



Railtalk Magazine

Issue 189
June 2022
ISSN 1756 - 5030

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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.

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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 189

I won't dwell on the recent news that rail strikes are imminent, hopefully common sense will prevail from both sides and a solution can be reached, but interestingly the alleged 'nobody is travelling' myth has even more substance with the news this month that passenger totals rose to a new post-Covid record in late May, according to new figures from the Department for Transport.

Totals had hovered around 80 percent of the totals before the lockdowns since the start of May, but they peaked at 92 per cent on the 25th, which was a Wednesday. They have since retreated again, and stood at 72% on the 30th.

They probably indicate a continuing drop in commuter traffic. Although the DfT's published records do not identify different travel purposes, Network Rail chief executive Andrew Haines had told the Commons Transport Committee on March 30th: 'We are seeing more appetite for leisure. Last week, it was 104 per cent of pre-pandemic levels across the country. In some areas of the country, it was at a significantly higher percentage again.'

The Railway Industry Association has welcomed the recent peaks in demand, but is also concerned that the government's plans for the industry will continue to assume that passenger figures can never recover

in full.

RIA chief executive Darren Caplan said: 'These figures show that people are returning to rail in ever greater numbers. In the week of May 16th - 22nd, every day of the week saw passenger figures hitting between 86 per cent and 92 per cent of pre-Covid levels, less than three months since pandemic restrictions started being relaxed. This is not just leisure travel coming back - commuter travel, including Mondays and Fridays, has been steadily increasing too.

'So RIA continues to ask Government and the new Great British Railways not to base the 30-year strategy it is planning on the last two years. If the industry and decision makers work closely together to continue attracting passengers back, the future for rail really can be bright in the years ahead.'

In other news, FirstGroup has said it was considering a takeover offer from a US private equity company. I Squared is offering 118p a share plus a possible 45.6p. The approach has followed the sale of First's USA businesses First Transit school bus services and Greyhound coaches. In Britain First runs Great Western Railway and TransPennine Express. It is also the majority shareholder in South Western Railway and Avanti West Coast, and recently launched open access services between

London and Edinburgh under the brand name Lumo.

And Transport for Wales has warned that train services in Wales could be affected for the rest of the year, after two Class 150s were damaged by colliding with a mini digger which had been abandoned on the line near Craven Arms, thankfully no-one was hurt, but the accident on May 22nd started a fire, and Transport for Wales says the damage caused by the 60mph collision will take several months to repair. TfW has warned that the absence of the trains will disrupt some services.

The mini digger is believed to have been stolen from a nearby rental yard before being abandoned on the line. British Transport Police has launched a major criminal investigation and is appealing for information about the incident.

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

Andy



This Page

Fast becoming a stalwart of operations in the current challenging conditions with regards to fuel costs, 2MT No. 78022 is seen arriving at Ingrow with its first Oxenhope bound working on April 30th. *Ben Bucki*

Front Cover

On May 27th, Class 66 514 and 66 526, share space with 90 008 and new Stadler units on Ipswich stabling point. *Barry Longson*



Class A4 No. 4498 (60007) 'Sir Nigel Gresley' works 1Z60 Crewe to Carlisle through Pleasington, on May 21st. *Alan Naylor*

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

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

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With Thanks

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

These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Paul Beard, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies,

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

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

Charter Scene Railway Touring Company

The Great Britain XIV

LMS Coronation Class No. 6233 'Duchess of Sutherland' makes a fine sight as she passes through Teignmouth with the final leg of 'The Great Britain XIV' tour heading for London Victoria on April 30th. *Charlie Robbins*



Charter Scene Railway Touring Company

The Great Britain XIV

On the last leg of 'The Great Britain XIV' to London Victoria, LMS Pacific No. 6233 'Duchess of Sutherland' approaches Thingley on April 30th. *Gerald Nicholl*



Charter Scene Midland Pullman

Torbay Riviera Pullman

On May 21st, power car No. 43046 'Geoff Dury 1930 - 1999' is seen passing through Dawlish on the rear of 1Z16 Paignton - Barrow.
Dave Harris



Charter Scene

A4 Loco Society

Members' Run with 4498

On May 21st, LNER 4-6-2 'Sir Nigel Gresley' heads southbound at Winwick with a returning railtour from Carlisle to Crewe. This was the inaugural run of the locomotive for society members after its overhaul. *Brian Dobbs*



Charter Scene A4 Loco Society

Members' Run with 4498

Returning to the S&C in black livery, LNER A4 Pacific No. 4498 'Sir Nigel Gresley' powers up towards Ribbleshead with the Sir Nigel Gresley Locomotive Trust members' tour on May 21st.
Gerald Nicholl



A4 Loco Society

Members' Run with 4498

▶ 'Sir Nigel Gresley' passes Euxton with the return of the A4 Society special from Carlisle to Crewe on May 21st. *John Sloane*

▶ Class 47 614 is seen on the rear of the A4 charter at Euxton on May 21st. *John Sloane*

▶ On May 21st, Class 47 614 is seen on the rear of the charter hauled by 'Sir Nigel Gresley'. *Michael Lynam*



Charter Scene A4 Loco Society

Members' Run with 4498

On May 21st, LNER 4-6-2 'Sir Nigel Gresley' heads past Moore. This was the inaugural run of the locomotive for Society members after overhaul. *Mark Enderby*



Charter Scene A4 Loco Society

Members' Run with 4498

LNER black A4 No. 4498 'Sir Nigel Gresley' rushes past Wigan North Western on it's return to the main line, working the 1Z62 16:00 Carlisle - Crewe return charter on May 21st.

Chris Morrison



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 approaches Leyland hauling a 'Cumbrian Mountain Express' charter from London Euston on May 21st. *Mark Enderby*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86259 'Les Ross/Peter Pan' speed through Wigan North Western, with the London Euston to Carlisle, 'Cumbrian Mountain Express' on May 21st. *Paul Senior*



Charter Scene Saphos Trains

The Fellsman

On May 18th, Ex SR Rebuilt MN Class No. 34046 'Braunton' crosses the Weaver navigation at Frodsham with the first of the season's 'Fellsman' railtours from Crewe to Carlisle and return, passing moored up steam vessel 'Daniel Adamson'. *Brian Dobbs*



The Fellsman

SR MN No. 34046 'Braunton' is going very nicely indeed as it passes the fields of broad beans at Golborne with 'The Settle and Carlisle Fellsman' on May 18th. *Jeff Nicholls*

Class 47 No. D1924 is seen on the rear of the charter as it passes through Bamber Bridge on May 18th. *John Sloane*

SR MN Class No. 34046 'Braunton' sets off from a brief stop at Bamber Bridge with the Crewe to Carlisle charter on May 18th. *John Sloane*



Charter Scene Statesman Rail

Dreaming Spires Statesman

Class 47 501 'Craftsman' and 47 805 'Roger Hosking MA' slow for a signal check with 1Z70 'Dreaming Spires Statesman' charter on May 13th. *Dave Harris*



Charter Scene Statesman Rail

English Riviera Statesman

Class 47 614 and 47 501 take the curve at Langstone Rock on 1Z42 'English Riviera Statesman' Rugby - Paignton on May 14th.
Dave Harris



Charter Scene Statesman Rail

English Riviera Statesman

Class 47 614 and 47 501 pass Crofton with the 1742 Rugby to Paignton charter on May 14th.
Michael Bennett



Charter Scene Revolution Trains

Charity Charter with 'Caroline'

During a heavy shower, Class 37 418 was recorded passing Skelton Junction on May 11th with the 'Sweet Caroline Railtour' which ran as the 09:03 Derby to Derby and was organised for charitable purposes. *Lee Stanford*



Charter Scene Statesman Rail

Cornish Explorer Statesman

On May 6th, the 1Z50 Peterborough to Penzance with Class 47 805 and 47 501 is seen racing through Bedwyn. *Michael Bennett*



Charter Scene Vintage Trains

Private Charter

A single Class 20 on the mainline is indeed rare but on May 14th, Class 20 189 is seen on a passenger train passing New Mills South Junction working a private charter for Vintage Trains from Manchester Piccadilly to York.

Lee Stanford



Charter Scene Vintage Trains

Private Charter

On May 14th, Class 20 189 and 47 773 pass through Marple with a private charter operated by Vintage Trains, 1Z42 from Manchester Piccadilly - York via Sheffield and Doncaster.

Michael Lynam



Charter Scene

Vintage Trains

Private Charter

On May 14th, Class 47 773 and 20 189 top'n'tail the 'Morris 100 Express' private charter from Manchester Piccadilly to York. seen here with the Class 20 leading to York passing Ashburys, then the Class 47 with the return working at Saddleworth. *Russell Clarke*



Charter Scene Pathfinder Tours

The Cambrian Coast Express

Class 97 302 and 97 303 are seen in Coton Hill Yard with 1Z13 10:17 Shrewsbury - Pwllheli on May 13th. *Keith Davies*



Charter Scene Pathfinder Tours

The Cambrian Coast Express

Class 97 304 and 97 302 working the 1Z13 Shrewsbury - Pwllheli heads north after crossing Barmouth Bridge on May 20th.
Michael J Alderdice



Pathfinder Tours

The Cambrian Coast Express

▶ On May 20th, Class 66 034 (deputising for the advertised Class 67) is seen at Shrewsbury on 1Z1204:24 Bristol Temple Meads to Shrewsbury.
Kevin McCormick

▶ The return charter with Class 97 302 and 97 304, 1Z14 16:23 Pwllheli - Bristol Temple Meads, stands at Barmouth where the return train arrived 20 mins early allowing for a 'photo stop' whilst a passing DMU was awaited.
Kevin McCormick

▶ Class 97 302 and 97 304 arrive light engine from Coleham into Shrewsbury, heading to Coton Hill to take the tour forward to Pwllheli.
Kevin McCormick



Pathfinder Tours

The Cambrian Coast Express

▶ Class 97 304 and 97 302 working the 04:24
Bristol Temple Meads - Pwllheli are seen
crossing Barmouth Bridge on May 20th.

Phil Martin

▼ Class 97 304 and 97 302 working the 16:36
Pwllheli - Bristol Temple Meads return charter
head over Barmouth Bridge. *Phil Martin*



Charter Scene Saphos Trains

Yorkshire Coast Express

'Royal Scot' and Class 47 501 top'n'tail the 1Z70
Crewe - Scarborough through Kenyon on May
11th. *Jeff Nicholls*



Charter Scene

Retro Railtours

Huddersfield Town Footex

On a dull May 29th, Class 67 006 passes Heyrod working the 09:22 Huddersfield to Wembley Central footex conveying supporters to the Championship final against Nottingham Forest. Sadly they were to return disappointed later in the day. *Lee Stanford*



Charter Scene Private Charter

Private Charter

Class 37 688 and 37 521 pass Worting on May 24th with the Weymouth Jersey Sidings to Crewe private charter. *Michael Bennett*



Charter Scene Northern Belle

Northern Belle

Class 47 813 passes Bayston Hill with the 1Z60 07:13 Liverpool Lime St. - Cardiff Central on May 18th. *Keith Davies*



Charter Scene Northern Belle

Northern Belle

Class 47 812 and 47 813 top'n'tail a Holyhead to Stoke 'Northern Belle' working past Waverton on May 19th. *Brian Battersby*



Charter Scene Northern Belle

Northern Belle

Class 47 812 and 47 826 are seen at Conover on May 10th with 1Z64 17:32 Cardiff Central - Preston. *Phil Martin*



Charter Scene Northern Belle

Northern Belle

Class 47 826 and 47 812 pass Duncote Mill on May 13th with the 1Z38 11:50 Coventry to Chester. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

▶ The 0Z45 Butterley to Swanage convoy with Class 31 128 leading 37 703, 44 004 and 46 045 passes through Micheldever on May 3rd.

Michael Bennett

▶ Class 57 313 leads 37 706 through Acton Bridge on May 17th with a Carnforth - Coleham light engine move.

Brian Battersby

▶ The empty stock of a private charter from York to Manchester Piccadilly is seen on its return journey to Tyseley approaching Mauldeth Road headed by Class 20 189 in lovely evening sunlight on May 14th.

Lee Stanford



Charter Scene ECS and Light Engine Movements

On May 5th, West Coast's Class 47 802 passes through Acton Bridge with empty coaching stock from Southall - Carnforth.

Michael Lynam



Charter Scene

ECS and Light Engine Moves

▶ Class 86 259 heads away through Charnock Richard cutting hauling 47 746 and 33 029 from Carnforth to Southall on May 11th.

John Sloane

▶ ‘Sir Nigel Gresley’ passes Preston Boats with the 5P45 12:42 Coton Hill Yard - Crewe H.S. test run on May 17th. *Keith Davies*

▶ Class 31 128 ‘Charybdis’ leads 37 703, 44 004 ‘Great Gable’ and 46 045 through Burton on May 3rd running as 0Z45 from Butterley MRC to Swanage. *Stuart Hillis*



Charter Scene

ECS and Light Engine Moves

▶ The 'Midland Pullman with power cars Nos. 43049 and 43046 working Holyhead - Crewe H.S. passes Llanfairpwll on April 14th.

David Wood

▶ LNER A4 No. 4498 'Sir Nigel Gresley' drowns the photographic gallery in sooty water as she gets away from Stafford with the 12:42 Coton Hill T.C. to Crewe H.S. test run on May 17th.

