassified from Intermediate Level Waste to Low Level Waste, allowing early disposal at the Repository site with significant financial savings to the UK taxpayer.

Andrew Munro, Winfrith Site Director, commented: "The shipment of these drums is a significant achievement for the site and is another step closer to completing our decommissioning mission and returning the site to heathland with public access. Many thanks to all parties involved who have made this possible, a great example of a collaborative approach."

The drums will be transported by rail in cabriolet containers and will arrive at the Repository site in multiple consignments. Planning and preparation were key to the success of this project. The construction of a new haul road has been undertaken to transport the drums to their final resting place in Vault 8. A drum posting system will be installed on the vault floor, which aids location of the drum stacks, making best use of available space. Disposal of the waste in single drums enables Nuclear Waste Services to utilise otherwise unusable space within the vault, reducing the amount of in-fill material required to close it. Eleven consignments, each transporting 10 cabriolet containers of 10 drums, will arrive on site by rail transfer provided by Nuclear

Transport Solutions (NTS), approximately every 13 weeks, depending on the retrievals process at Winfrith.

Howard Falconer, Head of Customer Management at Nuclear Waste Services (Operations and Services), said: "Seeing the first train depart Winfrith and arrive at the Repository is an exciting moment for everyone involved in the project. It is the result of over five years of collaborative planning and preparation by Nuclear Waste Services, Magnox Ltd, Nuclear Transport Solutions and our extensive supply chain partners involved in the delivery of this work, including Cyclife, React Engineering, PDL and Stobbarts, to mention but a few. However the work does not stop there, and whilst the project team will take a pause to enjoy the moment, and capture learning to optimise future deliveries, the Magnox team will continue to retrieve drums, and Nuclear Waste Services will start the preparations for the first emplacements to take place later this year – there is still lots of hard work to be safely delivered."



# Direct Rail Services

▶ Class 66 421 hauling a Plumpton to Bescot rail train passes Charnock Richard on March 6th.  
*John Sloane*

▶ Class 88 006 'Juno' piles on the power as it climbs past Standish with a heavy 'Tesco' service from Daventry to Mossend on March 12th.  
*John Sloane*

▶ On March 22nd, Class 66 426 heads a Mountsorrel to Sellafield ballast with 68018 at the rear.  
*John Sloane*





# East Midlands Railway

Class 180 113 working a service to Nottingham is passed by 222 010 heading to London at Leicester on March 26th. *Richard Hargreaves*

Class 156 403 approaches Leicester on March 26th with a terminating service from Lincoln. *Richard Hargreaves*

Class 222 020 rolls into Market Harborough working 1B13 06:49 Nottingham to London St. Pancras International on March 23rd. *Derek Elston*





# East Midlands Railway

EMR Meridian Class 222 015 catches low spring light on the approach to Chesterfield on March 25th, while working the 16:00 Sheffield to London St. Pancras service. *Barry Longson*

Debranded Class 156 414 leads sister 156 408 into Stockport with the late running 15:51 Liverpool to Norwich on March 28th. *Barry Longson*

On March 21st, Class 170 515 passes Brocklesby Jct. working a Leicester - Grimsby Town service. *Michael Lynam*





# Freightliner

▶ Class 70 004 with the Southampton to Trafford Park liner passes through Worting Junction on March 8th. *Michael Bennett*

▶ Class 66 528, with 59 204 part way down the train, works the Acton to Merehead empties passing Erlestoke on March 24th. *Michael Bennett*

▶ Class 66 617 passes Patney on March 21st with 6C48 Appleford to Whatley stone empties. *Steve Chapman*





# Freightliner

▶ Class 70 020 is seen shortly after passing Acton Bridge station on March 25th working the 13:30 Runcorn Folly Lane to Northenden empty waste train. *Lee Stanford*

▶ Class 66 522 passes through Worting Junction with the Southampton to Lawley Street liner on March 14th. *Michael Bennett*

▶ On March 24th, Class 59 101 passes through Erlestoke with a service to Theale with one of the wagons brakes smoking heavily, visible just under the bridge in the background. *Michael Bennett*





# Freightliner

On March 14th, Class 66572 is seen approaching Donnington RFT with a working from Crewe.  
*Richard Hargreaves*

Class 66 509 on the Whatley to Churchyard Sidings is seen near Bedwyn on March 15th.  
*Michael Bennett*

Class 66 606 working 6B11 Hayes & Harlington to Stoke Gifford heads through Swindon on March 7th.  
*Ken Mumford*





# Freightliner

In glorious spring light on March 18th, Class 66 619 powers through Cheadle Hulme with the 09:56 Tunstead to Northampton Castle loaded stone.  
*Barry Longson*





# Freightliner

▶ First built Class 70 001 crosses Stockport viaduct on March 8th, with the 09:16 Bredbury to Runcorn Folly Lane loaded container waste.  
*Barry Longson*

▶ Approaching Acton Bridge station on a sunny March 23rd, finds Class 70 020 working the 11:14 Runcorn Folly Lane to Brindle Heath empty waste containers. *Lee Stanford*

▶ Class 59 101 passes Crofton beam engine with the Brentford Town Days Flhh to Merehead on March 15th. *Michael Bennett*





# Freightliner

On March 8th, Class 66 592 with 6A60 Whatley Quarry to Oxford (Banbury Road) is seen at Swindon. *Ken Mumford*

Class 59 204 is seen on Crofton Curve with the Wembley to Merehead empties on March 15th. *Michael Bennett*

Class 66 587 in Pink livery, speeds through Tamworth high level in charge of the 09:19 Hope Earles Sidings to Walsall cement on March 17th. *Barry Longson*





▶ Class 66 508 with a diverted Crewe Basford Hall to Southampton Maritime liner passes Wyke on March 19th. *Michael Bennett*

▶ Class 66 613 sits awaiting the road at Sheffield with the Dewsbury Blue Circle to Earles Sidings working on March 10th. *Steven Beesley*

▶ Class 66 534 passes Burton-on-Trent at slow speed, due to having an amber signal on March 25th, while in charge of the 12:18 Leeds to Southampton liner. *Barry Longson*





# Freightliner

▶ Class 66 610 leads a convoy out of Tunstead Works through Great Rocks Junction on March 19th. *Charlie Robbins*

▶ Class 70 010 approaches Stockport off the viaduct on February 16th with a rather smelly bin liner train. *Steven Beesley*

▶ Class 59 201 on the Woking to Merehead empties is seen at Grateley on March 24th. This is the only red 59/2 working at the moment with 59 205 out of use at Eastleigh. *Michael Bennett*









# Freightliner

▶ Class 66 618 passes through Hungerford Common with the Whatley to Churchyard stone on March 22nd. *Michael Bennett*

▶ Class 66 563 passes Trowell Junction with 08:30 Elsecar to Toton engineers working on February 27th. *Mark Pichowicz*

▶ Class 59 103 passes through Erlestoke with the Brentford Town Days Flhh to Merehead on March 24th. *Michael Bennett*





# Freightliner

▶ Class 66 549 and 59 002 on the 7A09 Merehead to Acton pass through Hungerford on March 22nd. *Michael Bennett*

▶ Class 66 522 powers upgrade approaching Wilson's Farm Crossing with 4M58 09:14 Southampton M.C.T. to Garston F.L.T. on March 22nd. *Derek Elston*

▶ Class 66 415 'You Are Never Alone' working 4L46, the 12:16 Lawley Street F.L.T. to London Gateway liner passes Church Brampton on the Northampton loop on March 14th. *Derek Elston*









▶ Class 66 528 passes through Hampstead Marshall with the Wembley Reception to Merehead empties on March 22nd.

*Michael Bennett*

▶ Class 59 104 is pictured at Patney on March 21st with 6L21 Whatley to Dagenham Dock stone.

*Steve Chapman*

▶ Class 66 620 on the Theale to Merehead empties passes through Hungerford Common on March 22nd. *Michael Bennett*





On March 7th, Class 59 205 and the first wagon of the previous day's 21:07 Westbury - Eastleigh stone terminal, derailed in the sidings shortly before reaching the unloading point. Class 59 205 is seen here in the sidings at Eastleigh awaiting re-railing. *John Goodrich*

Class 59 201 on an Acton to Merehead empties is seen at Hungerford Common on March 22nd. This is the only remaining former DB liveried Class 59/2 in traffic at the moment. *Michael Bennett*

Class 59 201 and 66 553 pass Patney on March 21st while working 7C77 Acton to Merehead stone empties. *Steve Chapman*





▶ Class 66 620 approaches Great Bedwyn on March 22nd with 6C36 Theale to Whatley stone empties. *Steve Chapman*

▶ Class 59 202 is pictured at Manningford Abbott on March 21st with 6C74 Theale to Whatley stone empties. *Steve Chapman*

▶ Class 59 103 approaches Woodborough loops on March 24th with 7Z60 Brentford to Merehead stone empties. *Steve Chapman*





# Freightliner

▶ Class 66 503 'Railway Magazine' on 6Y31 07:50 Hambleton North Junction to Doncaster Belmont Down Yard with unused clean ballast passes Oakenshaw on March 27th. *Tim Saunders*

▶ Class 66 956 is pictured in the evening light at New Bridge near Crofton on March 25th with 6C76 Acton to Whatley stone empties. *Steve Chapman*

▶ Class 66 569 passes New Bridge near Crofton on March 25th with 7C64 Acton to Merehead stone empties. *Steve Chapman*





# Freightliner

▶ Class 66 590 with a Felixstowe to Trafford Park liner passes South Kenton on March 24th.  
*John Sloane*

▶ Class 66 567 is seen between Bowes Park and Palmers Green with a London Gateway to Leeds intermodal on March 23rd.  
*John Sloane*

▶ Class 66 518 with a Lawley St. to Felixstowe liner is seen at South Kenton on March 24th.  
*John Sloane*





▶ Class 66 568 hauling a Crewe to Southampton liner passes underneath a Metropolitan line train at Northwick Park on March 24th.

*John Sloane*

▶ Class 90 003 and 90 011 approach Wilson's Farm Crossing working the 13:41 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. on March 22nd.

*Derek Elston*

▶ Class 90 008 and 90 049 hauling a Felixstowe to Trafford Park liner pass South Kenton on March 24th. *John Sloane*







## GB Railfreight and Porterbrook partner to build 50 new wagons for sustainable rail freight growth

GB Railfreight (GBRf) and rolling stock company Porterbrook on March 15th announced the production of 50 new Greenbrier box wagons, building on their 15-year relationship as part of a sharp growth in rail freight demand.

The transaction marks a renewed commitment from the companies to developing sustainable freight transport to meet the significant expected growth in the sector. Recent research by IPEX on the UK market, commissioned by Porterbrook, cited projections that intermodal rail freight is forecast to grow by over 10%,

between 2022 and 2034 while construction sector traffic is expected to increase by up to 35% over the same period.

David Golding, Asset Director at GB Railfreight, said: "By partnering with Porterbrook, the new rolling stock marks our commitment to supporting sustainability in the construction sector. As we look towards the future, this investment will help meet growing demand for rail freight services, whilst playing a key role in the delivery of Government's net zero targets."

The partnership between GB Railfreight, Porterbrook and Greenbrier builds on rail's strong environmental credentials. It also supports the government's wider transport decarbonisation plans by encouraging a modal shift in the transportation of goods from road to rail.

Mark Wyborn, Head of Freight at Porterbrook said: "This announcement strengthens Porterbrook's long-term commitment to investing in rail freight and the tangible benefits this will bring not only to the economy, but to the UK's green recovery.

We are thrilled that GB Railfreight has chosen to extend its partnership with Porterbrook and support us in our ambitions to bring green, innovative and affordable rolling stock options to the UK supply chain."







▶ Class 66 766 rolls through Stockport on March 8th with the 08:50 Peak Forest to Hope St. loaded stone. *Barry Longson*

▶ Class 66 746 and 66 796 pass through Worting Junction with the Eastleigh to Hoo Junction engineers on March 8th. *Michael Bennett*

▶ With a typical Class 47 start, 47 749 'City of Truro' departs from Stafford taking brand new 720 588 from Derby Litchurch Lane to Oxley on March 9th. *Lee Stanford*





On March 10th, Class 92 032 passes through Doncaster running light engine from Newcastle - Wembley on a route learner. *Michael Lynam*

Class 66 755 passes through Worting Junction with the Eastleigh to Mountsorrel empties on March 8th. *Michael Bennett*

Class 66 798 leads Colas' Class 66 847 'Terry Baker' through Burton on March 10th working 6D44 Bescot - Toton engineers. *Stuart Hillis*





▶ Class 47 749 passes through Worting Junction with a Cricklewood to Eastleigh working with Class 360 102 in tow on March 8th.

*Michael Bennett*

▶ On March 14th, Class 66 716 takes the Up Fast at Stafford working the 14:18 Trafford Park to Felixstowe North. *Barry Longson*

▶ Class 66 745 is seen arriving into Peak Forest on March 23rd with the 09:52 Small Heath to Hindlow. *Barry Longson*





▶ Class 66 715 is seen at Stockport on March 15th working the 15:29 Salford Hope Street to Peak Forest empty hoppers. *Barry Longson*

▶ On March 14th, Class 69 002 is seen on the Mountfield to Southampton gypsum empties passing Worting Junction. *Michael Bennett*

▶ Class 66 748 working the 4Z85 London Gateway to Donnington RFT is seen at its destination on March 10th. *Richard Hargreaves*





On March 3rd, a return visit by this GBRf celebrity, Class 66 794, wearing its Petroleum Sector livery, passing through Scunthorpe while working 6E57 Renwick Road - Roxby waste service. *Steve Thompson*

On March 10th, Class 66 706 passes through Doncaster with a rake of JNA Box wagons from Renwick Road (Biffa Waste) - Scunthorpe. *Michael Lynam*

Class 66 748 'West Burton 50' working 4D08 09:33 Tees Dock GBRf to Doncaster iPort eases through Doncaster station on March 23rd. *Derek Elston*





▶ Class 66724 with the Mountfield to Southampton gypsum empties is seen at Pot Bridge on March 10th. *Michael Bennett*

▶ Class 66 781 working the 6G84 Kineton to Donnington is seen after arrival at its destination on March 14th. *Richard Hargreaves*

▶ Class 66 770 slows for a signal check at Doncaster on March 28th, working the 10:05 Decoy Yard to Immingham. *Barry Longson*





▶ Class 69 002 'Bob Tiller CM&EE' passes Mount Pleasant crossing, Southampton on March 14th with the 12:30 Mountfield - Southampton Western Docks empty gypsum wagons.

*John Goodrich*

▶ A work stained Class 60 021 approaches Stockport on a sunny March 20th with the 12:15 Sudforth Lane to Liverpool Biomass terminal.

*Lee Stanford*

▶ Class 66 711 working the 6G13 Redbridge to Eastleigh Yard is seen at Wyke Down on March 27th. *Michael Bennett*





▶ Class 66 707 passes Gateway West Jct. with a lightly loaded 4D62 04:48 Seaforth to East Midlands Gateway on February 26th.  
*Mark Pichowicz*

▶ Class 60 056 passes Acton Bridge on March 22nd working a LBT - Drax Biomass.  
*Brian Battersby*

▶ On April 3rd, Class 66 796 and 66 743 head through Acton Bridge working a Drax - LBT Biomass.  
*Brian Battersby*





Class 66 720 slowly edges forward towards the stops with empties at Rylstone Quarry ready for its next working on March 10th.

*Charlie Robbins*

Class 66 791 on a Toton - Bescot engineers train passes Barton under Needlewood on March 19th.

*Mark Enderby*

Class 66 795 with a Liverpool - Drax Biomass passes Moore on March 2nd.

*Mark Enderby*





▶ Class 66 751 on a Wembley to Bescot working with 66 752 out of sight at the rear heads past South Kenton on March 24th. *John Sloane*

▶ Running 10 minutes early, Class 66 771 joins the main line at Heaton Norris Junction with the 15:29 empty hoppers from Salford Hope Street to Peak Forest on March 25th. *Lee Stanford*

▶ Class 60 056 is seen at Brighouse on March 15th with 6E09 Liverpool to Drax Biomass. *Steve Chapman*





▶ Class 60 026 with the 6D60 Tuebrook - Penmaenmawr is seen at Moore on March 11th.  
*Mark Enderby*

▶ On March 22nd, adding a splash of colour at Doncaster was Class 66 748 working 4D09 Tees Dock - Doncaster iPort, a well-loaded container train.  
*Steve Thompson*

▶ Class 66 701 working 6001 Doncaster Decoy to Eastleigh engineers train heads through Burton on March 28th.  
*Stuart Hillis*





On March 17th, Class 60 026 hauling the 6K22 Penmaenmawr - Tuebrook passes Moore.

*Mark Enderby*

Class 47 739 is seen alongside 56 312, 56 081 and 37 901 at Leicester on March 26th.

*Richard Hargreaves*

On March 22nd. Railfreight Construction-liveried Class 66 793 working 6E86 Middleton Towers - Monk Bretton sand heads through Doncaster while the driver of Colas' Class 70 813 changes ends in platform 2. *Steve Thompson*





▶ Class 69 003 passes St. Denys on March 23rd working 12:30 Mountfield - Southampton Western Docks empty gypsum wagons.  
*John Goodrich*

▶ Class 66 704 working the 4Z85 London Gateway to Donnington RFT is seen at its destination on March 31st. *Richard Hargreaves*

▶ Class 60 047 with the 6E09 LBT - Drax passes Moore on March 12th. *Mark Enderby*





▶ Class 66 781 is seen at Uffington with 6G84 07:24 Kineton MOD - Donnington RFT on March 14th. *Keith Davies*

▶ Class 60 026 rolls downhill through Bryn with a Tuebrook to Ashton stone train on March 15th. *John Sloane*

▶ Class 66 787 with a Felixstowe to Hams Hall intermodal service passes South Kenton on March 24th. *John Sloane*





Heritage liveried Class 66 789 creeps on to the main line at Heaton Norris Junction hauling the 16:11 Salford Hope Street to Peak Forest empty hoppers on March 28th. *Lee Stanford*

Another great prototype for modellers with limited space, Class 66 777 and 66 742 double head a three wagon train (4D6615:34 Doncaster Down Decoy to Hunslet Tilcon) through Hare Park Junction on March 27th. *Tim Saunders*

Class 69 002 'Bob Tiller CM&EE', with 66 796 'The Green Progressor', on the rear, with two hopperwagonsheads through Burton on March 28th with a Doncaster Decoy to Kidderminster working. *Stuart Hillis*







## UK first rail freight electrification trial boosts industry net zero ambitions

A rail freight terminal in Northamptonshire has become the first in the UK to demonstrate an innovative overhead electrification system, which could spell the end for diesel on electrified rail routes and boost the industry's net zero ambitions. The Decarbonisation & Electrification of Freight Terminals (DEFT) project, funded by the Department for Transport and Innovate UK, has seen project partners Furrer+Frey GB, Tarmac and GB Railfreight demonstrate a new way of decarbonising rail and lessen freight's impact on passenger journeys.

Freight trains are typically loaded and unloaded from above, preventing the use of the high voltage overhead cables used on mainline railways. As such, they still rely on diesel to move in and out of terminals and passengers can be held up by slower diesel freight trains on mainlines, or those waiting to be moved into a depot by a shunter. Engineers from Furrer+Frey GB designed a Moveable Overhead Conductor system where overhead equipment supplying electricity to the locomotives can safely move away once the train is in place and return when the train needs to move again. Furrer+Frey's innovative system is being trialled at an aggregate

facility – run by one of world's leading construction materials businesses, Tarmac – in Wellingborough, in partnership with GB Railfreight. The facility is adjacent to the Midland Mainline, which is currently being electrified and upgraded by Network Rail as part of the Government's Integrated Rail Plan, to increase capacity for passengers and freight trains. If successful, the moveable overhead system could go on to be deployed at other freight terminals across the UK and support the full decarbonisation of Britain's railways.

Rail Minister Wendy Morton said: "It is fantastic to see winners of our First Of A Kind competition getting out there and helping transform the railways for the better. Making rail freight even more environmentally friendly helps us leap forward in our plans to build back greener and make the whole UK net zero by 2050."

Noel Dolphin, Head of UK projects at Furrer+Frey GB, said: "The electrification of freight terminals is the biggest technological hurdle to net zero rail freight and we have just overcome it. The demonstrator shows how we can plug freight yards into electrified rail lines and

operate them safely and efficiently with the locomotives we already have – meaning greener, cleaner and better journeys. This moveable conductor system means trains pull in on electricity, disconnect from it to safely load and unload, then reconnect to travel on. I'm proud of our team and partners for getting us to this milestone moment today showing a greener future for the industry."

Chris Swan, head of rail at Tarmac, said: "Decarbonising transport has been highlighted as one of the key areas in which we can help achieve net zero across the construction industry. Supporting this exciting project is just the latest step in the ongoing development of our rail freight capabilities, which forms part of Tarmac's wider commitment to reducing CO2 across the whole business. We're always keen to explore new initiatives and innovations that can help us move materials to the right place at the right time more efficiently and sustainably."

John Smith, CEO GB Railfreight, said: "Rail freight is already a greener alternative to moving goods by road but innovations like the Moveable Overhead Conductor

System, and electrification more broadly, will allow us to go even further. At the same time as combatting climate change, they also bolster operations, and the reliability and efficiency of rail freight. We continue to work with the UK government to fulfil our industry's potential and this is a great example of what can be achieved when the industry and government work together effectively."

Rail freight is already much greener than moving goods by road. Lorries emit nine times the emissions of rail freight per tonne kilometre. Shifting goods from roads to the railways is an important pillar of the Government's Transport Decarbonisation Plan. Seamless electrification for freight could begin to see slower, more polluting diesel trains being phased out.

In 2018 the Government challenged the rail industry to remove all diesel-only trains from the network by 2040 as part of a drive to achieving the UK's ambitious net zero goals, as well as to help improve air quality and reduce noise pollution.



On March 21st, Class 66 782 approaches Brocklesby Junction working a Immingham - Ratcliffe coal train. *Michael Lynam*

Class 66 752 is seen at Abbey Foregate with 4Z85 04:37 London Gateway - Donnington RFT on March 23rd. *Keith Davies*

Class 66 757 passes Meole Brace with 6V41 14:14 Penyffordd - Avonmouth Hanson Sidings on March 20th. *Keith Davies*





▶ Class 66 785 passes through Shrewsbury with 6Z05 09:52 Tinsley Yard - Coton Hill on March 8th. *Keith Davies*

▶ Class 66 791 passes Battlefield with 6M90 01:45 Gloucester NY to Clitheroe Castle Cement on March 26th. *Keith Davies*

▶ Class 66 719 passes Walcot with 6M42 Avonmouth Hanson Sidings - Penyfford Cement on March 4th. *Keith Davies*





# Grand Central

▶ Grand Central's Bradford trains are no strangers to the Crofton West Junction/Hare Park Junction line but this is Class 180 104 forming 1N92 14:25 London King's Cross to Eaglescliffe, diverted due to engineering work on the ECML. *Tim Saunders*

▶ A Grand Central 'Adelante' heads for London King's Cross as it passes Bounds Green depot on March 24th. *John Sloane*

▶ Class 180 105 hammers through Doncaster with 1A61 08:44 Sunderland to London King's Cross service on March 23rd. *Derek Elston*





# Great Western Railway

▶ Class 802 021 working a London Paddington to Plymouth service passes Hampstead Marshall on March 22nd. *Michael Bennett*

▶ Class 800 317 passes Little Bedwyn on March 25th with the 08:15 from Penzance to London Paddington. *Steve Chapman*

▶ Class 800 317 is seen at Little Bedwyn on March 25th with the 14:04 London Paddington to Penzance service. *Steve Chapman*





# Great Western Railway

▶ Class 800 304 working the 1A71 Plymouth to London Paddington service passes through Hungerford on March 22nd. *Michael Bennett*

▶ Class 165 126 working the 2M26 Swindon to Westbury is seen at Swindon on March 7th. *Ken Mumford*

▶ Class 802 021 and 802 018 working the 1C82 London Paddington to Plymouth is seen near Erlestoke on March 24th. *Michael Bennett*





# Great Western Railway

▶ Class 800 004 (with nose cone retracted) working a Bedwyn to London Paddington service is seen just after departing Hungerford on March 22nd. *Michael Bennett*

▶ The 1A82 Penzance to London Paddington service passes through Erlestoke with Class 800 303 on March 24th. *Michael Bennett*

▶ Class 165 125 passes Little Bedwyn on March 25th with the 11.48 Reading to Bedwyn service. *Steve Chapman*







## Pay as you go with contactless extended to GWR branch lines

Customers can now tap into the Thames Valley as pay as you go with contactless has been extended on GWR branch line services to Windsor & Eton Central and Henley-on-Thames. Pay as you go with contactless already exists on GWR and TfL Rail services between London Paddington and Reading, and now passengers using the Henley and Windsor branch lines also have a more flexible way to pay to travel. Any contactless payment including bank cards, Apple Pay and Android Pay can be used by touching the card or mobile device on the yellow reader located at ticket gatelines. Customers must then remember to always tap out with the same card or mobile device once they've reached their destination.

Pay as you go with contactless was first introduced on London's buses in 2012 and expanded to cover Tube and rail services across the capital in 2014.

GWR Commercial Director Phil Delaney said: "Pay as you go with contactless is an easy and convenient alternative to having to queue at the station for a printed ticket and we're really excited to be able to extend its use on the

branch lines to Henley-on-Thames and Windsor & Eton Central. We introduced contactless between London Paddington and Reading early in 2020 and although customer numbers dropped significantly during the pandemic, it was still a popular method of payment. We're always looking at ways to make travelling with GWR a simpler, more accessible experience and believe extending pay as you go with contactless to our branch lines will be well received by customers."

MP for Maidenhead Theresa May said: "I welcome the further rollout of contactless payment services across train stations in the Maidenhead constituency. Contactless payment has already been an immense benefit for passengers travelling through Maidenhead and Twyford stations and it is great to see this service now being rolled out to the branch lines. I am sure that residents who use Wargrave and surrounding stations will also welcome this development which will simplify travel and increase accessibility for rail users. I also look forward to contactless payments being extended to the Marlow line for constituents using Furze Platt and Cookham as well."

Shashi Verma, Chief Technology Officer at Transport for London (TfL) said: "The popularity of convenient travel via pay as you go with contactless has seen it expand across London and the surrounding areas in recent years. We are delighted to bring this smartcard ticketing to these branch lines, which will help rail customers outside London travel more flexibly and conveniently and support the wider economic recovery through easier access to rail travel."

Over 1.6m journeys have been made with Pay as you go with contactless between Reading and Paddington since its introduction in early 2020.

Councillor Andrew Johnson, leader of the Royal Borough of Windsor & Maidenhead and Councillor Samantha Rayner, deputy leader & cabinet member for Windsor, said: The extension of contactless payments to Windsor & Eton Central means even greater flexibility and ease of access to the historic heart of our borough for our many visitors and residents travelling to and from the towns. We want to make it as easy as possible for people to visit our borough and enjoy all that it has to offer,

helping our local economic recovery post pandemic in the process. Making travel easier and more convenient in this way supports this work."