Derek Elston

▶ Class 47 614 is seen on the rear of the 12:42 Coton Hill T.C. to Crewe H.S. test run worked by 'Sir Nigel Gresley' as it departs Stafford on May 17th. *Derek Elston*





Local brewery helps transform disused spot at Lancaster station

A new pub has opened its doors at Lancaster station following works by a local brewery, Avanti West Coast and Network Rail to lovingly restore a space which remained unused for more than 40 years

Tite & Locke, a cask and keg beer emporium owned by Lancaster Brewery, is located on platform three in what was previously the station's old storeroom.

Lancaster Brewery, Avanti West Coast, Network Rail and The Railway Heritage Trust joined together to carefully transform part of the Grade II Listed building, which has remained empty since it was used as a storeroom more than four decades ago.

The pub's name celebrates two men who played a key part in Lancaster's railway – architect, William Tite, who designed Lancaster station in the 1800s; and engineer, Joseph Locke, whose greatest legacy is the West Coast Main Line.

Adorned with rail memorabilia and featuring an original fireplace and tiled floor, which have been hidden for many years, Tite & Locke gives a nod to Lancaster's railway heritage.

Efforts to give the space a new lease of life is part of the intercity operator's commitment to work with local SMEs (small and medium-sized enterprises) and make its stations part of the communities they serve.

Tite & Locke is Lancaster Brewery's latest venue to open in the region and is the first of its kind for the brewer - offering customers the chance to spot trains or catch a glimpse of the showcase beer cellar.

Michael Byrne, Avanti West Coast Station Manager at Lancaster, said: "We want to champion local businesses, so it has been great to work with Lancaster Brewery who shared our aspiration to transform this beautiful building and celebrate the region's railway heritage.

"We're delighted to see Tite & Locke open its doors and are proud to have played our part in bringing a new lease of life to this area of the station. We're sure this unique space will be enjoyed by the local community and those travelling to and from Lancaster by train for many years to come."

Phil Simpson, Director of Lancaster Brewery, said: "It's really been a long-haul involving years of discussion, work and worry but it's clear all the pain has been worthwhile. It's a beautiful little pub, in a fascinating location with a uniquely diverse customer base. Our thanks to Avanti West Coast and Network Rail who have proven to be insightful, encouraging, and inspirational partners."

Rory Kingdon, Senior Sponsor at Network Rail, said: "The design of the new public house at Lancaster station is not only sympathetic to the historic nature of the building, but it also delivers a new leisure facility for passengers, making this key West Coast Main Line transport hub an

even more welcoming place to be.

"With the rail network bustling again, we're calling on businesses, health care providers, charities and community groups, to make use of the rooms within rail stations and the high footfall of people they bring, to develop their potential."

Tim Hedley-Jones, Executive Director of the Railway Heritage Trust, said: "The Railway Heritage Trust has been pleased to support the Lancaster Brewery in the development of the Tite and Locke pub. We are very pleased with what has been created. It aligns well with our objective of bringing redundant space back into use at listed stations while at the same time creating a great new facility for customers."

Avanti West Coast

Class 390 112 stands at a deserted Manchester Piccadilly before departing with the 14:55 to London Euston on May 25th. *Lee Stanford*



Avanti West Coast raises a glass to local produce with unique gin created by distillery

Avanti West Coast has launched a new gin in partnership with a family-owned distillery in Macclesfield exclusively for its First Class menu. Working with The Forest Distillery – a 17th century barn in the Peak District National Park owned by husband-and-wife team Karl and Lindsay Bond - the intercity operator has created the drink called ‘Forest to First’. The collaboration is part of Avanti West Coast’s commitment to offer a responsibly sourced menu – reducing its impact on the environment and showcasing products created in communities along its route.

Utilising the skills and expertise of Karl and Lindsay, who began home distilling tiny batches of spirits from their kitchen table, The Forest Distillery teamed up with the train operator to make an exclusive product that celebrates the region – from the selection of the ingredients to the design of the bottle. Berries and botanicals foraged from Macclesfield Forest flavour the gin, which is distilled with water from the area’s ancient natural spring. In a nod to the forest, where the gin is distilled and its ingredients are found, the bottle design features a weasel which is a familiar sight in the local area. Customers travelling in First Class on Avanti West Coast’s route can enjoy the refreshing drink during their journey as part of the complimentary food

and drink offering onboard. Ahead of the gin’s launch, two new roles were specially created at The Forest Distillery to support the production of the bespoke drink. The distillery’s award-winning Forest Gin is also available in the First Class Lounge at London Euston, where it is served from specially designed bottles handmade in Stoke-on-Trent by Wade Ceramics.

Philippa Creswell, Executive Director of Onboard at Avanti West Coast, said: “We want to champion small local producers as they’re innovative and passionate about what they do. Working with producers in the communities we serve gives us an opportunity to showcase the brilliant produce and quality products nearby to our route, while supporting our commitment to reducing our carbon footprint. We’re sure our customers will agree when they’re sat back with a refreshing glass of Forest to First, enjoying the scenery at 125mph.”

Karl Bond, Co-founder of Forest Distillery Ltd, said: “We are so proud to have been asked to distil this gin exclusively for Avanti West Coast customers. As a family business, it is incredible to see our products served within First Class. The team at Avanti West Coast have been lovely to work with, and the

resulting gin in the bottle is of an exceptional standard.”



Climate Change liveried Pendolino Class 390 121 approaches Wigan North Western with the 14:30 London Euston - Preston service on May 28th.
Chris Morrison



Avanti West Coast amends timetable as part of support for The Commonwealth Games

Avanti West Coast will be increasing service levels on its London to West Midlands route for the duration the Commonwealth Games.

The global sport event is due to take place in Birmingham from Thursday 28th July to Monday 8th August, during which time the West Coast operator will be running three trains per hour between London Euston and Birmingham, up from the current two.

This will provide more than 10,000 extra seats each day for visitors to Birmingham 2022, and is part of the wider industry effort, in partnership with the Grand Rail Collaboration, Transport for West Midlands and West Midlands Rail Executive to serve the region as well as meet the increased demand during the games.

Craig Mortiboys, Regional Growth Manager at Avanti West Coast commented: "We can't wait to play our part in this major sporting celebration with all eyes on Birmingham this summer. We're proud to be working alongside our industry partners to make sure athletes and spectators get to and from the events during the Games."

Tickets for travel during the Games are on sale now. To facilitate the additional trains and accommodate thousands of visitors to Birmingham, services on the Manchester to London route will be reduced for the 11 days of the Games. During this period there will be two trains per hour as opposed to the normal three with one service via Stoke-on-Trent and Macclesfield, and the other via Crewe.

With key stations due to be decorated in readiness for the Games, Heart of England Community Rail Partnership in association with Brink Contemporary Arts has also unveiled a new mural at Birmingham International. Funded by Avanti West Coast, the artwork by Brink Contemporary Arts takes its inspiration from the theme of connecting people with place and opportunity.

Using colours from Avanti West Coast's train livery design as a starting point, the artist's mural concept embodies a subtle sense of movement. Future transport and infrastructure developments are represented by angular shapes and forms. The colours used also reference the varied national flags of the Commonwealth countries, whilst the use of blue is a contextual hint to the Coventry City of Culture 2021.

The low wall mural also uses the Avanti West Coast Brand colours and symbolises the way rail connects cities and brings people together in celebration.

Julia Singleton-Tasker, Community Rail Officer for the Heart of England Community Rail Partnership added: "Birmingham International, with its proximity to the National Exhibition Centre, is due to play a key part in the delivery of the Games. We wanted a visual representation that spectators will see at speed when arriving and departing from the station. At the start of the low wall mural there is a nine square chequered flag motif to hint at the City of Culture and a nod to the two tone music movement that started in Coventry."

Avanti West Coast

▶ Class 390 124 awaits departure from London Euston on May 12th. *John Sloane*

▶ Class 390 129 now carries the name 'Brett', in memory of Brett Hobson, an Avanti West Coast Duty Control Manager, and is seen passing Acton Bridge on April 2nd. *Brian Battersby*

▶ Class 390 001 calls at Lancaster on May 4th with a service to London Euston. *Eddie Emmott*



Caledonian Sleeper

On May 2nd, Class 73 971 and 73 969 are seen with the 1Y11 04:50 Edinburgh to Fort William Caledonian Sleeper service. *Kevin McCormick*



Chiltern Railways

▶ Class 68 008 is seen at Birmingham Moor Street having arrived with the 12:10 from London Marylebone. *Kevin McCormick*

▶ Class 68 008 stands at London Marylebone on April 22nd working the 12:10 London Marylebone to Birmingham Moor Street service. *Kevin McCormick*

▶ Class 168 218 is seen departing London Marylebone on May 12th. *John Sloane*



Chiltern Railways

▶ Class 68013 'Peter Wreford-Bush' rushes across the water meadows at Kings Sutton with the 17:00 London Marylebone - Kidderminster on May 14th. *Chris Morrison*

▶ Class 165 037 is seen arriving at London Marylebone on May 12th. *John Sloane*

▶ Class 68 015 departs London Marylebone with the 18:15 to Kidderminster on May 12th. *John Sloane*



Chiltern Railways

▶ Class 68 014 stands at London Marylebone with the 17:14 departure to Kidderminster on May 12th. *John Sloane*

▶ Class 168 002 is seen arriving at London Marylebone on May 12th. *John Sloane*

▶ Class 165 007 is seen awaiting its next duty at London Marylebone on May 12th. *John Sloane*



Colas Rail

▶ On May 14th, Class 70816 coasts past Red Bank, Newton-le-Willows, with the 12:46 Carlisle Yard, to Chirk Kronospan logs, running bang on time. *Paul Senior*

▶ Class 70815 heads north through Acton Bridge on May 10th with a Carlisle bound working. *Brian Battersby*

▶ On May 4th, Class 70816 heads through Hellifield with a Chirk Kronospan bound log train. *Eddie Emmott*



Colas Rail

▶ On May 8th, Class 56 090 working 6C80 Wrawby Jct. - Up Decoy heads through Scunthorpe with a rake of autoballasters. *Steve Thompson*

▶ On May 12th, Class 70 809 hauling some 2,200 tons, departs Stratton Loop heading from Westbury Down T. C. to Bescot Up Engineer Sidings. *Ken Mumford*

▶ Class 70 816 on a northbound engineers ballast working from Doncaster to Millerhill is seen at Drem on April 26th. *David Lindsell*





SRSA GO GREEN WITH OKEHAMPTON OVERHAUL

The South Rail Systems Alliance (SRSA) Enhancements Team have recently completed a 16-day blockade at Okehampton on the recently opened Dartmoor Line, harnessing sustainable solutions to complete the programme. With work split across two single track sites in Fatherford and Coleford, the team have completed track re-ballasting and drainage using unique on track plant.

In total, the team completed:
905m of track renewals across two sites
New land and track drainage systems (300m at Coleford and 180m at Fatherford including cross drains)
5440 tonnes of spoil removed
6120 tonnes of ballast including drainage aggregates
A new Road Rail Access Point Compound

SUSTAINABLE SITE BENEFITS

To reduce our carbon emissions, the SRSA prioritised the procurement and use of battery powered equipment such as Proelectric Link Lighting, Cembre impact

wrenches, Roble Vertical Tampers and Enerpac Stressing Equipment. The battery powered tools also provided welfare benefits, minimising noise that may disturb our lineside neighbours, including the wildlife, local community and our site staff.

Sustainability was also the focus for our welfare facilities, with a green site compound with:

- Electric minibuses
- Trialling Rolec cubi-chargers for Electric/Hybrid vehicles
- Eco cabins with double glazing, insulation & motion sensor lighting
- Stage 5 generators powering the welfare set up
- Solar tower lights
- Battery operated link lights

ENVIRONMENTAL CONSIDERATIONS

Due to the area being a Site of Special Scientific Interest (SSSI) with the habitat containing protected species, particularly Hazel Dormice and Greater Crested Newts, the site boundaries along with any de-vegetation

conducted by the SRSA had to follow strict guidelines and legislation. All de-vegetation work was completed in the presence of Ecus, a Natural England accredited ecologist with specific licencing agreed and approved in advance by Natural England to ensure the SSSI is protected.

BRISTOL EAST WELLBEING LEGACY

With the Okehampton site being the latest large-scale blockade since our 8-week Bristol East renewals, the team wanted to ensure that the Bristol East's wellbeing legacy was preserved to ensure site staff's physical and mental wellbeing were looked after.

These features included:

- Smoothie bikes returning in the welfare compound
- Visits from an Occupational Nurse, providing blood pressure and sugar level tests
- Nutritional catering provided from FW Catering
- Solar-powered Hydration stations to ensure chilled water is available

Speaking on the success of the blockade, Network Rail Western and Wales Programme Director, Brian Paynter said "the SRSA have been undertaking what on paper may look like two simple and short Plain Line Track Renewals, but in reality a very complex single line formation renewals and a major feat of drainage engineering which was all picked up by the team only a matter of months ago and scope was evolving as issues were uncovered with unforeseen ground conditions.

The end result is a great end product which is helping put the finishing touches to the works that were started by others and well publicised last year. Thanks to all involved in this work as what I saw on my visit was a safe, clean, tidy and extremely well managed site. The focus on safety, sustainability, natural environment, health and well being was clear to see, works to be proud of."

The 16-day blockade was completed successfully, on budget and without incident. The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.