Visit Windsor Manager Julia White said: "We're excited to see contactless payment extended to Windsor & Eton Central Station to make it easier for our domestic and international visitors to come and enjoy all our historical town has to offer. This is an important step in supporting post-pandemic business recovery and a thriving local economy by making it so convenient to travel by train. There are so many great reasons to visit Windsor especially during this special milestone year of Her Majesty The Queen's Platinum Jubilee."

Pay as you go with contactless is expected to be extended to the Marlow branch line in the coming weeks.



# Great Western Railway

With the Kennet and Avon canal in the foreground, Class 800035 and 802018 approach Great Bedwyn on March 22nd with the 10:35 London Paddington to Exeter service.

*Steve Chapman*

Class 165 120 buzzes through Leighton Buzzard en route to Wolverton Works with the 06:27 Reading Traincare Depot to Wolverton Centre Sidings on March 19th. *Derek Elston*

On March 14th, Class 165 129 approaches Mount Pleasant crossing, Southampton working the 15:23 Portsmouth Harbour - Cardiff service.

*John Goodrich*









# Hull Trains

Class 802 305 with it's 21st Anniversary livery eases into Doncaster working 1H02 09:48 London King's Cross to Hull service on March 23rd. *Derek Elston*





▶ Wabtec shunter 'Pammy' is seen getting Class 91 103 into position ready for loading and disposal at Doncaster Wabtec on March 23rd.  
*Derek Elston*

▶ Class 91 106 snakes it's way into Leeds with 1D05, the terminating 08:03 from London King's Cross on March 5th.  
*Derek Elston*

▶ On March 10th, Class 91 101 in its Flying Scotsman livery arrives into Doncaster from London King's Cross on a service to York.  
*Michael Lynam*





▶ The 'Flying Scotswoman' DVT No. 82205 heads the morning Skipton to London King's Cross service past Alexandra Palace on March 24th.  
*John Sloane*

▶ On March 24th, a pair of Azuma sets head for the flyover in order to access Bounds Green depot.  
*John Sloane*

▶ Class 91 104 is seen being manoeuvred in the works yard ready it's final departure from Doncaster and a date with the breakers hauled by Allelys Heavy Haulage on March 23rd.  
*Derek Elston*





# L.N.E.R.

▶ Class 91 130 is seen unusually departing Doncaster's platform 8 heading south with the 11:45 Leeds to London King's Cross on March 28th. The reason for this and other odd workings on this day, was a track circuit failure just north of the station. *Barry Longson*

▶ Despite many members of the class having been withdrawn the remaining Class 91s are still regular sights on the Leeds services. On an overcast March 29th, Class 91 105 waits to depart from Doncaster with the 13:03 London King's Cross to Leeds service. *Lee Stanford*

▶ Class 801 106 and 802 202 working 1E05 07:30 Edinburgh to London King's Cross are seen departing Leeds on March 5th. Services diverted via Leeds due to engineering work on the ECML. *Derek Elston*





▶ Lumo set Class 803 005 takes the Bounds Green flyover on a reversal movement from Ferme Park to London King's Cross on March 24th. *John Sloane*

▶ On March 24th, Class 803 003 passes through Doncaster working an Edinburgh - London King's Cross service. *Michael Lynam*

▶ Class 803 002 stands at Edinburgh Waverley on March 29th. *Brian Battersby*





# Lumo

Class 803 302 gets away from a signal check at Doncaster with 1E84 11:14 Edinburgh to London King's Cross service on March 23rd. *Derek Elston*



On March 10th, Class 803 004 passes through Doncaster northbound with a London King's Cross - Edinburgh service. *Michael Lynam*





▶ Power cars Nos. 43272 and 43274 pass The Oaks with 5Z11 12:00 Cardiff Canton Sidings - Derby RTC (Network Rail) on March 19th.

*Keith Davies*

▶ Split headcode box Class 37 099 leads a Derby to Carlisle test train with 37 116 at the rear as it approaches Charnock Richard on March 15th.

*John Sloane*

▶ On March 10th, Class 37 612 and 37 610 are seen at Doncaster with a Network Rail inspection train.

*Michael Lynam*





Tonbridge station sets the scene with Class 73 136 leading and 73 141 on the rear on a circular SITT service from Tonbridge to Tonbridge via Hastings on March 22nd.  
*Charlie Robbins*





# Network Rail

Class 73 963 passes Horseshoe Bridge, St. Denys on a test train from the Portsmouth line with 73 964 at the rear of the train on March 15th. *John Goodrich*





# Network Rail

▶ Power cars Nos. 43257 and 43299 pass Oaksey road bridge on March 15th with a test train working. *Ken Mumford*

▶ Class 97 303 waits for the signal to clear at Shrewsbury before heading to Gobowen on March 4th. *Lee Stanford*

▶ On March 17th, Class 97 303 'Dave Berry' passes through Hellifield working light engine from Carlisle - Derby RTC. *Michael Lynam*





# Rail Operations Group

▶ Class 37 884 leading 317 729 and 317 729 with the 5Q84 Papworth to Eastleigh passes Pot Bridge on March 10th. *Michael Bennett*

▶ Class 57 310 passes through Worting Junction with a Papworth to Eastleigh unit drag with Class 317 723 and 317 714 in tow on March 8th. *Michael Bennett*

▶ Class 57 312 on 5Q76 Belmont Yard to Newport Docks with EMU Class 365 520 head through Swindon on March 10th. *Colin Pidgeon*





# Rail Operations Group

▶ On March 17th, Class 37 611 and 37 510 arrive at Donnington working the 5M62 from Derby.  
*Richard Hargreaves*

▶ Class 37 884 hauling EMU Class 365 525 heads through Swindon on March 15th running as 5Q76 - Bicester to Newport Docks. *Colin Pidgeon*

▶ Class 37 510 on 0M58 East Usk Yard to Derby RTC heads through Swindon on March 20th.  
*Colin Pidgeon*





# TransPennine Express

▶ Class 68021 on a Walton Old to Wolverton stock move passes Moore on March 12th.  
*Mark Enderby*

▶ A Class 397 unit approaches Buckshaw Parkway with a Manchester Airport to Glasgow service on March 4th. *John Sloane*

▶ On March 17th, Class 68019 stands at Manchester Victoria working the 1F72 from Scarborough. *Mark Enderby*





# TransPennine Express

Class 185 102 speeds through Glazebrook on March 18th with an empty stock move.

*Jeff Nicholls*

Class 802 201 awaits departure from Manchester Victoria with the 15:45 service from Liverpool to Newcastle on March 3rd.

*Steven Beesley*

On March 23rd, Class 68 026 'Enterprise' departs Doncaster with 3B73, the 09:26 Cleethorpes to Manchester Piccadilly staff training run prior to introduction of the type on the route.

*Derek Elston*





# TransPennine Express

▶ Class 68 020 'Reliance' sits in Manchester Piccadilly on March 18th, ready to work the 15:29 to Scarborough. Unfortunately it didn't live up to its name, as it was declared a failure and the service was cancelled. *Barry Longson*

▶ Class 802 218 approaches its station call at Leeds on March 5th working the 1P19 08:54 Liverpool Lime Street to Newcastle service. *Derek Elston*

▶ On March 26th, Class 185 111 and 185 102 pass through Heaton Chapel working a Manchester Piccadilly - Doncaster service. *Michael Lynam*





# Transport for Wales

▶ Class 67 013 heads the 11:33 Holyhead - Cardiff Central Transport for Wales service out of Robert Stephenson's Conwy Tubular Bridge, with Conwy Castle behind, on March 23rd.

*Chris Morrison*

▶ Class 67013 is seen at Shrewsbury station with 1V96 11:33 Holyhead - Cardiff Central on March 23rd. *Keith Davies*

▶ Class 175 004 passes Heald Green and nears journeys end on March 19th with the 12:51 Chester to Manchester Airport service.

*Lee Stanford*





# Transport for Wales

▶ Transport for Wales liveried Class 67 025 powers the 11:22 Cardiff Central - Holyhead past Llyn Maelog, Rhosneigr on March 23rd.

*Chris Morrison*

▶ Despite being refurbished inside and put into TfW colours the future for the Class 175 units looks uncertain. 175 111 arrives at Crewe on March 4th working the 15:31 Manchester to Swansea service. *Lee Stanford*

▶ Class 175 114 arrives at Stockport working the 14:31 Manchester Piccadilly to Port Talbot Parkway service on March 20th. *Lee Stanford*





# Transport for Wales

▶ Class 158 825 arrives to stable at the side of Chester station on March 12th.

*Barry Longson*

▶ Class 150 230 passes Meole Brace on March 5th working the 1V37 08:30 Manchester Piccadilly - Swansea service. *Phil Martin*

▶ Class 158 841 and 158 832 call at Wellington with a service to Birmingham International on March 12th. *Richard Hargreaves*





# Transport for Wales

▶ Class 175 102 passes Meole Brace on March 5th working the 1Z93 08:20 Chester - Maesteg service. *Phil Martin*

▶ Class 197 009 is seen in the yard with others at Donnington on March 14th. *Richard Hargreaves*

▶ Class 67 025 arrives at platform 3 at Chester on a sunny March 4th with the 11:33 Holyhead to Cardiff service, the service will reverse here with the loco propelling to the Welsh capital. *Keith Davies*





# Transport for Wales

▶ Transport for Wales liveried Class 67 025 heads the 16:36 Holyhead - Cardiff Central past Rhosneigr on March 23rd. *Chris Morrison*

▶ Class 175 001 passes Kempseye with 1V39 09:31 Manchester Piccadilly - Carmarthen service on March 12th. *Keith Davies*

▶ Still carrying its Arriva colours, Class 150 208 is seen awaiting its next duty at Chester on March 4th. *Lee Stanford*





# Units: DMUs and EMUs

Northern's Class 156 461 is seen calling at Manchester Oxford Road on March 22nd.

*Bryan Roberts*

Merseyrail's Class 507 001 is seen at Hunts Cross on March 29th. *Jeff Nicholls*

Merseyrail's Class 507 001 is seen at Sandhills on March 29th. *Jeff Nicholls*





# Units: DMUs and EMUs

▶ Southern's Class 377 205 and 377 213 stand at Milton Keynes Central awaiting departure time with 2069 the 19:13 to East Croydon on March 19th. *Derek Elston*

▶ On March 17th, Northern's Class 319 366 stands at Warrington Bank Quay with a service to Liverpool Lime St. *Mark Enderby*

▶ Thameslink's Class 700 140 passes Bouds Green depot with a service to Brighton on March 24th. *John Sloane*





# Units: DMUs and EMUs

▶ Northern's Class 323 237 arrives into Alderley Edge with the 08:48 Crewe to Manchester Piccadilly service on March 14th. In the background is bi-mode 769 442, awaiting to work the 09:51 to Southport. *Barry Longson*

▶ South Western Railway's Class 159 019 and 159 013 pass Worting on a London Waterloo to Exeter service on March 8th. *Michael Bennett*

▶ Northern's Class 150 206 is seen at Huddersfield on March 15th. *Jeff Nicholls*





# Units: DMUs and EMUs

West Midlands Class 172006 slows for its booked stop at Bromsgrove on March 14th, while working the 11:39 Hereford to Birmingham New Street service. *Barry Longson*

With the West Pennine hills in the distance, Northern's Class 156 441 and 156 459 work the 11:46 Manchester Oxford Road - Liverpool Lime Street stopper on a sunny March 18th. *Jeff Nicholls*

South Western Railway's Class 450 008 leads another Class 450 on an ECS working passing through Worting Junction on March 8th. *Michael Bennett*





# Units: DMUs and EMUs

Northern's EMU Class 319 378 is seen at Cheadle Hulme on March 18th working the 12:01 Manchester Piccadilly to Crewe service.

*Barry Longson*

Merseyrail's Class 507 015 and 507 030 pass at Birkenhead North on March 29th.

*Jeff Nicholls*

SWR's Class 450 125 and 450 063 pass Worting on March 8th with a Portsmouth - London Waterloo service.