Colas Rail

▶ Class 70 816 passes Preston Boats with 6C37 10:30 Chirk Kronospan - Carlisle Yard on May 15th. *Keith Davies*

▶ Having got the road, the driver of Class 56 090 eases away from Stafford with 6K38 10:15 Longport to Crewe Basford Hall S.S.M. on May 17th. *Derek Elston*

▶ On May 21st, Class 70 810 is seen stabled adjacent to the station at Eastleigh. *Michael Lynam*



CrossCountry

On May 17th, Class 170 117 and 170 115 stand at Cardiff Central, ready to form the 10:45 service to Nottingham. *Barry Longson*

Class 220 007 and 221 141 approach their Stafford stop on May 31st with the 13:27 Manchester Piccadilly to Bournemouth service. *Lee Stanford*

Class 220 021 departs Doncaster with 1V85 08:35 Newcastle to Banbury service on May 18th. *Derek Elston*



A XC HST set led by power car No. 43239 exits Kennaway Tunnel with 1V44 Leeds - Plymouth and heads through Coryton Bay on May 19th.
Dave Harris





DB Cargo

▶ Class 66 130 is seen at All Stretton with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on May 5th. *Keith Davies*

▶ Freshly re-branded Class 90 021 'Donald Malcolm' heads a Mossend to Daventry train past Euxton on May 11th. *John Sloane*

▶ Class 90 039 and 90 028 pass Bradley with a Mossend to Daventry intermodal on May 7th. *John Sloane*



DB Cargo

▶ On May 19th, recently converted to be 'the world's first dual fuel LNG powered passenger train', Grand Central's Class 180 112 speeds through Peterborough on 1N95 to Sunderland as Class 66 074 trundles its rake of geriatric 2-axle brick-carrying wagons along at its customary walking pace on 4E25 Bow - Heck.
Dave Peel

▶ Class 66 130 passes Bayston Hill with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on May 5th.
Keith Davies

▶ The 07:03 Mossend to Daventry passes Stafford on May 31st, running 23 minutes late with Class 66 015 in charge vice the usual two Class 90s.
Lee Stanford



DB Cargo

▶ On May 21st, Class 66 169, 66 207 and Colas' Class 70 813 are seen stabled adjacent to the station at Eastleigh. *Michael Lynam*

▶ Class 66 149 passes Acton Bridge on April 2nd with a Dollands Moor - Ditton working. *Brian Battersby*

▶ Class 66 168 passes Kempseye with the 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on May 7th. *Keith Davies*



DB Cargo

▶ Class 60 040 is seen in Pewsey Vale with the Theale to Robeston oil empties on May 31st.
Michael Bennett

▶ On test from Crewe Electric Depot, Class 90 039 waits at Stafford before returning to base at Crewe on May 31st. *Lee Stanford*

▶ Former Euro Cargo Rail Class 08 939 is seen at Springs Branch depot on May 12th.
John Sloane





DB Cargo UK launches major new safety campaign

DB Cargo UK, the UK's largest rail logistics provider, has launched a major new campaign in its ongoing drive to deliver safety excellence across all its operations. Called 'Together. We're Safer. Together. We're DB', the campaign explicitly empowers the company's 2,200 colleagues to intervene and stop any activity that they see, or even just feel, may be unsafe. Developed in conjunction with the Lancashire-based design agency Studio Up North (SUN), it has been launched following a series of in-depth, internal focus groups held last year - the biggest and most in-depth piece of safety-related research undertaken by the company.

Every colleague has been issued with a safety intervention card which gives them the authority, backed by the UK Management Board, to step in and challenge any activity or instruction they believe is unsafe - whether that activity is being undertaken by a colleague, a customer, or contractor.

Colleagues are then encouraged to follow a simple, non-bureaucratic process known as 'STOP. DISCUSS. RESOLVE. REVIEW.' which has been used effectively in many other industries to improve companies' overall safety performance. The campaign will be supported by a programme of behavioural safety training to be rolled out to all groundstaff, engineers, drivers and asset owners in the coming weeks.

DB Cargo UK's Head of Safety Marc Binney said: "If we are to succeed in sustaining a positive and healthy safety culture where colleagues are comfortable to challenge unsafe acts and be open to challenge themselves, then we must work together and look out for each other. Empowering colleagues to intervene when things don't look safe - even if their concerns ultimately prove to be unfounded - shows they care and they will not be criticised for doing so. We want colleagues to intervene with the reassurance and confidence that they have the company's full support in doing so," he added.

DB Cargo UK's Head of Communications Richard Sears said: "We are delighted with the new campaign which has already received a very positive response from colleagues working in all areas of the business. Studio Up North took the findings from last year's research, visited DB's sites and spoke at length with our colleagues to come up with a campaign that really gets to the heart of what we're trying to achieve", he added.

"And by making our colleagues effectively the poster boys and girls of the campaign, they have really brought it to life in an engaging way and guaranteed ownership across our operations from the very beginning."

"It's our real colleagues, in recognisable locations, giving relevant advice that will really make a difference."



Stop. Discuss. Resolve. Review.
To find out more visit uk.dbcargo.com/safertgether

Together. We're 

DB Cargo

▶ On May 5th, Class 90039 and 90028 pass through Acton Bridge in charge of an intermodal from Mossend - Daventry. *Michael Lynam*

▶ Class 66 025 and 66 206 are seen stabled at Didcot on May 22nd. *Derek Elston*

▶ Class 66 067 passes a dull Acton Bridge on April 2nd with a Knowsley Freight Terminal - Wilton working. *Brian Battersby*



DB Cargo

▶ On May 12th, Class 66 074 passes through Doncaster with a rake of scrap box wagons from Scunthorpe Roxby Gullet - Rossington loading point. *Michael Lynam*

▶ Class 66 144 is seen at Acton Bridge on May 10th with a Wilton bound waste working. *Brian Battersby*

▶ Running 117 minutes behind schedule, Class 66 047 'Maritime Intermodal Two' trundles through Doncaster with the 10:04 Wakefield Europort to Felixstowe South DBC on May 18th. *Derek Elston*



DB Cargo

A work-stained Class 66 088 crosses the small harbour at Cockwood with 6C53 loaded China Clay slurry from St. Blazey to Exeter Riverside on May 11th. *Dave Harris*



DB Cargo

On May 5th, Class 66 067 heads though Acton Bridge with a loaded bin train from Knowsley - Wilton. *Michael Lynam*

Class 90 037 and 90 024 head south through Acton Bridge on May 10th with a Daventry bound intermodal. *Brian Battersby*

Class 67 016 arrives back at Doncaster after a reversal at Retford having run as 0Z67, the 11:01 Doncaster West Yard to Doncaster West Yard on May 18th. *Derek Elston*



Class 60 010 passes through Hungerford with the Theale to Robeston oil empties on May 12th.
Michael Bennett



DB Cargo

▶ Class 66 133 is seen at Cardiff Central on May 17th, running 186 minutes late with the 05:31 Margam TC to Cwmbargoed empty coal hoppers. *Barry Longson*

▶ Class 66 096 heads north through Acton Bridge on May 5th with two wagons from Donnington, heading to Arpley. *Michael Lynam*

▶ Class 66 198 crawls through Doncaster working the 6D61 10:33 Scunthorpe Roxby Gullet to Rossington Loading Point on May 18th. *Derek Elston*



DC Rail Freight

▶ Class 60 046 passes Acton Bridge on a dull April 2nd with a Middleton Towers - Ravenhead Sidings sand train. *Brian Battersby*

▶ Class 60 019 'Port of Immingham & Grimsby', hired in by DC Rail, working 6Z43 10:07 Acton Yard to Burton on Trent West Yard Maurice Hill passes Barby Nortoft on May 27th. *Derek Elston*

▶ Class 60 046 is pictured at Conisbrough on May 17th with 6Z27 Chaddesden to Aldwark empty box wagons. *Steve Chapman*



DC Rail Freight

Class 60 028 working the 6Z52 Banbury Road to Machen Quarry passes through Shrevenham on May 12th. *Michael Bennett*



DC Rail Freight

Class 60 028 crosses Carr Mill Viaduct with 6M69 Middleton Towers to Ravenhead Sidings sand train on May 28th. *Brian Dobbs*



Direct Rail Services

There are still a small number of Class 37s operating on the network and on a sunny May 12th, Class 37 422 was found waiting for its next duty in York Parcels Sidings. *Lee Stanford*

Class 88 009 'Diana' waits for the road at Stafford working 6X43 09:28 Dagenham Dock Reception to Garston Car Terminal on May 17th. *Derek Elston*

On May 5th, Class 88 005 heads through Acton Bridge with an intermodal from Mossend - Daventry. *Michael Lynam*



Direct Rail Services

▶ Class 66 429 with 68 003 DIT storms through Stafford on May 31st working the 09:28 Dagenham to Garston bringing thousands of pounds worth of new Ford cars to the north for future sale. *Lee Stanford*

▶ Class 66 302 and 66 301 pass through Acton Bridge on May 5th heading north in charge of a Daventry - Mossend intermodal. *Michael Lynam*

▶ Class 37 218 on a York Parcels Sidings to York Parcels Siding outing is seen at Hellfield on May 18th. *Eddie Emmott*



Direct Rail Services

▶ Class 68 004 'RAPID' speeds through Leyland working 6K05 Carlisle to Crewe with 10 Network Rail empty ballast wagons on May 2nd.
Paul Senior

▶ Class 88 004 passes Standish hauling a Daventry to Mossend intermodal on May 3rd.
John Sloane

▶ Class 88 004 'Pandora' is seen at a crawl leading 4M27 05:46 Mossend Down Yard to Daventry International Railfreight Reception Fl just a matter of yards from it's final destination on May 27th.
Derek Elston



Direct Rail Services

Class 37 425 passes Standish with a Bescot to Mossend working on May 3rd. *John Sloane*



Direct Rail Services

▶ Class 66 433 passes Burgs Lane, Baystan Hill on May 14th working the 4V38 10:40 Daventry - Wentloog diverted Tesco train. *Phil Martin*

▶ Class 37 422 'Victorious' working the 12:01 Doncaster Roberts Road to Doncaster West Yard heads through Doncaster on May 18th ready for a 13:18 departure as 4Z22 Doncaster West Yard to Motherwell TMD (DRS). *Derek Elston*

▶ Class 88 004 passes Leyland with a Mossend to Daventry intermodal on May 21st. *John Sloane*



Direct Rail Services

▶ Class 88 003 'Genesis' leads the 4S44 12:16 Daventry International Railfreight Reception to Mossend Down Yard, photographed having just departed Daventry on May 27th.

Derek Elston

▶ Class 88 003 passes Charnock Richard with a Daventry to Mossend working on May 18th.

John Sloane

▶ Running some 102 minutes late, Class 88 006 hurries through Stafford on May 31st with the daily 12:16 Daventry to Mossend. *Lee Stanford*



East Midlands Railway

▶ Class 158 862 arrives at its final destination of Norwich on May 27th with the 10:51 from Liverpool Lime Street. *Lee Stanford*

▶ Class 170511 departs Doncaster working 2K07 09:47 Doncaster to Peterborough via Lincoln service on May 18th. *Derek Elston*



On May 28th, Class 66 512 and 66 533 top'n'tail the 6Y41 18:00 Crewe - Dorrington via Chester.
Phil Martin

Class 90 010 and 90 011 head an evening Coatbridge to Crewe intermodal though Leyland on May 10th.
John Sloane

Class 66 508 passes Kempsey with 6Y43 08:22 Bath Goods Loop - Prees on May 15th.
Keith Davies



Freightliner

▶ Class 66 618 with the Whatley to Churchyard stone train is seen near Bedwyn on May 6th.
Michael Bennett

▶ Class 59 203 stands in Wembley Yard on May 13th. *John Sloane*

▶ On May 5th, Class 66 514 passes through Acton Bridge working a Felixstowe - Garston liner.
Michael Lynam



Freightliner

▶ Class 59 101 with the Merehead to Colnbrook stone is seen near Bedwyn on May 6th.
Michael Bennett

▶ Class 70 001 is seen at Acton Bridge on April 2nd with a Runcorn Folly Lane - Brindle Heath waste train.
Brian Battersby

▶ Class 66 420 is seen at Conisbrough with 6M73 Doncaster to Toton departmental on May 17th.
Steve Chapman



Freightliner

Class 66 526 and 66 588 pass Worting on May 17th with a Crewe to Southampton liner. *Michael Bennett*



Freightliner

On May 10th, a sunny Acton Bridge sees Class 70 008 working a Runcorn Folly Lane - Brindle Heath waste train. *Brian Battersby*

Class 66 525 running light engine from Stoke Gifford to Southampton Maritime passes Dunbridge on May 6th. *Michael Bennett*

Class 70 008 passes Acton Bridge on May 5th working an empty bin train from Runcorn Folly Lane - Northenden. *Michael Lynam*



Freightliner

▶ Class 66 593 times its run through Ipswich station to coincide with a cloud, as it passes on May 27th with the 13:13 Felixstowe North to Lawley Street liner. *Barry Longson*

▶ Class 70 017 is seen coming off the Salisbury line on May 19th with a Southampton to Lawley Street liner. *Michael Bennett*

▶ With a set of wagons fresh from overhaul at Guide Bridge (the running gear anyway!) Class 66 525 passes Stockport station, newly repainted into Avanti colours, with the 15:22 Guide Bridge to Crewe Basford Hall on May 19th. *Lee Stanford*



Freightliner

▶ With its bell shining brightly, Class 59 201 passes through Worting with the Woking stone empties on May 19th. *Michael Bennett*

▶ Class 66 531 heads through Swindon on May 26th with a Whatley Quarry to Banbury working. *Ken Mumford*

▶ Class 66 559 on a Crewe to Southampton liner passes through Worting Junction on May 19th. *Michael Bennett*



Freightliner

▶ Class 59 201 on a Merehead to Theale stone train is seen near Pewsey on May 31st.
Michael Bennett

▶ Class 90 012 and 90 007 pass Acton Bridge on May 17th working a Felixtowe - Garston liner.
Brian Battersby

▶ Class 66 588 and 66 558 pass through Worting Junction with a Crewe to Southampton liner on May 23rd. *Michael Bennett*





Freightliner

▶ Class 59 202 with the Wembley Reception to Merehead empties passes through Pewsey Vale on May 31st. *Michael Bennett*

▶ Class 66 523 powers through Stafford with the 4M81 08:01 Felixstowe North F.L.T. to Crewe Basford Hall S.S.N. on May 17th. *Derek Elston*

▶ Class 66 506 leads 70 011 with the 4E91 Southampton - Leeds liner, passing Burton nearly 5 hours late on May 3rd. *Stuart Hillis*



Freightliner

Heavy Haul Class 66 622 is seen on the approach to Acton Bridge, while working the 11:04 Hardendale Quarry to Guide Bridge on May 13th. *Barry Longson*



Freightliner

▶ On May 5th, Class 66 532 heads through Acton Bridge with a Ditton - Felixstowe liner.
Michael Lynam

▶ Class 59 203 with the Acton to Merehead empties passes through Pewsey Vale on May 31st.
Michael Bennett

▶ The stabling point next to Ipswich station still sees a lot of activity from Freightliner locos moving to and from Felixstowe. On May 27th, Class 66 526, 66 532, 66 568 and 66 514 were seen awaiting their next duties.
Lee Stanford



Freightliner

Class 66 526 'Driver Steve Dunn (George)' and 66 588 head south past St. Denys with the 09:31 Basford Hall - Southampton Maritime liner on May 17th. *John Goodrich*



Freightliner

▶ Class 66 544 exits Ipswich tunnel and approaches the station with the 07:39 Wentloog to Felixstowe North on May 27th.

Lee Stanford

▶ Class 66 553 leads the 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. through Northampton on May 23rd. *Derek Elston*

▶ Class 66 607 yings its way through Stafford working the 09:55 Tunstead Sidings to Northampton Castle Yard stone train on May 17th. *Derek Elston*





▶ On May 6th, Class 66 708 'Glory to Ukraine' worked 10:14 Westbury - Eastleigh engineers' train with 70 810 and 70 801 dead in train. It is seen approaching Southampton from the station car park. In the background 66 791 can be seen held at signals waiting for its path with 11:50 Southampton Western Docks - East Midlands Gateway. *John Goodrich*

▶ Class 66 724 approaches York on May 12th hauling a lengthy Doncaster Decoy to Millerhill engineers train. *Lee Stanford*

▶ Class 69 005 and 69 004 pass through Worting Junction with the Mountfield to Southampton gypsum empties on May 17th. Class 69 005 was on mileage accumulation runs. *Michael Bennett*



▶ Class 66 763 on an Eastleigh to Westbury engineers train, passes through Dunbridge on May 4th. *Michael Bennett*

▶ Class 66 796 approaches Bryn with a Tuebrook to Ashton stone train on May 4th. *John Sloane*

▶ Class 66 748 passes through Worting with a Southampton to Trafford Park intermodal on May 19th. *Michael Bennett*



▶ Class 66 717 passes Kempsey with 6V42 14:20 Penyffordd Cement - Avonmouth Hanson Sidings on May 29th. *Keith Davies*

▶ Class 66 701 is seen stabled in Tonbridge West Yard on May 13th. *John Sloane*

▶ GBRf 66 771 'Amanda' top'n'tail with 66 759 'Chippy' working 3Q98 Kings Norton OT plant depot to Toton, with a new weed killing train, pass Burton on May 27th. *Stuart Hillis*



▶ Class 66 708 passes through Dunbridge with an Eastleigh to Westbury engineers on May 6th. *Michael Bennett*

▶ Class 66 732 passes Bayston Hill on May 18th working the 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

▶ Class 66 794 'Steve Hannam' working the 6001 from Scunthorpe to Eastleigh, passes Burton on May 13th. *Stuart Hillis*





Class 66 796 is seen on the Ashton in Makerfield branch on May 5th. *Jeff Nicholls*

Class 66 757 'West Somerset Railway' stands at Stafford with 6G92 08:29 Hindlow GBRf to Small Heath Lafarge GBRf on May 17th. *Derek Elston*

On May 12th, Class 66 787 passes through Doncaster with a loaded of JNA box wagons from Renwick Road (BIFFA) - Roxby Gullet. *Michael Lynam*



Waiting for the signal to clear, Class 66 719 trundles through Stafford on May 31st with the 08:29 Hindlow to Small Heath. *Lee Stanford*



Caledonian Sleeper names engine in honour of Railway Heritage Trust

On May 12th, Caledonian Sleeper named one of the engines which powers its iconic cross border service in honour of the Railway Heritage Trust. Intended as a token of thanks for supporting the company's major restoration project at Perth Station.

A listed building that dates back to 1848, Perth Station was designed on a grand scale in keeping with the Tudor Gothic style of the time. However, in 2018 the vast size of the station meant that many rooms were lying empty.

Caledonian Sleeper restored the interior décor of an unused waiting area to create a luxury guest lounge for its passengers as well as a staff training centre, breathing fresh life into the area and bringing it back into service. The Railway Heritage Trust provided a generous grant to help fund the refurbishment.

In recognition of this support, Caledonian Sleeper has teamed up with GB Railfreight, which operates the fleet of Class 92 engines that help power the company's iconic overnight rail service, to name one of the engines in honour of the Trust. A plaque was unveiled on the

engine at London Euston to mark the occasion.

John Smith, CEO of GB Railfreight, said: "We share the Railway Heritage Trust's ambition to protect the UK's historic railway network while modernising the vital infrastructure we all rely on.

"Given the cultural significance of Perth Station, we're grateful for the support they've provided to Caledonian Sleeper and are proud to have one of our Class 92 locos carry the Trust's nameplates."



one of the Class 92's after the Railway Heritage Trust and proud to have worked with the Trust on our restoration project at Perth Station. It's incredibly important that we protect the heritage features of the UK's iconic railway network, while also ensuring the network is fit for use in the 21st Century, so it can be enjoyed for many years to come."

Andy Savage, Deputy Chairman of the Railway Heritage Trust, added: "We are deeply grateful to Caledonian Sleeper and to GB Railfreight for allowing one of their Class 92 engines to carry the Railway Heritage Trust name. The Railway Heritage Trust operates across the whole of the Network Rail system, and it is appropriate that a locomotive that operates on the longest-distance services on the network carries our name to such a wide range of locations."

Kathryn Darbandi, Serco's Managing Director for Caledonian Sleeper, said: "We're honoured to be naming

▶ Class 60 076 passes Acton Bridge on May 10th with a LBT - Drax Biomass working.
Brian Battersby

▶ Class 66 744 passes Stockport No. 1 signal box in charge of the 08:50 Peak Forest to Salford Hope Street, on a bright May 18th.
Barry Longson

▶ Class 66 775 is seen stabled at Doncaster Royal Mail Terminal on April 22nd. *David Lindsay*



▶ Class 66 732 is seen at Kempsey with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on May 10th. *Keith Davies*

▶ Class 66 786 and rainbow liveried 66 720 working 6X01 Scunthorpe - Eastleigh pass Burton on May 27th. *Stuart Hillis*

▶ Class 66 716 passes Kempsey on May 28th working the 09:24 Dee Marsh Reception Sidings - Margam TC. *Phil Martin*



▶ Class 73 119, 73 201 and 73 109 are seen at Tonbridge West Yard on May 13th.
John Sloane

▶ Class 66 757 and 66 777 top'n'tail the 6G56 08:20 Dee Marsh - Bescot rail train past Preston Boats on May 22nd. *Phil Martin*

▶ Class 66 757 and 60 076 head through Helsby on May 4th. *Brian Battersby*



▶ Class 66 796 on 6K22 Penmeanmawr - Tuebrook approaches Llandudno Junction with Conway Castle in the background on May 10th. *David Wood*

▶ Class 66 757 and 66 777 pass Preston Boats on May 22nd with 6G56 08:20 Dee Marsh Jct. - Bescot Up Engineers Sidings. *Keith Davies*

▶ Class 66 710 passes Charnock Richard hauling a special Donnington to Mossend working on May 18th. *John Sloane*



On May 7th, a ballast train in connection with the engineering work on the North Lindsey Light Railway sees Class 66 756 passing through Scunthorpe on 6G44 Belmont - Frodingham Trent Jct., a quite substantial load of 20 autoballasters loaded with stone.

Steve Thompson

Class 66 780 'The Cemex Express' working 4R79 10:05 Doncaster Down Decoy GBRf to Immingham H.I.T. (GBRf) passes through Doncaster on May 18th. *Derek Elston*

On May 12th, Class 66 724 passes through Doncaster with an engineers train from Doncaster Up Decoy - Tyne SS. *Michael Lynam*



▶ Class 66 775 passes through Doncaster on May 12th with a rake of sand hoppers from Middleton Tower - Monk Bretton Redfearn.

Michael Lynam

▶ Class 66 773 'Pride of GB Railfreight' working a train of autoballasters passes Bridge Junction running as 6N71 11:45 Doncaster Up Decoy to Tyne S.S. on May 18th.

Michael Lynam

▶ Class 69 003 and 69 002 are seen ready to head out of Tonbridge West Yard on May 13th.

John Sloane



▶ Green liveried Class 66 796 crosses Carr Mill Viaduct with 6F65 Ashton in Makerfield to Tuebrook Sidings empties on May 13th.
Brian Dobbs

▶ Class 66 779 and 66 797 pass Notton on the Monk Bretton branch on May 17th with 3Q00 weedkilling train from Doncaster.
Steve Chapman

▶ Class 66 762 approaches Worstead on May 25th with 6P40 Harwich to North Walsham tanks.
Steve Chapman



On May 7th, Class 66 773 and 66 701 top'n'tail the 6G45 Belmont - Frodingham Trent Jct. engineers, seen here passing through Scunthorpe. *Steve Thompson*

Class 66 789 'British Rail 1948-1997' leads the 6E86 08:20 Middleton Towers GBRf to Monk Bretton Redfearns GBRf through Doncaster on May 18th. *Derek Elston*

On May 12th, Class 66 760 crosses Stockport Viaduct with a rake of empty hoppers from Hope Street (Peak Stone) Salford - Peak Forest Cemex. *Michael Lynam*



Class 66 794 'Steve Hannam' works 6S94 Wembley Reception to Clitheroe Castle Cement through Bamber Bridge on April 20th.

Alan Naylor

Class 73 136 'Mhairi' and 73 107 'Tracy' are seen being dragged through Northampton as 0Z69, 09:01 Kidderminster S.V.R. to Tonbridge West Yard GBRf worked by 69 005 'Eastleigh' on May 23rd.

Derek Elston

Class 66 771 passes Acton Bridge on May 5th with a rake of empty cement tanks from Avonmouth - Clitheroe.

Michael Lynam



Grand Central

Class 180 105 stands at London King's Cross awaiting its next duty on May 12th.
John Sloane



Greater Anglia

▶ Refurbished Renatus EMU Class 321 312 and an unidentified sister, enter Ipswich station with the ECS to form the 13:52 departure to London Liverpool Street on May 27th. *Barry Longson*

▶ Class 745 009 is seen at Ipswich on May 27th, working the 14:01 Norwich to London Liverpool Street service. *Barry Longson*

▶ The appearance of Norwich station has not improved since a visit last year, with grass and weeds covering the tracks. On May 27th, Stadler bi-mode unit Class 755 330 arrives with the 15:17 service from Great Yarmouth. *Barry Longson*



Greater Anglia

▶ Class 755 335 stands next to 90 006 at Ipswich on May 27th as both await their next duties.
Lee Stanford

▶ Class 755 405 pauses at Reedham on May 23rd with the 14:55 Norwich to Lowestoft service.
Steve Chapman

▶ Class 755 325 pauses at Worstead on May 25th with the 11:44 service from Sheringham to Norwich.
Steve Chapman



Greater Anglia

Class 755 419 rounds the curve at Reedham Junction on May 26th with the 16:58 Norwich to Lowestoft service. *Steve Chapman*



Great Western Railway

▶ GWR Castle HST set led by power car No. 43005 'St. Michaels Mount' exits Parsons Tunnel at Smugglers Lane with 2C69 Cardiff - Penzance service on April 29th. *Dave Harris*

▶ Class 165 137 leads a Portsmouth to Cardiff service through Dunbridge on May 4th. *Michael Bennett*

▶ Having just arrived with the 06:40 from Penzance, HST power car No. 43189 waits to depart to Brickyard Siding to reverse as 66 059 heads past with the 11:45 Margam to Round Oak on May 17th. *Lee Stanford*



Great Western Railway

▶ Power car No. 43042 'Tregana Castle' is seen on the rear of 2U12 Penzance - Cardiff as it calls at Dawlish station on April 26th. *Dave Harris*

▶ Class 387 146 calls at Swindon on May 26th with a Cardiff to London Paddington service. *Ken Mumford*

▶ Class 165 101 working a Portsmouth to Cardiff service, passes through Dunbridge on May 6th. *Michael Bennett*



Great Western Railway

Class 158 950 comes off the Barnstaple branch at Cowley Bridge Jct. to gain the mainline into Exeter St. Davids on April 30th.
Charlie Robbins



Great Western Railway

▶ Class 57 605 'Totnes Castle' is seen at London Paddington with the stock of the Night Riviera Sleeper on May 12th. *John Sloane*

▶ Class 57 604 'Pendennis Castle' at the head of the Night Riviera Sleeper to Penzance on May 12th. *John Sloane*

▶ Class 57 603 'Tintagel Castle' is seen after arrival at London Paddington with the Night Riviera Sleeper from Penzance on May 13th. *John Sloane*



Great Western Railway

▶ An array of trains are seen at London Paddington on May 12th. *John Sloane*

▶ Class 387 151 stands at London Paddington on May 13th working a service to Cardiff. *John Sloane*

▶ NHS liveried Class 802 020 is seen at London Paddington on May 13th. *John Sloane*



Great Western Railway

Class 165 118 is seen at London Paddington on May 12th. *John Sloane*

GWR Castle HST set with power car No. 43009 on the rear working the 2U12 Penzance - Cardiff service passes the foot crossing at Eastdon on May 5th. *Dave Harris*

GWR Class 800 031 crosses Malvern Common to form a Great Malvern to London Paddington service on May 13th. *Neil Pugh*



Hull Trains

Class 802 303 is about to depart with the 13:49 service to Hull from London King's Cross on May 12th. *John Sloane*



L.N.E.R.