*Michael Bennett*





# Units: DMUs and EMUs

▶ South Western Railway's Class 444 008 passes Pot Bridge with a London Waterloo - Weymouth service on March 10th. *Michael Bennett*

▶ East Midlands Railway's liveried and West Midlands branded Class 170 502 and 170 514 pass at Wellington on March 12th. *Richard Hargreaves*

▶ LNWR are slowly applying their colours to their Class 350 fleet but there are still plenty of the units carrying their original livery. One such unit is 350 249 which was to be found departing Stafford on March 9th with the 13:03 from Crewe to Birmingham New Street. *Lee Stanford*





# Units: DMUs and EMUs

▶ Northern's Class 331 024 and classmate 331 012 slow for their final stop before reaching their destination at Manchester Airport on March 19th working the 12:59 from Blackpool North. *Lee Stanford*

▶ Merseyrail's Class 507 017 approaches Sandhills station with the 10:50 Liverpool Central - Kirkby service on March 29th. *Jeff Nicholls*

▶ SWR's Class 158 880 and 159 107 pass Worting on March 8th with the 06:40 Exeter to Basingstoke service. *Michael Bennett*





# Units: DMUs and EMUs

SWR's Class 444 010 and 444 045 pass through Worting with the 14:35 London Waterloo to Poole service on March 14th. *Michael Bennett*

Recently transferred to Northern from East Midlands Railway is Class 156 402 which is seen at Davenport with 150 146 working the 13:08 Manchester Piccadilly to Buxton on March 19th. Of note is that the unit now carries unbranded Northern colours but has to date not been refurbished inside. *Lee Stanford*

On March 6th, South Western Railway's Class 450 076 departs Eastleigh with the 13:45 Winchester - Bournemouth service. *John Goodrich*





# Units: DMUs and EMUs

▶ A west of England service with South Western Railway's Class 159 103 leading heads through Wyke cutting on March 19th. *Michael Bennett*

▶ Strangers in town as West Midlands Class 323 don't normally venture north of Wolverhampton, but on March 26th class members 323 209 and 323 215 are seen passing Crewe on the 14:01 Longsight TMD to Soho LMD. The units had been at the Manchester depot for modification. *Barry Longson*

▶ Lurking amongst the shadows at Chester is Northern's Class 150 104 waiting to depart with the 14:02 to Manchester Piccadilly on March 4th. *Lee Stanford*





# Units: DMUs and EMUs

▶ SWR's Class 450 126 passes Pot Bridge leading a London Waterloo to Portsmouth Harbour service on March 10th. *Michael Bennett*

▶ Northern's Class 195 111 slows for its booked stop at Bredbury, while working the local 09:20 Manchester Piccadilly to New Mills Central service on March 25th. *Barry Longson*

▶ Northern's Class 319 370 is about to pass the replica heritage station name board, paid for by the 'Friends of Heaton Chapel' as it arrives with the 12:01 from Manchester Piccadilly to Crewe. *Lee Stanford*





# Units: DMUs and EMUs

SWR's Class 159 017 and 159 003 pass through Pot Bridge with a London Waterloo to Exeter service on March 10th. *Michael Bennett*

Thameslink's Class 700 140 operating the 9S06 06:39 Brighton to Cambridge service is seen at Farringdon on March 2nd. *Kevin McCormick*

Arriving at Crewe on March 4th with the 13:27 Liverpool Lime Street to Crewe service is Class 319 361 which is Northern's oldest member of the class. *Lee Stanford*





# Units: DMUs and EMUs

Merseyrail's Class 508 143, still with its yellow mask front ends, waits to depart Kirkby with the 15:38 service to Liverpool Central on March 12th. *Paul Senior*

A pair of Northern units pass at Heald Green on March 19th, on the left Class 319 368 was working the local Crewe to Liverpool service whilst on the right 319 378 was working the reverse service from Liverpool to Crewe. *Lee Stanford*

Merseyrail's Class 508 013 passes through Birkenhead North without stopping whilst working ECS from New Brighton to Rock Ferry on March 29th. *Jeff Nicholls*





# Units: DMUs and EMUs

SWR's Class 455 873 departs Wimbledon with the 11:20 London Waterloo - Woking service on March 23rd. *John Goodrich*

Southern's Class 377 105 departs Clapham Junction with the 09:14 Horsham - London Victoria service on March 23rd. *John Goodrich*

Merseyrail's Class 507 032 stands at Ormskirk waiting to work 2G36 11:08 to Liverpool Central on March 26th. *John Balaam*





# Units: DMUs and EMUs

▶ LNER Class 350 104 working 2Y66, the 13:14 Birmingham New Street to Northampton nears journeys end passing Church Brampton on March 14th. *Derek Elston*

▶ Northern's Class 158 869 passes Horton in Ribblesdale on March 12th working a Carlisle - Leeds service. *Michael Lynam*

▶ London Overground's Class 378 255 stands at Clapham Junction and will depart on 2L23 11:19 to Camden Road on March 19th. *Derek Elston*





# Units: DMUs and EMUs

Northern's Class 319 366 departs from Alderley Edge on March 24th working the 10:48 Crewe to Manchester Piccadilly service. *Lee Stanford*

There are still a few LNWR units to have the new corporate colours applied and one such unit is Class 350 264 which with a sister unit is seen speeding towards Acton Bridge on March 23rd working the 12:05 Liverpool to Birmingham New Street service. *Lee Stanford*

Pioneer Merseyrail electric, Class 507 001 calls at Kirkdale as two drivers have a quick chat with the 10:58 Kirkby to Liverpool Central service on March 19th. *Paul Senior*





# Units: DMUs and EMUs

SWR's Class 450 123 on the 12:12 London Waterloo - Basingstoke races Thameslink's Class 700 058 working 11:51 Blackfriars - Sutton as the pair approach Wimbledon West Junction on March 23rd. *John Goodrich*

Northern's Class 158 869 stands at Ormskirk waiting to work 2N09 11:01 to Preston on March 26th. *John Balaam*

On March 23rd, Thameslink's Class 700 003 arrives at Wimbledon on the 12:21 London Blackfriars - Sutton service. *John Goodrich*





# Units: DMUs and EMUs

▶ Great Northern's Class 717017 on a northbound stopping service from Moorgate departs Alexander Palace on March 24th.

*John Sloane*

▶ Great Northern's Class 717 010 is seen on the curve approaching the flyover at Bounds Green with a Moorgate to the Hertford loop service on March 24th.

*John Sloane*

▶ West Midlands Railway's Class 196 105 is seen at Upton Forge with 5Q73 12:15 Shrewsbury - Birmingham New Street on March 22nd.

*Keith Davies*





# Units: DMUs and EMUs

Merseyrail's Class 507 033 and 508 141 are pictured at Birkenhead North depot on March 19th. *Paul Senior*

A Northern Class 195 on a Preston – Barrow service is seen at Wraysholme Crossing near Cark & Cartmel on March 20th. *Bryan Roberts*

Merseyrail's Class 508 111, in its Beatles Story livery, calls at Bootle Oriel Road with the 14:07 Southport to Hunts Cross service on March 19th. *Paul Senior*





# Units: DMUs and EMUs

London Overground's Class 710 376 on a London Euston stopping service is seen at South Kenton on March 24th. *John Sloane*

SWR's Class 701 035 and 450 080 are seen stabled in the yard at Clapham Junction on March 19th. *Derek Elston*

London Overground's Class 378 227 on a Watford to London Euston stopping service is seen at South Kenton on March 24th. *John Sloane*





# Units: DMUs and EMUs

▶ Royal Mail EMU Class 325 001 leads a Shieldmuir to Wembley working past South Kenton on March 24th as a Metropolitan line service crosses over the WCML. *John Sloane*

▶ Merseyrail's Class 777 002 stands at Southport with a test working on March 14th. *John Sloane*

▶ South Western Railway's Class 707 023 and 707 022 approach Clapham Junction working 2027 11:33 London Waterloo to London Waterloo service on March 19th. *Derek Elston*









It's hard not to be awed by the sight of the Forth Bridge. If you look carefully, you can just make out Class 170 409 heading across with the 10:07 Edinburgh Waverley to Glenrothes with Thornton on March 8th. *Jeff Nicholls*

Power car No. 43133 is seen on the rear of 1A81 09:37 Glasgow Queen Street to Aberdeen service departing Perth on March 20th. *Mark Pichowicz*

Class 170 414 heads across the Forth Bridge with the 10:19 Edinburgh to Cowdenbeath service on March 8th. *Jeff Nicholls*









Class 320 302 and 320 306 are seen at Bowling on March 26th working the 2E74 11:38 Balloch to Airdrie service, in the sunshine! *Kevin McCormick*





# Scotrail

▶ Class 318 254 operating the 2S07 06:59 Whifflet to Dalmuir is seen at Hyndland on March 12th.  
*Kevin McCormick*

▶ At Kilmarnock on March 12th, Class 156 437 on arrival with 1A64 11:06 Stranraer to Kilmarnock has pulled up beside 156 512 which has recently arrived on 1L76 12:13 from Glasgow Central.  
*Kevin McCormick*

▶ The 09:22½, yes really, Arbroath to Edinburgh rides high above the rooftops of North Queensferry with Class 170 425 as the unit in question on March 8th. *Jeff Nicholls*





Class 156 437 approaches Girvan on its return from Stranraer operating 1A64 11:06 Stranraer to Kilmarnock on March 12th.  
*Kevin McCormick*



Passengers must not cross the line

Warning  
Do not trespass on the Railway  
Penalty £1000

Trains run either way on each line



# Going Underground

▶ A Bakerloo line service with car No. 3239 leading approaches South Kenton station on March 24th with a service to Elephant and Castle.  
*John Sloane*

▶ A Bakerloo line train for Elephant and Castle lead by No. 3251 approaches South Kenton on March 24th.  
*John Sloane*

▶ Bakerloo unit No. 3237 is seen after departing South Kenton on March 24th with a service to Harrow and Wealdstone.  
*John Sloane*





On March 12th, Class 37218 and 37425 pass Castleton working 'The Pennine Wayfarer' raitour. *Russell Clarke*



## Rail depot improvements help to boost recycling

Efforts to segregate more recycling at Greater Anglia's Crown Point rail depot in Norwich have helped to improve the company's overall rate of recycling.

A whopping 1,600kg of mixed recycling such as cardboard, plastic bottles and cans, has been collected since January as the train operator works to become even more sustainable.

This is equivalent to the amount of waste produced by an average household in a year.

Overall the company seeks to recycle as much waste as possible. However this can sometimes be challenging due to the nature of waste produced from the railway which is often non-recyclable or considered "contaminated" if mixed with food, liquid or non-recyclable items.

The company has encouraged all depot users to think about changes they could make to improve recycling and has implemented changes that have boosted recycling in just a few weeks.

Stephanie Evans, Greater Anglia's Environment and Energy Manager, said: "Rail is already the greenest form of transport and we are working hard behind the scenes, together with the rest of the industry, to reduce our impact and move towards net zero.

More initiatives like this will help us to reach our recycling targets as we strive to become even more sustainable, reduce emissions and improve energy efficiency across our trains, stations and depots."

Greater Anglia is currently reviewing all waste produced across its network and plans to implement similar initiatives at other key locations and depots.

## Fares Advice with RailUK

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

### Exeter St Davids to Yeoford: Is it an oversight that two singles are cheaper than a return?

**Q:** The Anytime Day Return between Exeter St Davids and Yeoford is £7.30, whereas the Anytime Day Single is £3.60, making two singles cheaper than a return.

**A:** The Tarka Line is part of GWR's fares reform trial. All Exeter - Barnstaple inclusive fares have gone to single leg pricing, meaning there are now only Anytime (and some Off Peak) Day tickets and no period returns. Single fares were rounded down to be around half the equivalent day return.

### I'm surprised how many people are still buying tickets within the London zones.

**Q:** I've noticed that, from my observation at Waterloo, there are still a lot of people buying paper tickets within the zones such as to Clapham Junction or Surbiton, despite the machine prompting it may be cheaper to use Oyster or contactless for these journeys. These two destinations have even made it to the welcome screen on the ticket machine.

Is it still little known that people can use contactless bank cards to pay train fare, or are there so many people who don't have such cards?

**A:** In a previous life when I travelled for business as an infosec consultant, I used to use paper tickets in London quite a bit. It made collating all the evidence for expense claims much easier, because you'd just take one photo (including all receipts for e.g. travel, food, drinks, etc) with everything in frame at the end of each workday and not have to worry about faffing about trying to export a statement from your online TfL / Oyster account (which might well also include personal journeys which then need redacting, unless you use a dedicated separate card) or waiting for charges to settle.

*The cost difference was negligible to the clients who would be re-billed the transport expenses, and buying the paper tickets was acceptable/in-line with their expenses policy.*

*Would I do it for personal journeys? Definitely not.*

*There is certainly this point about Oyster or contactless journey history to take into account especially if some of your travel is than expensed. Other thing I found is that no matter how conscientiously you touch in and out there are still too many incidents where the wrong fair is charged and you have to spend time resolving it. Other thing is that a lot of people might still have a Railcard or other discount and getting that loaded onto your oyster these days is far harder work as station staff at stations capable of doing it are often so busy that it's not uncommon to get short shrift when you ask them.*

*Some people who live just outside London but have travelled to London for decades thought Contactless and Oyster were for "Londoners only". I've also asked countless numbers of people when asking about buying tickets for journeys solely within London on rail network "Have you got a contactless card?" to which the normal answer is "Yes" and for simple point-to-point journeys (as many rail journeys are) is the best option and they are seemingly amazed by how simple this is.*

*On weekdays no-one uses them, everyone uses contactless, Oyster or outboundary Travelcards, plus some Maltese cross via London tickets.*

*At the weekend you'll see large queues. Despite contactless being around for the best part of 10 years many tourists don't understand how it works. I suspect many queuing up to use the machines end up buying paper tickets using contactless!*

### 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!



On March 8th, Rail Adventure's HST power cars Nos. 43480 and 43484 are seen outside at Eastleigh Works.  
John Goodrich



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

There are various ways to help the C58LG:

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

**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!

## Southminster Men's Shed becomes first in England to be located at a rail station

Southminster rail station has a new role in helping to tackle loneliness and isolation as it becomes home to the first Men's Shed in England to be located at a railway station. The new group has been set up by the Maldon and District Community Voluntary Service in partnership with the Essex and South Suffolk Community Rail Partnership. The Southminster Railway Shed volunteers are currently looking for new members and are busy clearing, tidying and setting up the Shed – which is actually part of the old station building - to be as usable and welcoming as possible. Together they have been clearing and tidying the garden areas and plan to install compost bins and more flower planters to brighten the platform. Men's Sheds aim to bring people together, tackling loneliness and isolation and improving men's

health and wellbeing through providing a community space where they can meet new people, talk with others and get involved in creative projects.

Robert Adams, is a member of the Shed and also volunteers at the station as part of Greater Anglia's Station Adoption initiative, which sees people working with the train operator to improve their local rail stations in line with the community's needs and aspirations. He commented, "Creating a Men's Shed at Southminster station has been a seven-year mission, but well worth the wait. It is especially exciting to realise that the Shed based on the station platform is the first of its kind in England. It's great to be with chaps that enjoy the shoulder-to-shoulder camaraderie, whether it be

constructing a garden planter together or sitting quietly enjoying the banter whilst devouring a chocolate biscuit washed down with a cup of tea."

Jayne Sumner, Rail Engagement Manager for the Essex & South Suffolk Community Rail Partnership, said, "I'm delighted to see the Men's Shed now up and running at Southminster station and we are looking forward to working with them. We work with all sorts of community partners – including other Men's Sheds in the county – to help our communities thrive and we are very grateful for their support and enthusiasm."