Class 91 114 'Durham Cathedral' is seen at London King's Cross with a service to Leeds on May 12th. *John Sloane*

On May 12th, Class 91 107 stands at Doncaster working a Leeds to London King's Cross service. *Michael Lynam*

On May 12th, Class 800 108 prepares to depart London King's Cross for Aberdeen whilst another of the fleet has recently arrived. *John Sloane*



L.N.E.R.

▶ Class 91 111 in its distinctive livery, departs Leeds with the 13:15 to London King's Cross on May 18th. *Barry Longson*

▶ On April 22nd, Class 800 208 is seen at Carlisle on a 5Z93 15:44 Edinburgh - Neville Hill which from here will run over the Tyne Valley through Hexham and into Newcastle where it reverses before going ECML to York and on to Leeds. These are believed to be route learning / refreshers ahead of diversions later in the year. *Kevin McCormick*

▶ Class 91 114 departs Doncaster on May 12th with a Leeds - London King's Cross service. *Michael Lynam*



L.N.E.R.

Class 91 109 'Sir Bobby Robson' arrives at Doncaster with the 1D06 08:33 London King's Cross to Leeds service on May 18th. *Derek Elston*



LNER SERVICES BEGIN AT RESTON AS THE BORDERS STATION OPENS

London North Eastern Railway (LNER) is celebrating the launch of direct Azuma services from Reston with the Scottish Borders village becoming the newest destination on the East Coast route. The daily service in each direction started on May 23rd as the railway station opens with LNER's Azuma trains connecting the community with the Scottish capital and the North of England. It is the first time train services will serve Reston in almost 60 years.

To mark the historic occasion, LNER's Azuma carrying the special 'Celebrating Scotland' official tartan livery made the first journey north from Reston. The inaugural northbound service departed from Reston at 07:27, before calling at Dunbar at 07:43, arriving at Edinburgh Waverley at 08:07. An evening weekday Aberdeen to Leeds southbound service will call at the newly opened station at 21:41.

David Horne, Managing Director at LNER, said: "I am delighted to welcome Reston as our latest destination

on one of the most scenic parts of our route, boasting magnificent views of both the Scottish Borders countryside and coastline. I know the residents of Reston will be thrilled that the station is open and services have resumed once again to Reston. Many have campaigned for a number of years to see this day and we are proud to be able to serve the community."

Barrie Forrest, Chair of the Rail Action Group, East of Scotland, is among those who campaigned to restore services. He said: "It will make a huge difference. It will give us a transport system that we have not had for many years. It will enable young people to further their education. Older generations can go out taking the train instead of the car."

LNER's electric and bi-mode Azuma fleet provides significant environmental benefits travelling in electric mode to and from Reston, and offers greater comfort and space, keeping people connected with free Wi-Fi and sockets at each seat.

While onboard, people can make the most of LNER's legendary hospitality with complimentary refreshments served in First Class and at-seat ordering in Standard with the 'Let's Eat At Your Seat' service.

Customers can book direct, fee free and with ease using LNER's mobile App and website and sign up for live journey updates, which will provide the latest information about their journey. LNER recommends customers select and reserve a seat in advance so they can travel in confidence knowing they have the comfort of a seat for the duration of their journey.

Tickets start from £10.80 for an Advance single journey in Standard between Reston and

Edinburgh or £20.20 in First Class. Advance tickets between Reston and Newcastle start from £15.70 in Standard or £30.20 in First Class.



L.N.E.R.

▶ The 10:33 London King's Cross - Leeds pulls into Doncaster behind Class 91 119, passing the waiting 'audience' on May 12th. Nice to see the white-edged buffers on these locos and their DVTs. *Jeff Nicholls*

▶ The LNER Azuma trains do look impressive in their striking white livery and this is seen to good effect as Class 801 209 waits at York on May 12th to depart with the 14:03 to London King's Cross. *Lee Stanford*

▶ Class 91 130 'Lord Mayor of Newcastle' approaches Doncaster working 1D07 09:03 London King's Cross to Leeds service on May 18th. *Derek Elston*





WORTH THE WAIT - LNER'S REFURBISHED WAITING ROOMS ARE NOW ARRIVING

London North Eastern Railway (LNER) is investing £800,000 into station waiting rooms across the East Coast route. The rooms are being refurbished to enhance customer facilities, in the most comprehensive renovation in almost 20 years. Customers can now enjoy new look waiting rooms and updated technology at LNER managed stations across the East Coast route.

The refurbished rooms will boast a new contemporary colour scheme of white and silver combined with new anthracite coloured flooring.

Customers will be able to relax and recharge in comfort in new leather seating which has built in USB and plug socket charging points for phones and laptops.

Berwick upon Tweed, Darlington, Wakefield Westgate and Retford were the first stations to have their waiting rooms refurbished.

Stations that will have their waiting rooms refurbished include Doncaster, Durham, Grantham, Peterborough, Newark Northgate, Newcastle and York.

Claire Ansley, People and Customer Experience Director at LNER, said: "Our customers are at the heart of everything we do. At LNER we are continually looking at ways to enhance their experience in every aspect of their journey – from online to at the station to onboard our fleet of Azuma trains. This major investment in our waiting rooms across the entire East Coast route demonstrates our commitment to the customer. Making sure that the experience at every station is the same high standard that LNER is known for."

More than 30 waiting rooms will be improved and enhanced once the programme of work is completed by autumn this year, that will include lighting and accessibility improvements to each waiting room.



Lumo

▶ Class 803 001 awaits its next duty at London King's Cross on May 12th. *John Sloane*

▶ Running a few minutes behind schedule, Class 803 003 flies through Doncaster working 1S93 10:45 London King's Cross to Edinburgh service on May 18th. *Derek Elston*

▶ The 10:45 London King's Cross - Edinburgh service flies through Doncaster with Class 803 005 in charge on May 12th. *Jeff Nicholls*



Network Rail

On May 6th, West Coast worked an engineers train from Doncaster to Scunthorpe with Class 47 813 working top'n'tail with 37 706 on 6G84 Belmont - Frodingham Trent Jct. (for rerailing work on the Roxby Branch). During a brief, but well-timed, burst of sunshine, 47 813 rounds the curve into Althorpe Station and applies power as the signal clears for the train to proceed towards Gunhouse Loop for its booked 60 minute stop with 37 706 on the rear. *Steve Thompson*



Network Rail

On May 7th, engineers duties complete, 6G84 leaves the possession and crosses Dawes Lane with Class 47 813 top and tailing with 37 706 as the previous day, heading back to Belmont.

Steve Thompson

On May 2nd, Class 37 219 is seen in the sidings at Crianlarich - where it has been there since April 14th when it arrived (slowly) from Bridge of Orchy. Class 37 116 had been dispatched from Slateford (Edinburgh) to pick it up from Fort William and take it to Derby, but only got as far as Bridge of Orchy.

Kevin McCormick

Power cars Nos. 43257 and 43251 work a Blackpool to Derby test train through Lostock Hall Junction on May 20th. *John Sloane*



Network Rail

Class 37 175 and 37 612 come off the Berney Arms line at Reedham Junction on May 26th with 1Q98 test train from Cambridge.

Steve Chapman

Network Rail's Loram Rail Grinder Nos. DR79401, DR79402, DR79403 and DR79404 rumbles through Stafford whilst moving as the 12:08 Crewe P.A.D. to Bletchley CE Sidings on May 17th.

Derek Elston

Power car No. 43251 leads a test train north through Acton Bridge on May 10th.

Brian Battersby





Network Rail

▶ Class 37 419 tops and tails with 37 175 on the four-weekly inspection train as they pass the old railwaymen's cottages at Glazebrook on May 12th. *Jeff Nicholls*

▶ On May 27th, Class 37 610 was to be found stabled at Cambridge with a rail monitoring train. *Lee Stanford*

▶ Class 73 964 heads a test train with 73 962 at the rear end in Tonbridge West Yard on May 13th. *John Sloane*





Rail Operations Group

Class 37 884 climbs Hencote bank with 5Q42 14:41
Eastleigh - Crewe C. S. on May 4th.
Keith Davies



Rail Operations Group

On May 4th, Class 37 884 leads a former GC set with DVT No. 82200 passing through Bath Spa working 5Q42 Eastleigh to Crewe. *Tom Blanpain*



TransPennine Express

▶ Class 802 206 approaches Mauldeth Road on May 14th with a Liverpool Lime Street to Manchester Airport service. *Lee Stanford*

▶ A TPE Class 397 on a Glasgow to Liverpool service sweeps past Standish on May 3rd. *John Sloane*

▶ On May 7th, Class 68 024 is seen on a stock move at Walton Old. *Mark Enderby*



TransPennine Express

▶ Class 68 023 'Achilles' looks and sounds superb as it ticks over at the buffer stops at Manchester Piccadilly, ready to work the 13:18 Cleethorpes driver training run on May 14th. *Barry Longson*

▶ Still to enter full squadron service are the Mark 5 loco hauled stock. On a sunny May 12th, Class 68 021 was found at Scarborough waiting to depart with the 15:34 to Manchester Victoria. *Lee Stanford*

▶ On May 12th, Class 397 012 passes through Horwich working an Edinburgh - Manchester Airport service. *Michael Lynam*



TransPennine Express

▶ Class 68 021 accelerates away from York on a sunny May 12th working the 15:34 from Scarborough to Manchester Victoria.
Lee Stanford

▶ Last built Class 185 151 arrives into platform 3 at Manchester Piccadilly on May 19th with the 13:08 from Hull. *Lee Stanford*

▶ Class 397 011 working a Manchester to Edinburgh service heads through Deansgate on May 28th. *Steve Stepney*



Transport for Wales

TfW bi-mode unit Class 769 003 departs Cardiff Central on May 17th, with the 10:28 Ystrad Mynach to Penarth service. *Barry Longson*

Still in its old Arriva colours, Class 150 280 awaits to depart Cardiff Central, with the 14:45 Coryton to Radyr service on May 17th. *Barry Longson*

New TfW Stadler DMU Class 231 006 pauses at Radyr on May 17th, while working the 13:54 Stormstown Loop to Barry Down Sidings test run. *Barry Longson*



Transport for Wales

▶ Class 150 257 stands at Carmarthen Station on May 11th waiting to depart with the 11:02 to Pembroke Dock. *Allison Twycross*

▶ Class 153 369 and 153 910 stand at Manchester Piccadilly ready to work the 10:31 service to Milford Haven on May 24th. *Steve Stepney*

▶ Class 150 281 working a Carmarthen to Pembroke Dock service is seen after departing Tenby on May 9th. *Allison Twycross*



Transport for Wales

▶ Class 153 906 and 153 333 pass Waverton on May 19th with a Crewe to Chester service.

Brian Battersby

▶ Eleven Class 197s and a pair of West Midlands Class 196s are seen at Donnington on May 18th.

Richard Hargreaves

▶ On May 20th, Class 67 014 working the 1W91 06:45 Cardiff Central – Holyhead arrives at Shrewsbury. *Kevin McCormick*



Transport for Wales

▶ Class 158 839 crosses Cefn Mawr on May 28th working the 1V99 18:33 Chester - Shrewsbury service. *Phil Martin*

▶ Class 175 101 passes Condober on May 10th working the 1W72 15:07 Milford Haven - Manchester Piccadilly service. *Phil Martin*

▶ On May 5th, Class 67 014 passes Wolascott working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*



Transport for Wales

▶ Class 67 017 passes Stapleton with 1V38 16:37 Holyhead - Cardiff Central on May 11th.
Keith Davies

▶ Class 67 015 passes Woolascott with 1V98 16:36 Holyhead - Cardiff Central on May 5th.
Keith Davies

▶ The popular photographic location of a train coming off Stockport viaduct will change dramatically over the coming months as a block of flats are being built which will tower above the viaduct. The lift shafts have already been constructed and can be seen behind Class 175 116 as it slows for the Stockport stop working the 15:31 Manchester Piccadilly to Carmarthen on May 19th. *Lee Stanford*



Transport for Wales

▶ Class 67 010 is seen on Hencote Bank with 1W96 17:16 Cardiff Central - Holyhead on May 13th. *Phil Martin*

▶ Class 175 112 passes Bayston Hill with 1V38 09:31 Manchester Piccadilly - Carmarthen service on May 5th. *Keith Davies*

▶ Class 153 968 passes Kempsey leading the 1V97 16:35 Crewe - Swansea on May 29th. *Keith Davies*



Transport for Wales

▶ Class 67 008 is seen at Leaton with 1V98 16:36 Holyhead - Cardiff Central on May 27th.
Phil Martin

▶ Class 197 010 passes Bayston Hill with 10:42 Craven Arms to Crewe test run on May 18th.
Keith Davies

▶ Class 150 213 stands at Cardiff Central on May 17th after arriving with the 12:16 from Treherbert.
Lee Stanford



Units: DMUs and EMUs

South Western Railway's Class 444 001 and 444 002 pass Worting on May 19th with a London Waterloo to Weymouth service. *Michael Bennett*

Northern's Class 331 027 run through Charnock Richard cutting with a Blackpool to Liverpool service on May 6th. *John Sloane*

Merseyrail's Class 508 136 departs the elegant station at Cressington with the 11:58 Southport - Hunts Cross service on June 4th. *Chris Morrison*



Units: DMUs and EMUs

South Western Railway's Class 444 045 is the rear unit of a 10-car formation crossing to the Portsmouth line at St. Denys with the 16:06 Northam - Fareham empty stock move on May 17th. *John Goodrich*

Unusually strengthened to six coaches, Northern's 11:49 Manchester Piccadilly to Sheffield local service passes New Mills South Junction on May 14th led by Class 195 115. *Lee Stanford*

South Western Railway's Class 444 033 and 444 044 working the 1W31 London Waterloo to Weymouth service pass through Worting Junction on May 19th. *Michael Bennett*



Units: DMUs and EMUs

▶ LNWR Class 350 115 displays an odd front of half yellow and half green on May 13th, as it speeds through Acton Bridge working the 14:07 Liverpool to Birmingham New Street service.

Barry Longson

▶ Still providing sterling service for Northern is Class 319 366, seen here slowing for the stop at Mauldeth Road on May 14th with the 16:27 Liverpool Lime Street to Crewe local service.

Lee Stanford

▶ South Western Railway's Class 159 006 and 159 008 on the 1L45 London Waterloo to Exeter St. Davids service pass Worting Junction on May 19th. *Michael Bennett*



Units: DMUs and EMUs

South Western Railway's Class 158 881 approaches Southampton on May 6th with the 10:56 Salisbury - Southampton - Romsey service. *John Goodrich*

SWR's Class 159 020 and 159 103 on the 1L41 London Waterloo to Exeter Central service pass Worting Junction on May 19th. *Michael Bennett*

The only Northern electric unit not sporting the corporate livery is Class 319 372 which was seen approaching Winwick Junction on the sunny evening of May 21st working the 19:10 Warrington to Liverpool Lime Street local service. *Lee Stanford*



Units: DMUs and EMUs

▶ South Western Railway's Class 158 883 calls at Dunbridge with a Salisbury to Romsey service on May 6th. There's not many of these units still in this old Stagecoach livery. *Michael Bennett*

▶ New C2C units Class 720 602 and 720 604 stand in platform 6 at Stafford on May 31st before returning to Wembley. *Lee Stanford*

▶ Northern's Class 331 110 departs from Leeds on May 12th with the 18:22 local service to Doncaster. *Lee Stanford*



Units: DMUs and EMUs

Northern's Class 150 113 arrives at Parbold with the 14:50 Manchester Victoria - Southport service on May 28th. *Chris Morrison*

West Midlands Trains' Class 170 513 and 170 502 pass Duncote Mill with 2J16 13:00 Birmingham New Street - Shrewsbury service on May 13th. *Keith Davies*

Northern's Class 156 483 and 156 428 stand in the bay platforms 1 and 2 at Lancaster on May 4th. *Eddie Emmott*



Units: DMUs and EMUs

Class 150 136 works the 2N14 Preston to Colne service as it calls at Pleasington station on May 21st. *Alan Naylor*

West Midlands Railway's Class 172 104 passes through Malvern Wells on a Hereford to Birmingham New Street service on May 13th. The unit having been transferred from Chiltern Railways. *Neil Pugh*

West Midlands units Class 730 009 and 730 008 pass through Stafford on May 31st heading for Oxley depot. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's Class 508 103 and 507 032 stand at Southport on May 5th. *John Sloane*

South Eastern's Class 466 041 brings up the rear of a rake of stock heading down the Hastings line at Tonbridge on May 13th. *John Sloane*

Merseyrail's Class 507 032 calls at Birkdale with a Northern line service on May 5th. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 507 008 passes the old signal cabin as it departs Birkdale with a service to Southport on May 5th. *John Sloane*

Merseyrail's Class 508 136 arrives at Birkdale with a Liverpool bound service on May 5th. *John Sloane*

South Eastern's Class 375 609 arrives at Tonbridge with a service from London Charing Cross on May 13th. *John Sloane*



Units: DMUs and EMUs

West Midlands' Class 323s continue to visit Alstom Manchester for modification. Here Class 323 218 is seen at Cheadle Hulme working the 10:39 Soho to Longsight TMD on May 14th.

Barry Longson

Heathrow Express Class 387 134 stands at London Paddington on May 13th.

John Sloane

Northern's Class 150 115 and 150 112 depart Parbold with the 13:31 Southport - Manchester Victoria service on May 28th. *Chris Morrison*



Units: DMUs and EMUs

▶ Northern's Class 319 366 approaches Cheadle Hulme on a bright May 14th, with the 12:01 Manchester Piccadilly to Crewe service.
Barry Longson

▶ South Eastern's Class 375 617 heads out of Tonbridge with a service to Hastings on May 13th.
John Sloane

▶ South Eastern's Class 465 161 is seen arriving at London Charing Cross on May 13th.
John Sloane



Scotrail

▶ Class 385 034 is seen about to depart North Berwick on April 26th with a service to Edinburgh. *David Lindsay*

▶ Class 385 046 departs Drem Station at with a train to North Berwick on April 26th. *David Lindsay*

▶ Class 380 101 stands at North Berwick forming the 15:30 to Edinburgh service on April 28th. *David Lindsay*



Scotrail

On May 1st, Class 320 309 is seen at Dalmeir working 15:43 from Balloch to Milngavie - one of a number of Sunday only trains that unusually used the single track Hyndland West to Hyndland North curve during the lengthy line closure between Exhibition Centre - Rutherglen during March/April/May 2022. *Kevin McCormick*

Class 320 417 is seen at Anniesland working the 16:15 from Milngavie to Balloch. *Kevin McCormick*

Class 320 417 is seen at Anniesland working the 16:15 from Milngavie to Balloch, with the feather indicating it is heading to do the Hyndland North to Hyndland West curve *Kevin McCormick*



Heaton Park Trams

Stockport No. 5 and No. 765 were seen in operation on May 11th. *Mark Enderby*



TfL Rail

▶ A service from Abbey Wood to London Paddington calls at Custom House on May 26th. *John Sloane*

▶ An Elizabeth Line train from Abbey Wood to London Paddington worked by Class 345 035 approaches Custom House station on May 26th. *John Sloane*

▶ One of the Elizabeth Line platforms at London Paddington on May 26th. *John Sloane*



Sheffield Supertram

Green Sheffield Supertram No. 112 approaches the stop next to the main railway station on May 12th with a service to Halfway. *Jeff Nicholls*



Running as 0Z45, West Coast's Class 31 128 leads a convoy of locos consisting of 37 703, 44 004 and 46 045 from Butterley to Swanage past Kings Sutton on May 3rd, ready for the Swanage Railway's Diesel Gala starting on May 6th. *Andy Pratt*



Flexible commuting now even easier thanks to Greater Anglia

Rail commuters in East Anglia can now buy flexi season tickets on ticket machines across the Greater Anglia network. The flexi season ticket is a bundle of 8 day passes for a specific journey between two stations to be used in 28 days. The tickets can be used at any time within the 28-day period. Customers can buy another flexi season ticket within the 28 days if they use up their eight passes.

And now customers can buy them quickly and easily by using Greater Anglia's self-serve ticket machines, making it quicker and easier to commute at a time convenient to them. Anyone who needs help using the ticket machine can press the ticket assistance help button on the machine to be connected to ticket office staff in Norwich who will guide the customer on the machine.

Flexi seasons can be bought on any Greater Anglia ticket machine outside of the London oyster area. These tickets are also still available from the ticket office or to buy online from the Greater Anglia website.

Flexi season tickets must be loaded on to a Smart card, which is more durable than a paper ticket and quicker and easier to use at the ticket gates. They are cheaper than buying anytime day return tickets on the day of travel and passengers can claim a refund on the dates not used, and they can cancel at any time.

Martin Moran, Greater Anglia's Commercial, Customer Services and Train Presentation Director, said: "The pandemic has seen many people's travel patterns change. We know our customers are spending part of their working week in the office and at home, and the flexi season helps them save money on their commute. Since its launch last summer, the flexi season ticket has been incredibly popular with our customers and we're pleased they can now buy it from our ticket machines, which are quick and easy to use."

Fares Advice with RailUK

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

Machine only printed out part of the journey

Q: I purchased a split ticket with TrainSplit from Wellingborough to Mill Hill Broadway. However when I collected the tickets at the collection machine at Stowmarket station it only printed out the first part of the journey from Wellingborough to Bedford. I phoned TrainSplit and they said they can't reissue the tickets and to phone the number on the machine. When I went back the machine was out of service and there was no number on there. I spoke to the ticket office and the lady there said she can't issue another ticket as it was through a different company for a different train company service. She did say they have been having issues with that machine. She did however write on the back of the ticket that the machine didn't print the full journey and signed and stamped it. However she said that although that would be fine for a Greater Anglia service, because the journey is with a different train company she can't guarantee it will be ok, but it should be. I phoned TrainSplit again and they said it will be fine as long as I still have the email and if there is any issues with the conductor to take their name and number and get back to TrainSplit.

It does have me a little worried though in that could there still be the possibility that they could say I don't have all the tickets for the full journey and prosecute me?

A: I would be very concerned as well, and unless the endorsement on the back of the ticket said "valid for travel to Mill Hill Broadway" or something to that effect, I would buy another ticket to ensure I was covered. I must say I'm rather disappointed by TrainSplit's response to this one - they should not be palming you off to the TVM's operator. The TVM operator is merely an agent acting on behalf of TrainSplit and if they say (as they're quite entitled to do) "speak to the retailer", the buck stops with the retailer. I would buy the new ticket from TrainSplit and if they refuse to refund it, I would consider raising a partial chargeback (or section 75 claim, in the unlikely event it was for £100+ and you used a credit card) on the original booking.

The endorsement is clear about what happened, but it doesn't unambiguously give permission to travel between Bedford and Mill Hill Broadway. If TrainSplit continue to refuse to assist, I think I would ask a member of staff at Stowmarket (or Wellingborough, on the day) whether they will endorse the ticket explicitly for travel

between Bedford and Mill Hill Broadway. And if the answer there is still no, then at that point I would buy another ticket and seek to recover that from TrainSplit.

Is the Avanti-run WCML just for wealthy businesspeople now?

Q: I consider myself quite adept at getting cheap train tickets, always booking well in advance, and making liberal use of split-ticketing. But the situation with Avanti has gone from difficult to impossible. They've virtually eliminated the split-ticketing tricks, and advances are like needles in a haystack. This is the situation for a forthcoming planned trip over 2 months in the future. I managed to find out via twitter that the advances for 1st August went on sale on 18th May. Presumably they sold tiny batches of these, and then just reverted to the off-peak singles.

I know quite a few people who make this trip, and they are voting with their wallets and taking Easyjet instead, for £30-£60 one way. Have the Advance fare buckets been reduced in size? and when is Avanti going to start running a railway for ordinary people?

A: Yes. Their tickets are very expensive now, considerably more than before the pandemic. I'm sure the trains that day will be almost full regardless. They are still not running as many trains to Glasgow as in 2019 and they aren't going to be again any time soon. So the answer to the question is essentially yes they only really want people who can afford very expensive tickets on the trains. If you're coming back, it's cheaper to buy a return at £160.90. It's not only Avanti West Coast though. Try finding any ticket from Exeter to Newcastle for a reasonable price. It's just not really doable.

Can you use a Lumo service? Their single from London to Edinburgh is £69. From the Avanti services I've used recently, they can get away with not selling cheap advances because their trains are usually pretty busy and seem to have every seat taken - especially on Fridays, weekends and holidays. There is no gain to them selling low cost tickets because they don't need to fill any empty space during those days!