Alan Neville, Greater Anglia's Customer and Community Engagement Manager, commented, "This exciting first

for a Men's Shed – being located on a railway platform – puts Southminster station at the heart of its community, playing an important role in health and wellbeing and helping to tackle isolation. This project is an excellent addition to the many other fantastic community rail projects that are in progress right across our network and I wish them every success."

Sarah Troop, Director of the Maldon and District Community Voluntary Service, said, "Men's sheds come in all shapes and sizes and it is great to be able to open the first on a station platform, it has great potential to be a community hub and due to its location on the train line will be easily accessible to men across the rural Dengie peninsula. We look forward to seeing it grow."



# DB Charity cab ride

On March 17th, a few very rare photos. A charity cab ride was run by DBC, the highest bidders getting to visit some little nooks and crannies in the Scunthorpe and Immingham areas. The day started and finished at Scunthorpe station where Class 66 149 was provided to pick up the participants in Platform 2. First port of call was the east end bay platform, normally used by Northern to stable the unit on the Doncaster - Scunthorpe locals (remember them?). To the best of my knowledge, it is many years since a locomotive occupied this platform, so it was a noteworthy event. The photos show the loco cautiously approaching the hand points at the entrance and then coming to a stand at the buffer stops. As if the bay platform wasn't rare enough, the next move saw the loco enter the back road, normally only occupied by a very occasional track machine. I can't recall seeing a locomotive here before, but here is 66 149 nestling against the buffing plates before setting off to regain the main line and the next destination, the CHP. Subsequent moves saw the tour visit the former Frodingham Loco, now occupied by Volker Rail, Trent Yard and Entrance C before visiting Immingham NCB, where they swapped locos for 66 106, Reception Sidings, Nordic Terminal and the refineries. *Steve Thompson*





Class 69 002 heads the Mountfield to Southampton Docks gypsum at Worting on March 14th. *Dennis Rowland*



## Station lift kicked in by vandals just 15 months after being built



# 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](http://www.locofleetshop.co.uk) Email: [lee@locofleetshop.co.uk](mailto: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



Vandals have kicked in the doors of a new passenger lift at Mills Hill station in Greater Manchester - just 15 months after it was installed to make platforms accessible for everyone.

Millions of pounds were spent making the station step-free to improve access to the railway for disabled people, passengers with pushchairs and those carrying heavy luggage.

The facilities only fully opened in January 2021, but senseless vandals have now kicked the lift doors off its mechanism.

The inside and outside doors now won't align meaning the lift can't be operated safely.

Glass in one of the doors has also been smashed and has been taped up to keep station users safe.

Fitting new doors will cost an estimated £10,000 and take the 15-month-old lift out of service for many weeks.

Passengers can still travel into Manchester by using the ramp on platform one. However people who need step-free access are unable to access the Rochdale-bound platform two.

Phil James, Network Rail's North West route director, said: "I'm appalled that this careless act of vandalism has cut rail travel off from people with additional needs who we worked so hard to improve Mills Hill station for.

This reckless crime affects real people who need step-free access to travel and also taxpayers, as the thousands of pounds needed for repairs will come from the public purse. We're working hard with the lift engineers to get it back in service as quickly as we can."

Chris Jackson, regional director of Northern, said: "I can't imagine why someone would take pleasure in causing damage to new infrastructure that is designed to make travel more accessible for all.

We will do everything we can with Network Rail to get these facilities back into operation as soon as possible."

The station upgrade was part of the Department for Transport's 'Access for All' programme, which is a scheme to improve accessibility at railway stations nationwide.



## Birmingham New Street 'platform slides' for April fool's day 2022

Birmingham New Street station has once again joined in the fun for April fool's day by revealing 'plans' for slides down to platforms from the main concourse.

If you clicked on this link excited to find out more, unfortunately metal slides won't be a feature for passengers at Britain's biggest station outside of London.

Despite them potentially being a fun way to catch your train, standard stairs, lifts and escalators will continue as the concourse connections.

This isn't the first time the team at New Street has pulled the wool over Twitter's eyes on the first day of April.

"Last year we caused a stir when we announced we were changing the station's name to Birmingham Old Street - to 'better reflect' the area's history."



## Bristol Temple Meads' historic roof refurbishment to enter next phase

Bristol Temple Meads station is gearing up for the next phase of the refurbishment of its historic train shed roof. From Tuesday April 12th, Network Rail's team of engineers and its contractors Taziker will begin a key phase of the work to refurbish the roof of Bristol Temple Meads station, using a process known as grit-blasting to remove any old paint, dirt and surface contaminants from the metal parts of the structure before they can be repaired, repainted and reglazed. The grit-blasting, which involves forcibly propelling abrasive material against a surface at high pressure, marks the latest stage of a complex multi-year project to carefully restore the Grade I listed roof, ensuring that it remains safe and retains its character for generations to come. The roof refurbishment is due to be completed in the summer of 2024.

At the same time, a separate project to update all of the station's electrics is getting underway, which will see the overall power supply, lighting, passenger information and CCTV systems all brought up to modern day standards. To support this, from Monday April 18th the station's ticket office will be temporarily relocated to the former Bonapartes café bar on platform 3 for up to 12 weeks.

The roof restoration and rewire of the station are part of Network Rail's Bristol Rail Regeneration programme, which is transforming Bristol Temple Meads into a world class transport hub. It means passengers will benefit from a brighter and more welcoming station environment, improved passenger information and an increase in

retail offerings in the future.

The programme has already enabled improved train service reliability and an increase in suburban services following last summer's £132m track and signalling upgrade at Bristol East Junction, as well as delivering a smarter, brighter and more welcoming entrance to Bristol Temple Meads following the refurbishment and repainting of the canopies at the front of the entrance.

Mike Contopoulos, Network Rail project director, said: "We're proud to be preserving Bristol's oldest station for future generations as part of the Bristol Rail Regeneration programme, transforming Temple Meads into a world class transport hub. Our work to renovate the Grade I listed roof will mean that this icon of our city will be protected and maintained for decades to come, while creating a more welcoming environment for passengers. Our specialist team will begin grit-blasting the steel parts of the roof in April, stripping it to bare metal so that we can carry out repairs and apply protective paint. We'll be doing this in phases throughout the summer, encapsulating each section to make sure that no dust or other material reaches the platforms. To minimise the impact on passengers, grit-blasting will take place overnight and noise levels will be monitored. Once completed, Bristol Rail Regeneration - of which the roof refurbishment is only one part - will provide numerous benefits for our passengers, building on Bristol's strengths as a world class city and creating a transport hub fit for the 21st century."

Taziker managing director - infrastructure, Neil Harrison, said: "We have overcome significant challenges to get to this stage of the project which is only possible through the hard work and dedication of the whole project team. Our collaborative relationship with the Network Rail and the station management team is key to the success of delivering this project and we have created great relationships throughout the project to ensure we are working together to successfully hit our milestones. We're really proud to be playing a part in the Bristol Rail

Regeneration programme and have been supporting community initiatives by installing cycle racks in local schools and joining Caring in Bristol's new partnership programme, Caring Corporates, to support people experiencing homelessness in Bristol. Our next challenge is the grit blasting stage but we're prepared and fully equipped, with experts in this specialism ready to commence work."



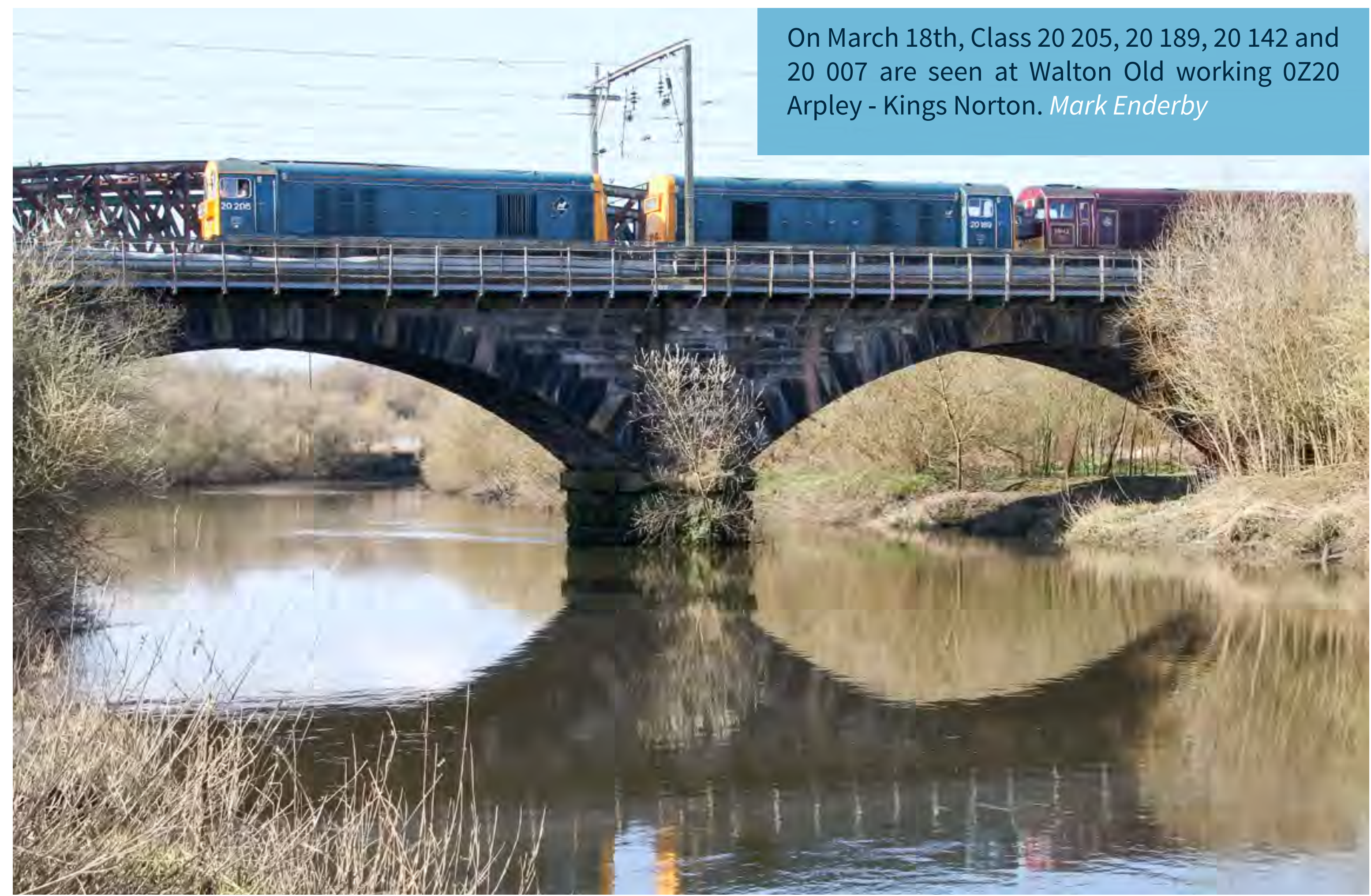


# National Rail

Class 73 969 heads away from Standish as it works from Leicester to Craigentiny on March 17th. *John Sloane*



On March 18th, Class 20 205, 20 189, 20 142 and 20 007 are seen at Walton Old working 0Z20 Arpley - Kings Norton. *Mark Enderby*



Class 50 007 'Hercules' and 50 049 'Defiance' are held at a red signal at Northampton with 0Z49 10:15 Kidderminster S.V.R. to Wembley H.S. on March 25th. *Derek Elston*



NR Linsinger rail grinder No. DR79105 on a movement originating at Paddock Wood passes South Kenton on March 24th. *John Sloane*



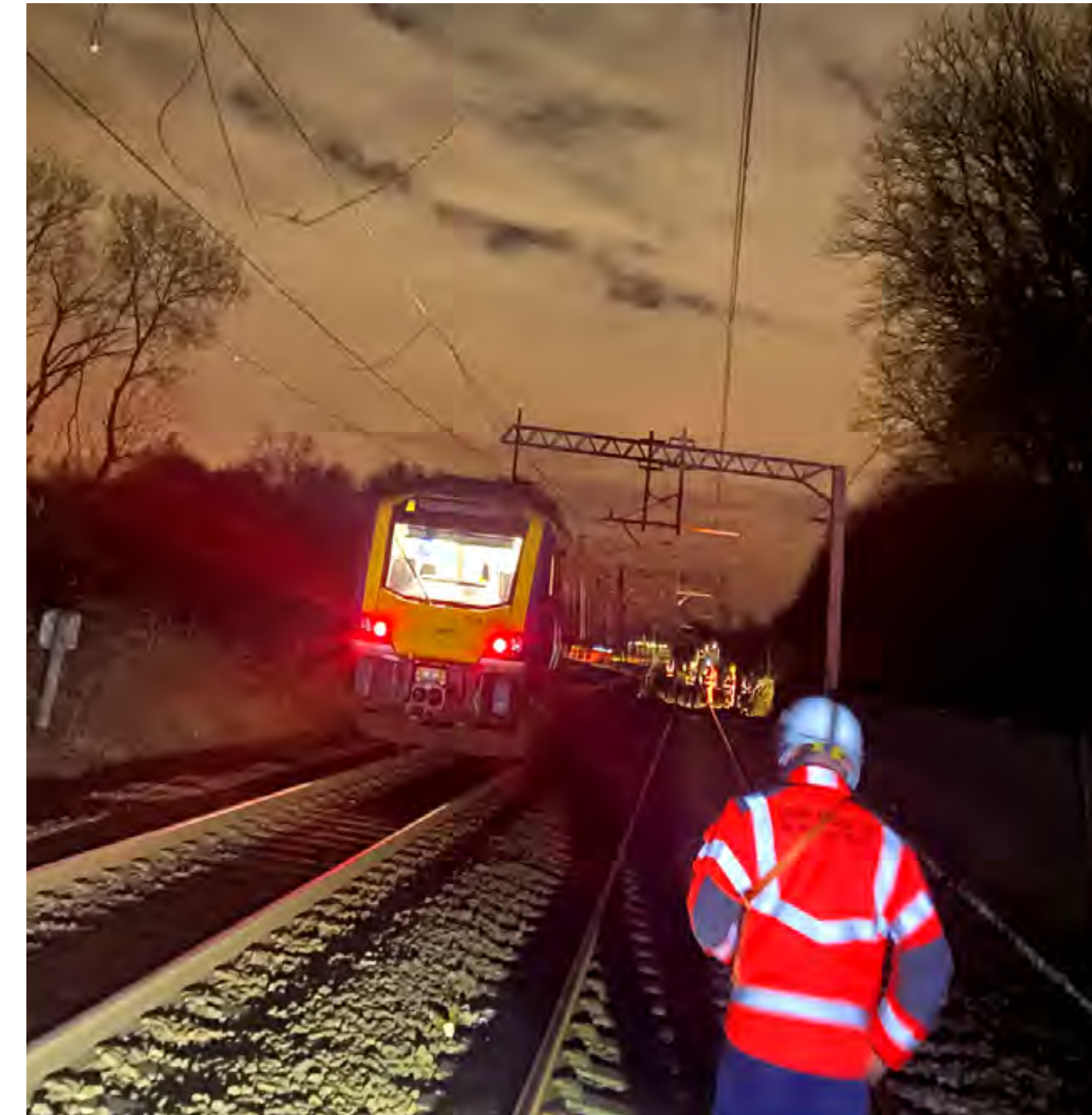


# National Rail

Class 69 002 and 69 004 working the Mountfield to Southampton Docks gypsum is seen at Worting on March 16th. *Dennis Rowland*