Ticket Advice for All

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

National Rail

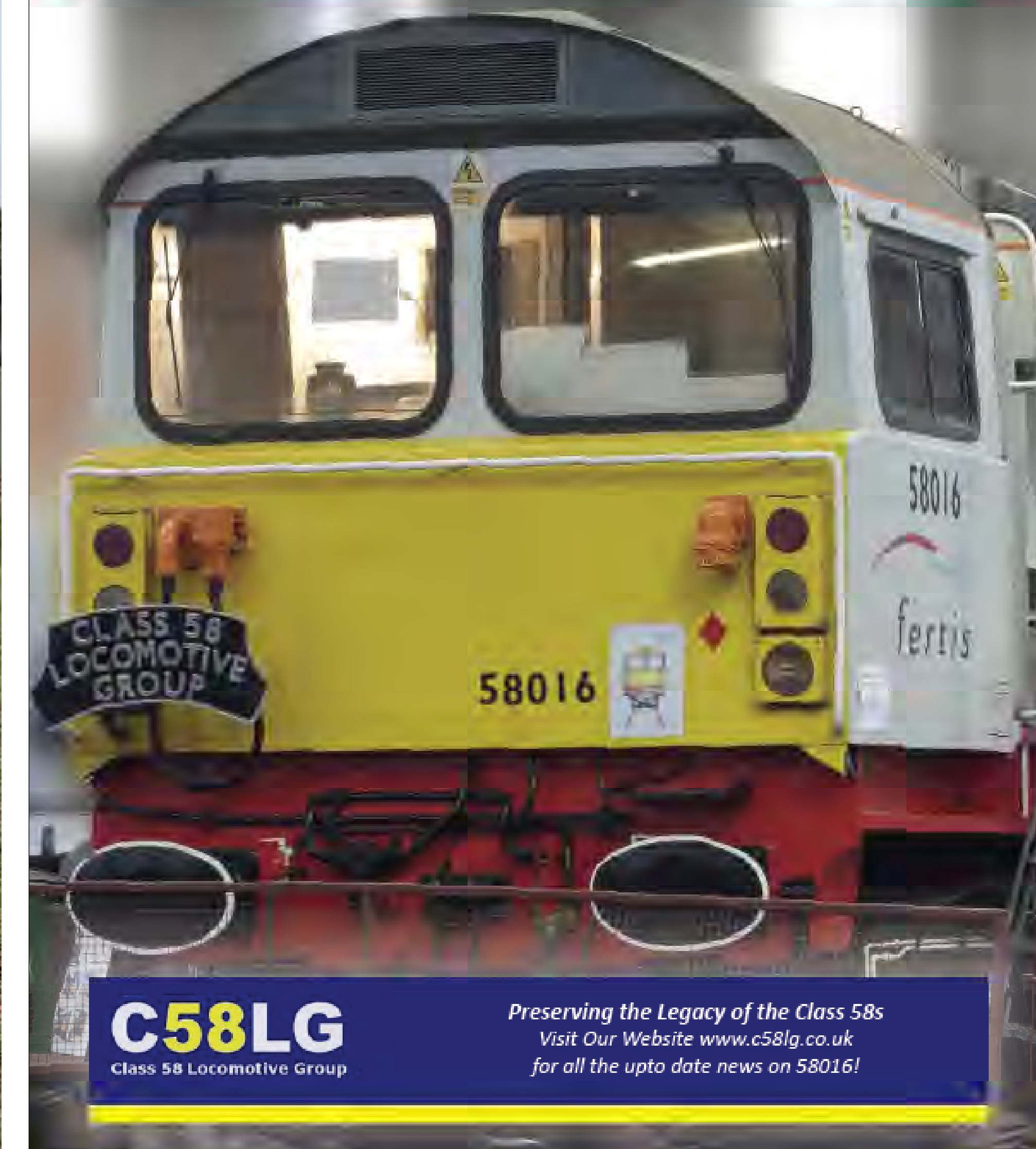
Running early as usual, the 05:34 Shieldmuir Mail Terminal - Willesden PRDC is only a few miles from its first stop at Warrington Royal Mail Terminal and is seen passing Golborne Junction on a sunny May 18th. *Jeff Nicholls*



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

There are various ways to help the C58LG:

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



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Greater Anglia commemorates the Platinum Jubilee with special crests on its new trains

Greater Anglia has commemorated the Queen's Platinum Jubilee by adorning five of its new trains with the official emblem celebrating Her Majesty's 70 years on the throne. Crests featuring the official Platinum Jubilee emblem are now in place on five of Greater Anglia's new trains and will be seen across East Anglia, along all the lines run by the train operator. The emblems have been applied to one regional bi-mode train, which runs on Greater Anglia's local routes, one intercity train, one Stansted Express train and two of the new commuter trains. The crests were fitted at the operator's depots in Ilford and Crown Point in Norwich.

Jonathan Denby, Greater Anglia's Head of Corporate Affairs, said: "We are proud to mark this once in a lifetime

event by placing the Platinum Jubilee emblem on some of our new trains. The five trains involved cover the full range of routes that we operate, so customers and communities across our network will have the opportunity to see the trains with their special emblems over the coming months. We were keen to play our part in celebrating this historic milestone and continue a tradition that has seen trains in our region receive special nameplates or crests to mark both the Golden Jubilee in 2002 and the Diamond Jubilee in 2012. Her Majesty the Queen has always been a great supporter of rail travel and has visited our region many times by train during her reign, both on the Royal Train and on normal scheduled services, so it's very appropriate that the Platinum Jubilee emblem has been applied to some

of our trains. Anyone who spots one of our special jubilee trains is encouraged to take a photograph of it and post it on Twitter or Instagram, tagging Greater Anglia. It will be great to see them recorded out and about across the region, as we help mark this very special event."

The crests have been carefully positioned on the bodyside at both ends of the trains, close to the front, ahead of the cab doors. Each train has four emblems, one near each cab door on each side of the train. Greater Anglia staff and community rail partnerships across the network have also decorated stations to mark the jubilee with bunting, Union Jacks and pictures.

Photo: The emblem on one of Greater Anglia's new

Alstom trains. © Greater Anglia



National Rail

Class 73 128 and 73 141 are seen in Tonbridge West Yard on May 13th.

John Sloane



Passengers reminded of railway closure ahead of Commonwealth Games

The Chiltern main line between Dorridge and Birmingham Moor Street will be closed for four days in June as work continues to improve passenger journeys for the Commonwealth Games. Crucial parts of the railway will be replaced between Monday 20th and Thursday 23rd June as part of a £3m investment by Network Rail. The work will overhaul switches and crossings - moving sections of track which allow trains to access and leave a critical train maintenance depot at Tyseley in Birmingham. The depot is an important site for three train operators - West Midlands Railway, CrossCountry and Chiltern Railways. Any issues there during the Commonwealth Games could cause delays across the region, including risking overcrowding at key stations serving sports venues.

Replacing the complex equipment now will help train services run smoothly during this summer's Games, which are expected to see more than one million extra passenger journeys across the West Midlands rail network.

The essential upgrades will impact the following routes and services between Monday 20th and Thursday 23rd June:

On the Shakespeare line to Stratford-upon-Avon, there will be no trains between Birmingham Moor Street and Spring Road stations.

On the Chiltern main line between London Marylebone and Birmingham, there will be no trains between Birmingham Moor Street and Dorridge.

The four-day railway closure has been extended to Dorridge from Solihull - this allows better flexibility for the trains which will be running on the rest of the Chiltern main line. Rail replacement buses will be in operation and people are advised to plan ahead at www.nationalrail.co.uk.

Denise Wetton, Network Rail's Central route director, said: "There's never an ideal time to shut the railway and a mid-week closure for work like this is rare, but after carefully reviewing recent passenger numbers on this route we've found it's the least disruptive time to make these essential improvements. These upgrades will benefit journeys across the wider West Midlands, providing passengers with an efficient, cleaner and more reliable railway throughout our major summer of

sport. It will also help to reduce the risk of platforms becoming overcrowded as a result of the predicted one million extra passenger journeys during the Commonwealth Games."

Eleni Jordan, commercial & customer strategy director for Chiltern Railways, said: "Network Rail's crucial track replacement work between Monday June 20th and Thursday 23rd June will ensure that we can continue to provide a safe and reliable service for our customers across what is expected to be a busy summer on the railways in the West Midlands. We will be regularly communicating plans for rail replacement transport in and out of Birmingham. We advise that customers travelling during the closure check their journey on the Chiltern website or app before travelling."

Jonny Wiseman, West Midlands Trains customer experience director, said: "These essential works will make a real, long-term difference to passengers by improving access to Tyseley depot where trains are maintained, repaired and refuelled. I would like to thank our customers for their patience while this work is carried out and I urge passengers travelling during this period to plan their journeys carefully as revised timetables and rail replacement buses will be in operation."

Engineers and planners will make the most of the four-day railway closure to carry out a host of other work, including:

- Installing new rails, sleepers and ballast (railway foundation stone)
- Stressing rails to cope better with hot weather
- Removing overgrown plants and graffiti
- Carrying out a deep clean of Birmingham Moor Street station itself

Doing this work further reduces future disruption to passengers and provides a more reliable rail network not only during the Games but for many years to come.

It will also save millions of pounds of taxpayers' money as doing this work outside of a full railway closure would normally take place over multiple weekends over an entire summer.

Loco Fleet List Ten

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

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

Features:

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

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

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

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



Eastleigh Works

Rail Adventure power cars Nos. 43480 and 43484 nearest the camera and 43423 and 43467 behind are seen in the works yard on May 22nd.
Michael Lynam



On May 22nd, Class 08 451 and 73 133 are seen stabled between jobs at the works.
Michael Lynam



First train runs on Midlands' newest and longest railway bridge

The Midlands' newest and longest railway bridge is now fully functional after carrying its first freight train. Tracks reopened on May 23rd on the Stechford to Aston freight line in Birmingham following the installation of a massive 2,600-tonne bridge* built by Network Rail in partnership with HS2. At 92 metres long, the steel and concrete structure becomes the longest single span railway bridge in the Midlands. It needs that clearance underneath so future tracks for Britain's new zero-carbon railway can be built below for HS2 trains to access its Washwood Heath depot.

The demolition of the old railway viaduct and installation of the new bridge has closed this connection to Birmingham rail freight terminal for 23 days. But on May 23rd the first train passed over the new structure, reopening the important rail freight route and marking a huge milestone for project contractor Skanska.

Patrick Cawley, director for 'On Network Works' for Network Rail and HS2, said: "Seeing the first train pass over this iconic structure is a proud moment for the hundreds of people who've worked throughout the pandemic to make this new bridge a reality. It's also a key part of the jigsaw to ensure the existing railway network works in harmony with HS2. I'm conscious this work has disrupted some passenger journeys over recent weeks and I'd like to thank CrossCountry customers for their patience while we carried out this major project."

Rosario Barcena, Skanska Rail programme director, said: "Installing a railway bridge over an existing railway line is a complex engineering project that requires a huge amount of skill and dedication from all those involved. To have delivered this on time and despite of Covid-19 restrictions is a fantastic achievement and testament to the team involved."

Building and installing the bridge, known as SAS 13, involved precision planning and engineering and the use of some heavy-duty equipment.

Earlier in May the structure was driven into place by remote-controlled vehicles after being pre-assembled on site in a civil engineering project which has taken over two years. Building it on site reduced carbon emissions and cut the number of lorry movements on local roads, minimising impacts on the local community.

CrossCountry passengers are being given advanced notice of future work later in the summer on the same Birmingham New Street to Coleshill Parkway route. Journeys will be impacted by more work to ready the railway for HS2 at weekends in August and early September.

Over four consecutive weekends from August 13th to September 4th, work will take place to:

Upgrade railway signals at Washwood Heath
Install piles in preparation for a new underbridge at Duddeston

Engineering work on a bridge at Heartlands Park
Carry out maintenance activity on this section of railway to make it more reliable.

To carry out the work safely, CrossCountry services between Birmingham New Street and Coleshill Parkway will be replaced with rail replacement buses.

Some long-distance services will also be diverted which means journeys will take longer. Network Rail is working with CrossCountry to keep people informed. Passengers should plan their journeys in advance at www.nationalrail.co.uk

*With the tracks and ballast now finished on top of the bridge, the total weight of the structure is 3,200 tonnes.



Plasseur Theurer Ballast Regulator No. DR77010 passes through Doncaster on May 18th with the 08:31 York Skelton OTP Sidings to York Skelton OTP Sidings via Peterborough.
Derek Elston



Class 07 007 is seen in the works yard at Eastleigh on May 22nd. *Michael Lynam*



Let's Walk: Free walking maps at Network Rail stations in London to get more people walking this summer

10,000 free copies of a new walking map that charts a network of quiet and interesting streets in central London are now available at Network Rail's London stations.

A new edition of a beautifully illustrated walking map has been released by Footways, plotting hundreds of kilometres of scenic, safe and pedestrian-friendly walking routes in central London. The paper map – also available as a digital copy with geolocation – encourages Londoners to choose walking to get around their city, just in time for summer, London's Platinum Jubilee and the opening of the Elizabeth Line. The vibrant map also features a 'Quick Connections' tool on the back, making it easy for people to incorporate walking into A-to-B journeys. Whether on their own, with friends or as a family, Londoners and visitors can take 15 minutes to stretch their legs between a railway or Crossrail station and many of London's most iconic attractions such as museums, galleries and green spaces, while getting their step count up.

The Footways network has been designed to connect major places with London's most appealing, accessible and interesting streets. The printed and digital maps also reveal hundreds of interesting features which can

only be explored when travelling on foot. This means walkers get a glimpse into London's diverse culture and long history when choosing London's most enjoyable form of transport. The second edition of Central London Footways is a collaborative initiative made possible thanks to key sponsors Network Rail, London North Eastern Railway, King's Cross Central Limited Partnership, the Northbank BID, Urban Partners for King's Cross, Euston & St Pancras, Central District Alliance BID, City of London Corporation, with support from Transport for London, London boroughs and Living Streets, the UK charity for everyday walking.

Susan Holden, stations customer experience manager, Network Rail, said: "Network Rail is pleased to have worked with Footways London in the development of this walking map, which highlights safe and accessible walking routes across London for locals and visitors. We know that our customer journeys do not begin and end at stations, so to connect rail – the best long-distance, low-carbon travel – with walking – the easiest, most accessible and enjoyable form of transport on short distances – creates the ultimate integrated, sustainable transport. Ten thousand initial copies of this map will be made freely available across our Managed Stations in London, for the benefit of our customers and people

in our communities."

David Harrison, co-founder of Footways and transport historian said: "We're incredibly proud of the second edition of Central London Footways, launching in time for Living Streets' National Walking Month. London boasts such an interesting history, so what better way to discover this and all its hidden gems than by foot? Londoners are often surprised to discover just how close destinations are to stations; many are within a 15-minute walk. This summer we want to see more people walking, particularly families with their kids. That's why our definition of 'walking' covers all uses of the 'footway', including feet, wheelchairs, mobility scooters and kids on bikes. Although we want everyone to use these walking routes to experience the city, walking infrastructure must be improved to make the city truly accessible to all Londoners."