## Northern service and railway damaged after vandals throw log at train



### SOUTHERN COUNTIES RAILWAY SOCIETY

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



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)

Train operator Northern and Network Rail are appealing for information after a group of individuals threw a log into the path of an oncoming train near Bolton.

The incident, which happened on the Manchester side of Farnworth Tunnel, happened just before 6.30pm on Monday March 14th.

It resulted in a smashed window and caused a brief fire on the service, which was travelling from Blackpool North to Hazel Grove with more than 100 passengers on-board.

Fortunately no one was hurt, everyone was safely evacuated from the train and it was moved away from the scene so repairs to the railway could take place.

More than 31 other trains were delayed as a result of the incident, which is now being investigated by British Transport Police.

Chris Jackson, regional director for Northern, said: "This was totally reckless behaviour by mindless individuals who gave no thought for other people's

safety. The consequences of a log hitting a fast-moving train are potentially devastating and I urge anyone with information as to the identities of those responsible to contact British Transport Police."

As well as damaging the Northern train, the vandals wrecked more than 200 metres of the complex web of 25,000 volt overhead electric cable which power trains, as well as the structures and equipment which hold them up.

Phil James, Network Rail's North West routed director, said: "I'm disgusted by this dangerous and reckless act of vandalism. The people responsible put the safety of our passengers and colleagues at risk. They have caused thousands of pounds of damage to the railway infrastructure and significantly disrupted services travelling between Manchester and Bolton.

We are working closely with the British Transport Police to catch the culprits. I'd urge anyone with any information to contact them and make a report."



# Queen Victoria's least-favourite railway tunnel set to be modernised this summer as Network Rail plans week-long shutdown through Penge Tunnel, South London

Over nine days, between Saturday July 23rd and Sunday 31st, Network Rail engineers will replace the tracks through Penge Tunnel, between Brixton and Beckenham Junction in South London, to improve reliability. It is said that Queen Victoria, the first monarch to travel by train, really didn't like travelling through tunnels, especially the 1.25mile long Penge Tunnel. So much so that an entire overground 'loop' was constructed via Catford so that journeys could be made between Bromley and Victoria, avoiding it altogether!

Although Queen Victoria may not have approved, this £4.55million project to enhance the lifespan of the

tunnel is a vote of confidence in Victorian engineering. Engineers will be replacing 3,970 metres of track using engineering trains, road-rail vehicles and other heavy machinery to complete the work.

Fiona Taylor, Network Rail's Kent route director, said: "We understand that it's frustrating for passengers to hear those dreaded announcements about signalling or track faults - older track is more prone to problems and so needs more maintenance. That's really challenging to do at Penge because the tunnel is 1.25 miles long. Lifting and replacing track inside the tunnel's tight confines is no mean feat. We recognise this major work will be

disruptive for passengers, but it's important we get it done as quickly as possible. Most of the track, including the rail sleepers and ballast, are now over 30 years old and some even dates back to the early 1970s - making it more than half a century old in places. The end result will really make a difference to passengers, with the new track providing more reliable journeys for many years to come."

Scott Brightwell, Train Services Director for Southeastern Railway, said: "We know there's never a good time to do it, but this essential work by Network Rail is vital to ensure smoother and more punctual train journeys

in south London for many years to come, as we win back our customers and reverse the shift from public transport to cars that occurred during the pandemic. We know people will want to plan ahead, so we'll make sure that our passengers travelling between Brixton and Beckenham Junction are well informed with advice about alternative routes to make their journeys over this nine-day period as smooth as possible".

This £4.55m project is part of the wider £1.25billion South East Upgrade programme to invest in the railway across the Kent route.



We are not amused...



# National Rail

A track machine on a Swindon to Swindon working is seen near Bedwyn on March 15th. *Michael Bennett*



## In tents with purpose on Leven project

With the project to reinstate the Levenmouth Rail link now well underway, various elements of work are springing up across the route. With the proximity of the river and various streams which flow into it, one early and important task is the need to thoroughly inspect the bridges on the route to ensure they are in good condition and structurally sound to carry the new railway.

At five underbridges – structures which sit under the railway – along the route, Network Rail has carried out inspections and a programme of work is now underway to bring them up to scratch. Each structure will be grit-blasted to remove the old paint from the bridge and take it back to the base metal. Corroded sections of the bridge will be replaced and repairs carried out where needed. New timber bridge decks will be installed to strengthen and support what will soon be a double-tracked railway running over them. The bridge will then be repainted using a special paint system that will ensure it is water-proofed and coated to protect it for 25 years.

To create the right conditions to carry out this work NR will build a fully encapsulated access scaffold. This is a scaffold that surrounds the bridge on all sides - including underneath - and is fully covered and sealed.

The encapsulation protects the work from the impact of weather but more importantly is a crucial environmental protection – stopping the old toxic lead paint from leaking out into the environment. Carrying out the work in a sealed environment means that the toxic spoil can be removed in a controlled way and disposed of appropriately.

Sean Clemie, Senior Project Manager for the structures work on the route said, “In the same way as the old track bed is being dug out and replaced to bring it up to modern standards, the same principle applies with the underbridges on the route. Taking them back to their base metal lets us see clearly what we need to do to repair and replace any damaged or corroded steel sections, as well as strengthening the timber bridge decks. Once we have carried out the structural repairs, we can then apply the specialist paint system that lasts for 25 years and ensures the bridges are coated and protected against the impact of weather and corrosion – something which is particularly important in a coastal location”

So, if you were wondering what was happening under the big white tents that will spring up between now and August on bridges along the route, now you know.

## Laser and drone technology recreates Victorian viaduct like never before

Laser scanners and drones have been used to map every inch of the iconic Whalley railway viaduct in Lancashire to secure its future for passengers and freight. The 21st century technology is being used by Network Rail to plan essential maintenance over the next six to eighteen months which will secure the 19th century structure for the future. A total of 300 scans were taken of the 48-arch viaduct which carries the Blackburn to Clitheroe railway line 550 metres across the Ribble Valley. These scans of the 176-year-old structure have now been turned into a 3D computer model, creating a digital blueprint of the viaduct’s current condition. This allows teams to closely monitor any changes in the structure and identify problems in the ornate Victorian brickwork. It is also safer for the workforce – previously only manual checks using abseilers or scaffolding towers would find problems in the structure.

Phil James, Network Rail’s North West route director, said: “We’re always looking to innovate on the railway and seeing drones and lasers being used to care for such an historic structure is really impressive. Using this 21st

century technology gives Whalley viaduct’s engineers a forensic way to plan its essential maintenance for the next 18 months. Great care and attention is going in to make sure our work is right from a heritage perspective. This digital model plays a major role in that as we secure the Grade II listed-structure’s future for passengers, local people and tourists.”

A LiDAR survey was carried out by contractor Commendium. Drone flights also took place as part of the survey taking high-definition photographs of the Grade II listed structure. The data gathered was then used to build up the 3D computer model.

Richard Walters, chief executive officer for Commendium, said: “At first glance, scanning the Whalley viaduct looks easy. However, the proximity of other interests such as a factory, roads, public footpaths and domestic property has made this a more challenging project. The issue has been finding places to scan from so that we could capture all the necessary walls and features of the viaduct. Therefore local stakeholder co-operation has

been essential and, frankly, without their enthusiastic help, the job would have been very much harder.”

Future maintenance work on Whalley viaduct will see: brickwork repairs; removal of vegetation and repairing the damage caused by plants and weeds; viaduct strengthening work and work to stop the viaduct’s bases – or piers – suffering from river erosion

Nigel Evans, deputy speaker of the House of Commons and Ribble Valley MP, said: “It is fantastic to see this cutting-edge technology being used to preserve such an important and beautiful piece of local history. I know many people travel long distances to see the iconic Whalley railway viaduct and it is so important that it is preserved for future generations. It is

through projects like this one that its future can be ensured and I am pleased to see that Network Rail will be undertaking the necessary work to achieve this.”

Trains will continue to run as normal over the viaduct during this essential work.





Having journeyed down to Leicester for attention Caledonian liveried Class 73 969 looks somewhat out of place on the depot and awaits its return back to Scotland on March 16th. *Lee Stanford*



No. 34092 'City of Wells' climbs the Ski jump at Bury during the ELR gala event on February 25th. *Lee Stanford*



## Historic Darlington railway bridge to get revamp

A historic railway bridge in Darlington is set to be revitalised in a £16,000 revamp. Network Rail will repair and repaint the Grade II listed bridge on North Road in a holly green colour to make it look better and brighter for years to come. The bridge has carried the Stockton and Darlington Railway – the world’s first passenger railway to use steam trains – for 166 years, making it a key piece of the town’s rich railway heritage.

The work is ahead of major celebrations being planned for the line’s 200-year anniversary in 2025. The upcoming revamp will help the bridge look its best for this major milestone.

Sarah Reid, Route Director for Network Rail’s East Coast route said: “The railway bridge on North Road has been a feature of Darlington since 1856. This important restoration work will improve the condition of the historically important structure and provide an enhanced gateway for the whole North Road area. We’ve worked closely with Darlington Borough Council to deliver a series of bridge improvements which celebrate the town’s rich railway heritage – and I’d like to thank people for bearing with us as we complete this final stage.”

Peter Gibson, Member of Parliament for Darlington said: “It is fantastic to see much needed improvements to our local railway bridges progress. I have been working closely with Network Rail to ensure that the historic importance of these bridges is taken into consideration when restoration works are undertaken. It was great to join the Network Rail’s team on the Yarm Road bridge recently where I was able to see first-hand the condition of the bridge and the enhancements after the much needed work had been completed.”

Leader of Darlington Borough Council, Cllr Heather Scott said: “We are delighted to be working with Network Rail on this project to improve the appearance of integral parts of our railway routes. The restoration and repaint works are making a great difference for the benefit of our community and visitors to the town.”

The bridge on North Road is the third and final bridge to be renovated in a trio of upgrades. In 2020, Network Rail completed work to refresh two historic railway bridges on Yarm Road, Darlington as part of a £60,000 total investment.



# National Rail

On March 14th, Network Rail track machine No. DR75012 sits in the sidings at Bromsgrove.  
*Barry Longson*



Class 58 023 is seen at Leicester on March 26th. *Richard Hargreaves*



## GWR Night Riviera returns to full service following engineering work

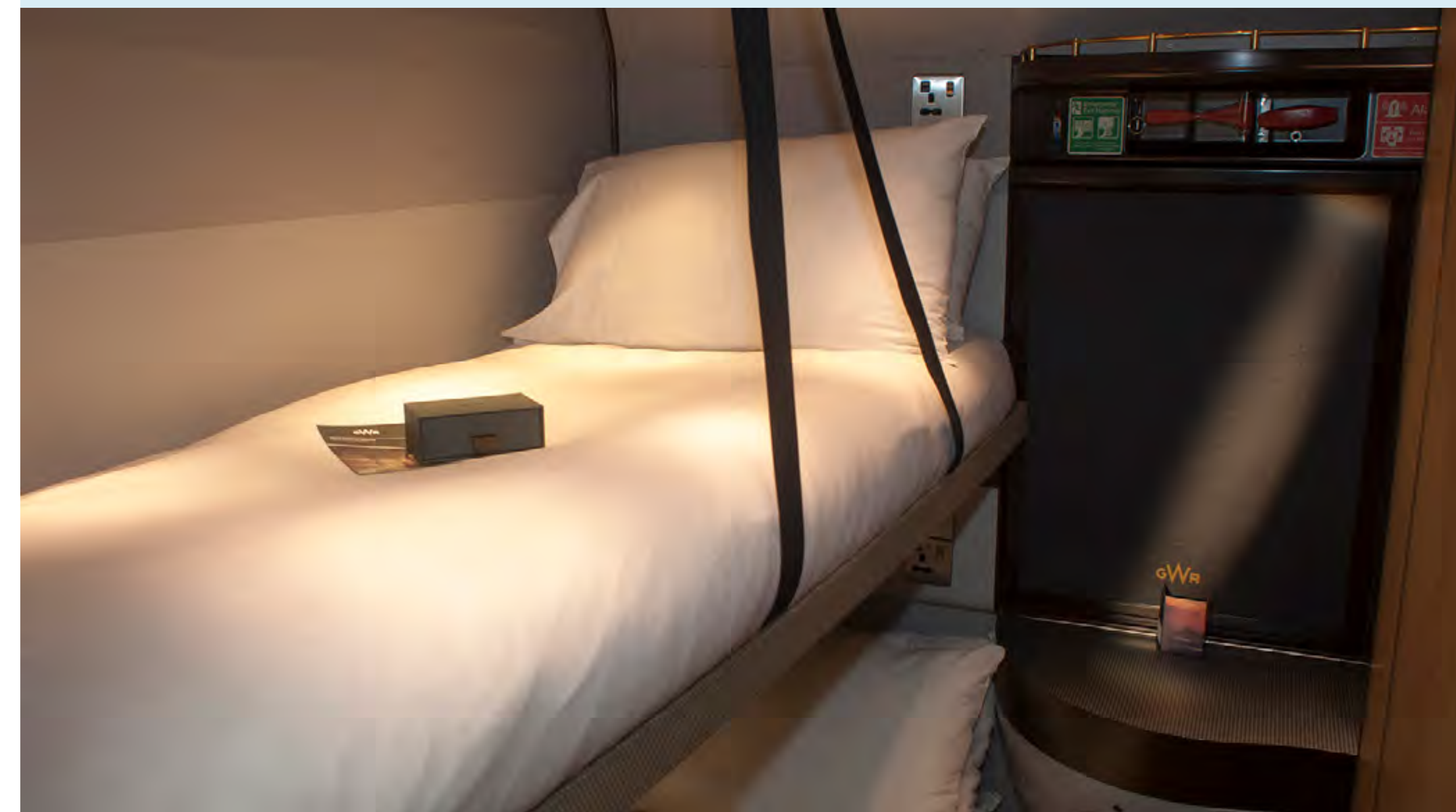
The world famous GWR Night Riviera sleeper has returned to full service after critical engineering work at Parson's Tunnel in South Devon, was completed. The service, which has been partly suspended since the end of January, has returned to full operation with services once again operating on Sunday to Friday evenings.

The overnight closure of the railway over the past eight weeks has enabled Network Rail's engineers to safely complete crucial piling work as part of its £37.4m resilience project to construct a rockfall shelter extension north of Parson's Tunnel between Dawlish and Holcombe.

Work on this important resilience project had already started, however, engineers identified that the condition of the ground was not sufficient to be able to safely begin the piling work from the side of the railway, and that all piling must therefore be done by a specialist piling rig from the track itself. As a result, the railway line between Exeter St Davids and Teignmouth needed to be closed overnight for eight weeks to enable the work to be completed safely. This project forms part of Network Rail's wider South West Rail Resilience Programme (SWRRP) which is helping protect the vital rail artery to the south west, helping to ensure a reliable train service for generations to come.

Mark Hopwood, GWR Managing Director, said: "Our Night Riviera sleeper service is extremely popular and provides an important link between London and Devon and Cornwall and we are sorry for the disruption that this vital engineering work has caused. By carrying out the work when the Night Riviera sleeper service is quieter means it has caused the least disruption to our customers and now means it is ready for the busy spring and summer period."

Mike Gallop, Network Rail Western route and strategic operations director, said: "I would like to thank passengers for their patience while we have progressed important piling work at Parson's Tunnel, which has prevented the Sleeper Service from running as normal over the past eight weeks. The safety of both our engineering teams and passengers is paramount and while it was frustrating to have to temporarily close the railway overnight, this was the only option to enable our teams to complete their work safely. This is a critical project for the south west which once complete, will help protect trains against falling rocks along this vital stretch of railway."







## Putting it to the test: Changes on Northern City Line as East Coast Digital Programme tests and commissions equipment

Passengers travelling on the Northern City Line in April and May are being urged to plan ahead as work to test and commission newly installed signalling equipment takes place. This work took place on April 9th and 10th and will also take place on the Early May Bank Holiday weekend (April 30th to May 2nd inclusive). The first weekend will see the new equipment rigorously tested ahead of it being commissioned over the Bank Holiday weekend. The work is part of the East Coast Digital Programme, which will see the introduction of digital signalling on the Northern City Line, which runs between Moorgate and Finsbury Park. The upgrade to the route will enable signallers to communicate with the latest in-cab technology on trains. Being able to

respond in real time will boost reliability and reduce delays, creating a more modern and reliable railway for passengers. The upcoming work can only take place safely when no passenger services are running. So, on the above dates, no service between Finsbury Park and Moorgate will be available. Instead, trains to and from Moorgate will be diverted into London King's Cross.

Toufic Machnouk, Network Rail's Director, Industry Partnership Digital, said: "This is an important step forward on the East Coast Digital Programme as it brings us closer to delivering more reliable journeys on this route. Testing and commissioning the new equipment is a key part of this upgrade, but

it does mean changes to services in April and May. We're sorry for any inconvenience which this causes and we'd encourage passengers to check their journey ahead of time."

Jenny Saunders, Customer Services Director for Thameslink and Great Northern, said: "While Moorgate trains are diverted to King's Cross, customers can use their tickets on London Underground between the two terminals. We thank our passengers for their understanding while Network Rail takes the next big step in creating a modern, more reliable railway on this important route. People returning to rail travel can be confident that we continue to treat all our trains and stations regularly with a powerful virucide for long-lasting protection."

## Wellington and Cullompton stations one step closer

Network Rail will spearhead the next stage of this project with the development of detailed designs and a full business case following receipt of £5m from the Department for Transport. Network Rail will lead on taking this project forward and continue to work closely with partners Mid Devon District Council, Somerset West and Taunton Council (SWT), Cullompton Town Council, Wellington Town Council, Devon County Council, Somerset County Council, the Heart of the South West Local Enterprise Partnership and Great Western Railway. The funding will be used to now develop a detailed design for the stations and a full business case, to be submitted to the Department for Transport (DfT). It is anticipated that this next stage will be completed by no later than the end of December 2023. Subject to the approval of the business case and the receipt of the necessary funding to build the stations, construction could start as early as 2024 with the aspiration for both stations to be in operation by 2025. Once complete, Wellington and Cullompton will provide two additional stations that will serve the Great Western Mainline from London Paddington to Penzance and sit either side of Tiverton Parkway station. Both stations closed in 1964 and both towns have grown in population since then and are the largest settlements unserved by a rail station between Exeter and Taunton. This latest funding comes from the Government's Restoring Your Railway programme and follows over £40m of Government investment last year

to support the reopening of the Dartmoor Line which was the first of the Government's Restoring Your Railway schemes to return to service.

Christian Irwin, Network Rail's Industry Programme Director (South West), said: "We are pleased to be leading this next important stage of developments to support the reopening of Wellington and Cullompton stations. The close working relationship between the partners has been integral to us getting this far and this approach will continue to ensure that the station designs and full business case are fit for purpose and help deliver much needed stations for the communities of Wellington and Cullompton."

Richard Marsh, Director of Place - Mid Devon District Council, said: "It is great to see that the considerable time and effort invested by officers and members of Mid Devon and Somerset West and Taunton Councils is paying off and this next stage of project development marks another important milestone. We look forward to continuing to work with our partners to realise the goal of the re-opening of Cullompton railway station in 2025."

Alison Blom-Cooper, Assistant Director of Strategic Place and Planning at Somerset West and Taunton Council, said: "This is a significant milestone following a number of years of hard work and collaboration, and we welcome

the expertise and experience that Network Rail will bring in leading the project from this point through to delivery. SWT will have a continuing role in working with Network Rail and other stakeholders to ensure that wider land-use, access, master-planning and community issues can be looked at holistically. We look forward to seeing this long-held aspiration for the community of Wellington become a reality."

Rebecca Pow, MP for Taunton Deane, said: "I pledged to work to bring a rail station to Wellington when I was first elected to Parliament in 2015; and the prospect of a station is fast becoming a reality I am delighted to say. Working at Government level and with stakeholders as co-chair of the Somerset and Devon Rail group the project was one of 10 schemes fast tracked by the Department of Transport. The latest welcome allocation of £5m has just been received to develop the detailed business case which sets us on a pathway for a potential opening in 2025 which is tremendously exciting. The station will bring multiple benefits including improved connectivity, business opportunities and crucially will decarbonise our transport network. My campaign for a cycleway linking Wellington and Taunton will also help people to reduce reliance on cars and encourage active and safe travel by bike to the proposed station."

Neil Parish, MP for Tiverton and Honiton said: "As joint chair of The Devon and Somerset Metro Rail Group, I'm thrilled the metro project continues to progress at pace. I greatly welcome the £5 million of development funding provided by the Government which will refine the details and business case for rebuilding Cullompton railway station. The extension of the Devon Metro is crucial for unlocking potential growth across Devon: creating new opportunities for local businesses and providing an invaluable route for commuters and students. It will also help our efforts to protect the environment, easing congestion along the M5 corridor and supporting sustainable travel. Reopening the station has been a key election commitment of mine since becoming an MP, and I will continue to work with Mid Devon District Council, Network Rail, and my joint chair, Rebecca Pow MP, to ensure we remain on track for success."

Matthew Barnes, GWR Head of Strategic Service Development, said: "We are excited to support this progress on the new stations for Cullompton and Wellington, which are large communities undergoing significant expansion and could really benefit from rail services. The development work builds on the introduction by GWR of more through trains between Cardiff and Penzance in December 2021, providing many services that could serve the new stations in the future."



# National Rail

Stoneblower No. DR80209 works wrong line through Chesterfield to gain access to the refuge sidings south of the station on a sunny March 25th.  
Barry Longson



## Did you Know - Ken Mumford

Some more of the nations oddities this month:

King Arthur's Merlin



Come with Robert Beatty  
"The Man with the Mike."  
See things happen!  
When they happened!  
Where they happened!

In February 1956 a staged derailment was carried out for the above live BBC programme. Recently withdrawn SR 'King Arthur No. 30740 'Merlin' [still carrying its nameplate] was brought to the Longmoor Military Railway. Ted Taylor [from the LMR] was instructed to push this loco and its three coaches down an inclined section of the track in front of the cameras. "A section of rail was canted over to derail the train on the northern section of the line, and I pushed the rear of the train with 2-8-0 No. 700 Major General Carl R Gray Jnr - an American Liberation loco which was one of my regular locos. "I was under strict instructions to give it only a gentle nudge - I wanted to give it a hefty push, but that was forbidden. The train ambled down and derailed itself so gently you could have sat on the footplate of 30740 drinking tea and not a drop would have been spilled."



30740 'Merlin' [above left] still steaming after its staged derailment, and [above right] Ted Taylor at the controls of No. 700

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

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# A Different View

▶ On March 27th, putting in a surprise appearance on the Sunday diesel diagram (in place of the rostered W&M Railbus), the KWVR's Class 101 DMU heads north into Damems loop with an afternoon train to Keighley, passing No. 78022 heading south. *Ben Bucki*

▶ Something a bit different at Wigan North Western on March 1st as their 'Planter' train showing signs of spring. *Lee Stanford*

▶ On March 22nd, Class 47 593 is seen in Doncaster West Yard having worked 5Z30 from Crewe. Class 47 810 was on the other end and the train is seen settling down for the night, an early start the next morning to Portsmouth Harbour to look forward to! *Steve Thompson*





# A Different View

At the Keighley and Worth Valley steam gala on March 11th, the snowdrops herald the arrival of Spring as a passenger service hauled by Lancashire and Yorkshire Railway 'Ironclad' No. 52044 (returned to service last year in its Railway Children livery, and freshly repainted into BR-black for this event) and 2MT No. 78022 heads north between Oxenhope and Haworth. *Ben Bucki*







In 2022, Her Majesty The Queen will become the first British Monarch to celebrate a Platinum Jubilee and in the same year the Spa Valley Railway in Tunbridge Wells is celebrating its 25th anniversary. On 2, 3, 4, and 5 June 2022, the railway will be helping to celebrate this wonderful occasion by offering a special steam train journey combined with a Sparkling Afternoon Tea.

There's no finer way to spend a relaxing afternoon than combining the elegance of steam train travel with a quintessential British treat with Afternoon Tea!

Just relax as the train takes you on a journey through the glorious High Weald between Tunbridge Wells West and Eridge and enjoy afternoon tea with a wonderful selection of freshly prepared traditional finger sandwiches, savoury snacks, scones and cakes from the afternoon tea hamper on your table. On your journey make sure you keep an eye out for the famous sandstone rocks and Oast Houses along the way.

#### What's included:

A 1.5 hour return heritage train journey between Tunbridge Wells West and Eridge.

A delicious and freshly prepared Afternoon Tea, which includes a selection of sandwiches, scones and cakes in a hamper.

Freshly brewed tea or coffee.

Glass of prosecco for each person.

The opportunity to stretch your legs at Eridge Station to see the steam locomotive used to haul your train.

At seat waiting service.

#### Prices:

Table for Two Persons - £90

Table for Four Persons - £180

#### Jubilee Afternoon Tea Menu

Glass of Prosecco

-oOo-

Finger Sandwiches with Homemade Fillings: Home Baked Ham & Wholegrain Mustard, Free Range Egg Mayonnaise, Smoked Salmon, Lemon & Cracked Pepper Cream Cheese & Cucumber

-oOo-

Pork Pie

-oOo-

Homemade Scones with Jam & Clotted Cream

-oOo-

Mini Raspberry Pimms Jelly & Shortbread Biscuit

-oOo-

Mini Whole Victoria Sponge Cake for the table

Gin & Lemon Meringue Cheesecake

Fruit & Cream filled Tartlet

Fresh Chocolate Strawberry

-oOo-

Tea or Coffee

Our food is homemade on our Afternoon Tea service.

We are able to cater for most dietary requirements, Vegetarians, Gluten, Dairy Free. We must be made aware of these dietary requirements at the time of booking. We cannot make alterations on the day.







Dedicated Swanage Railway volunteers have postponed their planned trial diesel train service to the main line at Wareham until the summer of 2023 because of challenging trading conditions and economic uncertainty. It had been hoped to operate the 90-selected day trial public service – using restored 1950s British Railways heritage diesel multiple units upgraded for main line running – during the summer of 2022. Delays in completing the Swanage Railway’s submission to the Government’s Office of Rail and Road (ORR) to obtain permission to run the trains, the option of bringing in a contractor to operate the trains being uneconomic and main line passenger numbers having not returned to pre-Covid levels – have prompted the postponement decision.

Swanage Railway chairman Gavin Johns said: “We can only run trains to Wareham when the conditions are commercially viable and it’s important that we operate the trial as economically as possible and when

commercial conditions are at their best. We will continue with our main line train operating licence application to the Office of Rail and Road as quickly as practicable. The Swanage Railway’s business is still recovering from Covid, which badly affected customer and staff confidence, against a background of challenging trading conditions and economic uncertainty. Trading conditions during 2022 are very unpredictable because they are being heavily affected by significant price rises being borne by our customers and our business – such as the increased cost of coal – as well as the tragedy unfolding in the Ukraine. Concentrating on providing viable heritage train services between Norden, Corfe Castle, Harman’s Cross and Swanage remains the Swanage Railway’s first priority.

The current challenging economic reality has affected our plans for operating a trial 90-selected day trial train service from Swanage and Corfe Castle to the main line at

Wareham during 2022 and we are working to deliver that service during 2023, trading and economic conditions permitting. The business case does not currently exist to place external contracts to provide the trial train service to Wareham but we remain fully committed to securing all necessary consents and commencing services with a view to operating to Wareham during 2023. This is the most pragmatic way to proceed,” added Mr Johns who is a volunteer Swanage Railway signaller.

A 60-selected day trial train service from Swanage and Corfe Castle to Wareham operated during the summer of 2017 using heritage diesel locomotives and carriages hired in as well as the contracting of a main line train company to operate the trains.

Gavin Johns explained: “The extensive work required to put in an application to the Office for Road and Rail (ORR) for operating trains to Wareham has been very

detailed and has taken longer than expected – it has probably been the most challenging project in the 45-year history of the Swanage Railway. Trading conditions and economic uncertainties permitting, we plan to run a 90-selected day trial train service to the main line Wareham during 2023. I would like to thank everyone who has worked so hard on the Wareham project which has been a Swanage Railway ambition since British Rail closed the branch line to Corfe Castle and Swanage in January, 1972,” he added.

The two 1950s former British Railways heritage diesel multiple unit trains that the Swanage Railway has refurbished and upgraded, for running on to the main line at Wareham, are a three-carriage Class 117 and a one-carriage Class 121 ‘Bubble Car’.

Photo: Andrew P.M. Wright



# Ribble Steam Railway

Furness Railway No. 20 was out enjoying the sun at the Ribble Steam Railway Spring Gala event on March 26th, seen here crossing the swing bridge. *Bryan Roberts*





# Strathspey Railway

▶ Class 37 674 stands at Aviemore in the morning sun ready to work the first train of the Strathspey Railway diesel gala top and tailed with Class 31 No. D5862 on March 18th.

*Mark Pichowicz*

▶ Class 27 No. D5394 arrives at Aviemore during the Strathspey Railway diesel gala on March 20th. *Mark Pichowicz*

▶ Class 31 No. D5862 (31 327) is seen stabled at Boat of Garten on March 19th. *Kevin McCormick*





# Strathspey Railway

On March 19th, Class 27 No. D5394  
(27 050) is seen running round its train.  
*Kevin McCormick*





# North Norfolk Railway

Class 37 No. D6732 is ready to depart Sheringham station with it's first passenger run of the day, the 10:35 to Holt on Saturday March 26th, a running day to celebrate the loco's 60th birthday. *Andy Pratt*





# Swindon & Cricklade

On March 15th, GWR No. 6695 is seen undergoing overhaul at Blunsden. *Ken Mumford*

An immaculate GW brake van, No. 17907, is seen at Blunsden on March 15th. *Ken Mumford*

Former Southern DEMU No. S60127 awaits restoration. *Ken Mumford*





# East Lancs Railway

ELR Steam locomotives Nos. 51456 and 52322 double head a Rawtenstall bound service past Burrs Country Park on February 27th.

*Neil Scarlett*

GWR 15XX Class No. 1501, visiting from the Severn Valley Railway, departs from Burrs Country Park with a bit of assistance from No. 34092 'City of Wells' on February 26th.

*Ken Abram*

L&YR No. 752 running as BR No. 51456 approaches Summerseat station with a Bury to Ramsbottom shuttle service. *Ken Abram*





# East Lancs Railway

On February 26th, the last of the early morning 'Golden Hour' made Burrs the 'go to' spot for viewing No 46100 Royal Scot as it took the first train of the day from Bury to Rawtenstall.

*Ken Abram*





# Keighley and Worth Valley Railway

▶ On March 19th, the 'Witches and Wizards' event saw an intensive timetable of steam-hauled trains, but also marked the welcome return of the large diesels for 2022 on branch passenger services, with Class 37 075 running two diagrams in the morning, seen here climbing beside the River Worth between Ingrow and Damems. *Elle-May Ingham*

▶ At the steam gala on March 11th, 2MT No. 78022 climbs out of Keighley with the demonstration goods train heading for Oxenhope. *Ben Bucki*

▶ On March 12th, No. 45596 'Bahamas' climbs out of Ingrow towards Oxenhope with a morning train, running alongside the River Worth. *Ben Bucki*





# Keighley and Worth Valley Railway

At the steam gala on March 11th, visiting No. 46100 'Royal Scot' heads north towards Keighley in the company of No. 45596 'Bahamas', running beside the River Worth near Damems.

*Ben Bucki*

On March 11th, a passenger service hauled by Lancashire and Yorkshire Railway 'Ironclad' No. 52044 (returned to service last year in its Railway Children livery, and freshly repainted into BR-black for this event) and 2MT No. 78022 heads south for Oxenhope at Ebor Lane, Haworth, at mid-day.

*Ben Bucki*

On March 11th, GWR Pannier tank No. 7714 (visiting from the Severn Valley Railway) pilots resident 2MT No. 78022 into Keighley on a pick-up goods train.

*Ben Bucki*





# Keighley and Worth Valley Railway

On March 19th, Class 37 075 was running two diagrams in the morning. The Railfreight liveried machine is seen descending the grade beside the River Worth between Damems and Ingrow with its second Oxenhope - Keighley train of the day. *Ben Bucki*





# Keighley and Worth Valley Railway

At the steam gala on March 11th, GWR Pannier Tank loco No. 7714 draws to a halt at Damems with a morning train for Oxenhope.

*Ben Bucki*

GWR Pannier Tank loco No. 7714 drifts back downhill to Keighley station on March 13th, having banked the morning goods train to Damems, hauled by resident Taff Vale tank No. 85.

*Ben Bucki*

On March 11th, visiting Royal Scot loco No. 46100 'Royal Scot' heads south into Haworth at Ebor Lane, with a morning train to Oxenhope.

*Ben Bucki*





# Keighley and Worth Valley Railway

GWR Pannier No. 7714, visiting the KWVR from the Severn Valley Railway for the Spring steam gala, storms away from Damens loop on March 12th working the 14:25 Keighley to Oxenhope service. *Lee Stanford*





## Keighley and Worth Valley Railway

Super Stanier power sees Jubilee No. 45596 'Bahamas' lead visiting No. 46100 'Royal Scot' away from Haworth on March 12th whilst working the 13:35 Keighley to Oxenhope.

*Lee Stanford*





# Keighley and Worth Valley Railway

▶ An aspect of preservation sometimes overlooked is the plant and machinery which is used for maintenance purposes so it was good to see LNER Steam crane No. DRG 80111 provide demonstrations in Oakworth yard during the KWVR Spring steam gala. *Lee Stanford*

▶ LMS Jubilee Class No. 45596 'Bahamas' works steadily up Oakworth Bank with the 09:10 from Keighley on March 12th. *Ken Abram*

▶ On March 6th, No. 46100 'Royal Scot', GWR Tank engine No. 7714, and Class 08 993 and 08 266 are seen stabled on Haworth shed. *Michael Lynam*





## Keighley and Worth Valley Railway

On March 12th, Lancashire & Yorkshire Class 25 No. 52044, in ex works condition, pilots Taff Vale Tank No. 85 as they cross Mytholmes Viaduct. *Ken Abram*





# Battlefield Railway

Caledonian 0-4-4T No. 419 paid a 2-day visit to the line whilst en route to the Spa Valley Railway. Seen here arriving at Shenton on March 26th then commencing a runround before returning to Shackerstone. *Dave Peel*





# Statfold Barn Railway

On March 19th, Bagnall 4-4-0T (works No. 2820 of 1945) built for Tongaat Sugar in Natal 'Isibutu' is seen working a freight. *Mark Enderby*

CSR No. 19 passes 'Harrogate' and 'Howard'. *Mark Enderby*

The 'Galloping Goose' departs the loop. Inspired by 'The Galloping Goose' railcars working in North America on the 'Rio Grande Southern Railroad' in the 1930's, 40's and 50's *Mark Enderby*





# Statfold Barn Railway

▶ Hudswell Clark 0-6-0WT Works No. 1643 of 1930 GP 39 (Bronllwyd in its Penrhyn days) and Andrew Barclay 0-4-0WT 'Cegin' Works No. 1991 of 1931 approach the Balloon Loop on March 19th. *Ken Abram*

▶ Quarry Hunslet 0-4-0ST Works No. 921 of 1906 'Sybil Mary' and Avonside 0-4-0T Works No. 2067 of 1933 'Marchlyn' are seen pulling away from the halt on the loop on March 19th. *Ken Abram*

▶ On March 19th, Avonside 0-4-0ST twins 'Ogwen' Works No. 2066 of 1933 and 'Marchlyn' Works No. 2067 of 1933 depart from Statfold station. *Ken Abram*





# From the Archives

Turning back the clock 21 years to March 26th 2001 sees Class 56 087 at Bolton Percy with a short freight. *Lee Stanford*

Class 59 001 'Yeoman Endeavour' crosses the River Severn on the famous Victoria Bridge whilst visiting the Severn Valley Railway for a diesel gala on May 7th 1988. *Jeff Nicholls*

Class 50 005 passes Aller Junction with a Plymouth to London Paddington service in 1982. *Michael Bennett*





# From the Archives

▶ Class 20 090 and 20 113 are seen departing Wigan Springs Branch depot on September 9th 1988. *John Sloane*

▶ With an unknown 'Peak' for company, Class 58 019 has just been switched off in Edge Hill Sidings, Liverpool on August 9th 1985. *Jeff Nicholls*

▶ Class 47 843 'Vulcan' is seen at Salisbury on July 28th 2003 with a Westbury to Southampton docks cement working. *Dennis Rowland*





# From the Archives

▶ No. 4316 was a 2-HAP unit renumbered from No. 6098 into the TOPS Class 414 series in 1987. This re-used some of the numbers of 4-SUBs, the original No. 4316 having been withdrawn in 1960. Seen here departing Clapham Junction sidings on November 4th 1988. *John Sloane*

▶ Class 56078 is seen at Andover on February 16th 2004 with a working bound for Ludgershall. *Dennis Rowland*

▶ Sporting the rarer conical exhaust stack, Class 03 162 rests over the weekend from its work in Birkenhead Docks on August 1st 1984. *Jeff Nicholls*





# From the Archives

On January 28th 2002, Class 52 No. D1015 'Western Champion' returned to the main line by making a circular test run from/to Kidderminster via the old road at Beighton. The loco is seen passing Clay Cross junction with unique liveried 37 197, inside for insurance purposes, on its return journey. *Lee Stanford*

Class 58 041 is seen at Salisbury October 29th 1997 with a stone working. *Dennis Rowland*

Class 27 040 stands in Fort William station with train to Glasgow on August 1st 1978. *Gerard van Vliet*





# From the Archives

▶ Class 50 004 'St. Vincent' passes Exeter on a cable train in the eighties. Not a normal job for a Class 50. *Michael Bennett*

▶ 'Thumper' No. 1124 waits in Southampton station on an unknown service on August 6th 1982. Photograph taken whilst on a 'Merrymaker' trip from Crewe-£3 a ticket, including Class 33 haulage from Bristol! *Jeff Nicholls*

▶ Class 33 026 and another class member are seen on Exeter Riverside depot after working a train from London Waterloo in the mid eighties. *Michael Bennett*





# From the Archives

▶ Class 26 032 with two other Class 26 loco's, are seen at Pitlochry station on August 8th 1978.

*Gerard van Vliet*

▶ Class 50 020 'Revenge' is seen on the blocks at London Paddington in the eighties.

*Michael Bennett*

▶ A pair of Class 31s working a Paignton to London Paddington service in the summer of 1982 are seen at Crofton. Apparently there were no Type 4s available! *Michael Bennett*





# From the Archives

▶ Class 50 041 is seen between duties at London Paddington in the early eighties. This loco ended on its side at London Paddington in 1986 and surprised everyone that it was repaired afterwards. *Michael Bennett*

▶ On July 9th 1998, Class 37 899 heads through Newport on a MOD working. *Dennis Rowland*

▶ Class 40 164 arrives at Pitlochry station on August 8th 1978. *Gerard van Vliet*