Michael Richardson, Project Director, Urban Partners for London King's Cross, Euston and St Pancras, said: "Urban Partners is delighted to have sponsored Footways' updated walking map of London. We have been working for 10 years to encourage people to take an alternative, lower-carbon walking route through King's Cross, St Pancras and Euston. Partnering with Footways on the

latest iteration of their map not only means we can encourage active travel by those visiting, working in and living in our area, but also support this across London

Will Norman, London's Walking and Cycling Commissioner, said: "Walking is a fantastic way to get around and explore our wonderful capital. We're making London a city where walking is the most obvious, enjoyable and attractive means of travel for all short trips. This map is a great tool for exploring quiet and interesting streets across central London. I hope Londoners and those visiting enjoy using it this summer. I know I will."

Roberta Fusco, Director of Policy, Living Streets, the UK charity for everyday walking, said: "Walking for just 20 minutes a day can have fantastic health benefits, reducing the risk of long-term health conditions such as type 2 diabetes, depression and certain cancers. The Footways maps will help make walking and wheeling an easier option for people living, working and visiting the capital, improving people's connectivity to the people and places around them."

National Rail

Class 69 004 and 73 212 are seen stabled in Tonbridge West Yard on May 13th. *John Sloane*



Multi-million-pound upgrade begins on Hope Valley railway line



Ground-breaking work on a £145m rail reliability upgrade between Manchester and Sheffield has started. This essential work will remove several bottlenecks on the Hope Valley line to allow passenger trains to overtake slower freight trains and improve reliability, helping people get to their destinations on time. On Sunday May 29th, and every weekend throughout July, Dore & Totley, Grindleford, Bamford and Hathersage stations will be closed to allow Network Rail and contractor VolkerRailStory Joint Venture to begin building an additional railway line and make key station improvements. Passengers are being urged to plan ahead with National Rail to keep their journeys on track.

The work is part of a £145m package of improvement and includes:

- A new platform and accessible footbridge with lifts at Dore & Totley station
- A railway loop between Bamford and Hathersage
- A new overbridge at Hathersage West, replacing the current foot crossing to improve safety
- Signalling improvements along the line to improve reliability
- Platform extensions to allow for more carriages on services

Dore & Totley station car park will also be partially and fully closed at different periods over the next three months. Alternative parking spaces will be available at Abbeydale Sports Club and local businesses will remain open and accessible throughout.

Hannah Lomas, Principal Programme Sponsor for Network Rail, said: "We're so pleased to see this

major work begin – it'll make Hope Valley stations and train services better, and improve reliability for passengers in the future. There will be some changes to services and car park closures while our work takes place, so I'd like to thank passengers for bearing with us and apologise for any inconvenience."

Tony Baxter, Regional Director at Northern, said: "This work will improve Hope Valley stations and services and we are delighted to be working with our partners on this project. We are sorry for any disruption during the improvements and our customers can be assured that both Northern and Network Rail will do everything possible to minimise the impact of the work and deliver alternatives that keep people on the move."

Chris Nutton, Major Projects Director for TransPennine Express, said: "These works are a vital step towards delivering better services across the Pennines between Sheffield and Manchester, improving the infrastructure to help make our customers' journeys more reliable and upgrading stations we serve. While these engineering works take place on the Hope Valley line, there will be a number of changes to TransPennine Express services, and we'd advise our customers to check carefully for the latest advice before they travel."

Darren Lockwood, Project Director from VRSJV, said: "We thank the local community for their patience and understanding while we carry out these essential upgrade works on the Hope Valley line. The work plays an important part in facilitating this important investment in Northern travel infrastructure."

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

New cross-London train route offers more seats and journey choices for Herts and Northeast London commuters

Transport Secretary and MP for Welwyn Hatfield Grant Shapps joined passengers at Welwyn Garden City station on May 16th to welcome the start of new cross-London train services between the Hertfordshire town and Sevenoaks in Kent.

The new Thameslink services run every half-hour during weekday peak times. Opening up the new route provides an increase in services with 2,600 more seats to London for passengers using Welwyn Garden City, Hatfield, Potters Bar, New Barnet, Oakleigh Park and New Southgate, as well as allowing their first direct through-London journeys.

Peak-time services from Finsbury Park to St Pancras International and through central-London are up from four to six trains per hour. The new Herts-Kent route has been created by reinstating Welwyn-London services that were suspended in March 2020 and linking them, via St Pancras, to services between Blackfriars and Sevenoaks. The link forms the first-ever direct route across central London via Finsbury Park in the north and Elephant & Castle in the south.

Thameslink's passengers benefit not only from the new direct journey opportunities to South London and Kent, but also from connections with the new Elizabeth line at Farringdon and easy changes at St Pancras or Blackfriars for trains to Gatwick Airport and Brighton.

Tom Moran, Managing Director for Thameslink and Great Northern, said: "We're delighted we can now provide these extra seats and new journey opportunities for Hertfordshire and Northeast London commuters. The new route is a key part of the service uplift we've achieved for our passengers in the new summer timetable. This timetable is the starting point for rebuilding our railway, working closely with our community and industry partners to support passengers and the economic recovery of both local and regional rail."

Grant Shapps said: "Faster, more frequent services are what we all need. As our recovery from the pandemic continues, I'm delighted the Welwyn Garden City – Sevenoaks service is being introduced. This cross-London route will be vital to helping thousands of people travel across the region for work or play."

London Euston passenger assistance buggies replaced after stellar service

Together they've travelled further than the moon so now the entire fleet of passenger assistance buggies at London Euston station have been replaced after 18 years.

On average 87,000 passengers who need help getting to and from their train rely on the vehicles at the West Coast main line's southern terminus each year – that's around 240 passengers every day.

The first four buggies were introduced in 2004 with a further six added in 2010.

It's estimated the 10 vehicles have made 1,000,000 journeys between the main concourse and platforms over 18 years.

With each trip around a third of a mile – it means they've ferried passengers and luggage over 330,000 miles between them – the moon is 238,885 miles away from Earth.

After nearly two decades of serious pulling power, Network Rail on May 20th retired the old vehicles for 12 new electric machines.

This £200,000 investment has boosted the fleet by 20 percent and will reduce maintenance costs and breakdowns.

Gareth Parry, Network Rail station manager at London Euston, said: "These new buggies will continue to play a vital role in getting passengers to and from trains who need extra help. The old buggies have served us incredibly and it's out of this world to think of together they've travelled further away than the moon!"

"These new vehicles will be much more reliable, have a longer battery life and can continue to serve passengers for many more years to come."

Passenger Assist allows people to request an assistance booking in advance so that train company staff will be on hand to help with things like navigating a station, boarding a train, or arranging a ramp on and off a train.

Since April 1st, people can book assistance just two hours before their journey is due to start, at any time of the day and any day of the week.

The reduction in booking times comes after rail companies last year introduced a new app, Passenger Assistance by Transreport, which speeds up the process to request assistance.



National Rail

On May 14th, Class 70 002 is seen working a Trafford Park-Southampton liner at Kings Sutton. *Mark Enderby*



First testing of retrofitted ETCS train at RIDC

Network Rail's state of the art Rail Innovation & Development Centre (RIDC) has carried out its first testing of a train retrofitted with onboard digital signalling equipment.

The Class 180 train, owned by Angel Trains and operated by Grand Central, has been retrofitted with European Train Control System (ETCS) equipment to enable operation with digital signalling. This has been made possible by the recent upgrading of the RIDC facility in Melton Mowbray to enable testing of trains fitted with ETCS technology.

Following the upgrade, First in Class (FiC) ETCS trains can undergo dynamic testing to support the approval and authorisation process for operation on the GB rail network. This will enable the readiness of all trains for the Government funded East Coast Digital Programme (ECDP), which will ultimately see traditional signals removed from the tracks on the southern part of the East Coast Main Line.

The Class 180 arrived at RIDC at the end of April. Alstom supported by partners at Network Rail, Grand Central and Angel Trains completed FiC testing and accumulated endurance running to prove the reliability of the Alstom ATLAS 2 ETCS onboard system. The trackside ETCS system installed at RIDC has also been delivered by Alstom's expert signalling team in the UK.

Alstom's Onboard ETCS system fitted to the Class 180 is the first onboard system tested at RIDC that is compliant with ETCS standard Baseline 3 Release 2 (required standard for ECDP roll out). The onboard system is the first to support Packet 44, which enables operation with GB specifics such as miles per hour. This is a major milestone achievement by the project team.

The teams are currently reviewing the results from the testing and undertaking detailed planning for the next key project milestone which will be to commission the Class 180 into ETCS Level-NTC (National Train Control) operation later this year, the next step towards supporting full ETCS operation on the East Coast Main Line in the near future.

Toufic Machnouk, Network Rail's Director, Industry Partnership for Digital Railway, said: "The availability of RIDC to commence the testing of the first retrofitted train is a key corner stone in GB digital capability and the network master plan. It provided the proving ground for ETCS trains that will enable the migration to ETCS operations on the network."



This is a national capability for the industry that will serve the ECDP as the vanguard scheme and the broader application of digital signalling technology in this country".

Jason Baldock, Alstom Digital & Integrated Systems (D&IS) UK Managing Director said: "This is a hugely important milestone not just for Alstom and our partners on the Class 180 project, but also the wider industry, as we have now tested in the UK the most up-to-date ETCS Onboard technology at the state-of-the-art RIDC Melton test track, which has also been delivered by an Alstom team. This is a huge step forward for the future roll-out of ETCS in the UK, and is a testament to the hard work and collaboration of the participating businesses in delivering this technologically challenging project".

Richard Morris, ETCS Project Manager at Angel Trains, said: "This is an exciting milestone for Alstom, our Class 180 trains, and the future roll-out of ETCSs across the country. We are proud to have supported this project and look forward to working alongside our industry partners to continue to innovate the UK rail industry."

Sean English, Chief Operating Officer, Grand Central Rail, said: "Grand Central Rail is delighted to have supported the development and testing of the ETCS System on the C180 FiC train as it represents a major milestone for the ECDP, bringing us a step closer to operating in ETCS Level 2 (L-2). The Grand Central team are looking forward to placing into use the FiC train in L-NTC later this year, which will allow us to understand the reliability of the system, thus paving the way for a smooth transition to ETCS L-2 operations."

GBRf Class 69 005 leads 73 136 and 73 107 past Church Brampton, Northants, on May 23rd en route from the Severn Valley Railway back to home ground at Tonbridge.
Andy Pratt



Class 68 031 heads south light engine on driver training duties from Longsight-Longsight via Warrington and Crewe through Acton Bridge on May 5th.
Michael Lynam



Network Rail announces nine-day closure of Eastleigh to Fareham railway to improve tracks and protect vulnerable earthworks

Engineers will be shoring up a vulnerable stretch of railway between Eastleigh and Fareham between Saturday June 25th to Sunday July 4th, along with a package of 42 other jobs to improve passengers' journeys on the route. As a result, there will be no trains on the line between those dates, with a bus service and diversions taking its place. The steep-sided cutting leading to Fareham Tunnel was built in 1841 and needs major work to improve it. A previous landslip on the line, at Botley in 2014, saw services suspended for over a month.

Network Rail's route director for Wessex, Mark Killick, said: "By doing this work in a nine-day chunk it will mean we're closing the railway for less time overall - and fewer weekends in particular. We're also using the time to do a whole host of jobs, such as track improvements, maintenance and inspections that we would normally do by closing the route at weekends. We can't forget that we're also keeping the line safe from landslips by tackling the earthworks near Fareham Tunnel. While I appreciate that it's going to mean longer journeys and some disruption for that period, it will also mean a safer and more reliable railway - and one that's open for business as much as possible. I would ask customers to plan their journeys that week so they don't get caught out by the changes as we've worked hard to provide diversions and buses to keep people moving."

SWR's Customer Experience Director Christian Neill said: "We understand that a nine-day closure

of the railway will significantly affect customers using the line between Eastleigh and Fareham, but this is the most effective and efficient way of delivering essential improvements. By spending time engineering a permanent solution, as well as taking the opportunity to carry out other maintenance and improvements, customers will experience greater reliability on this section of railway. We'll be doing all we can to keep people moving and rail replacement buses will be in operation. Some services that would usually use this line are also diverted or revised, meaning customers may have to change trains, so we're urging anyone planning a journey through this area to check before they travel. We'd like to thank our customers for their patience and understanding whilst these vital works take place".

During the nine-day closure engineers will install retaining walls and make the slope of the cutting less steep, among a package of maintenance and improvements on the route. Network Rail colleagues will be removing rail defects; maintaining track and power supplies to keep trains moving on time; clearing litter and graffiti from Cosham and Fareham stations, working on points so that they can keep working in cold temperatures; inspecting and improving drainage so that track can cope better during extreme weather; and replacing sidings in Eastleigh yard used by freight and engineering trains working across the region's railways.



National Rail

Royal Mail Class 325 007 and 325 012 pass through Acton Bridge working from Shieldmuir Mail Terminal - Willesden on May 5th. *Michael Lynam*



Safety boost as Network Rail completes £600k investment at quarry sidings in Derbyshire

Workers at Dove Holes Quarry rail sidings at Peak Forest in Derbyshire are benefitting from a £600k investment to improve safety at the site as part of Network Rail's Freight Safety Improvement Portfolio (FSIP). The two-year project saw the construction of a new 470 metre safe walking route between the sidings and the train crew facilities, including low level lighting and a new staircase on the embankment. The FSIP is a £22m fund to deliver safety improvements during Control Period 6 (CP6), which has already enabled safe walking route improvements at Great Heck near Selby, Cliffe in Kent and Angerstein Wharf at the Port of London.

Oliver Paget, Network Rail's lead route and freight manager for North West and Central (NW&C), said: "This project has made great improvements to working conditions for the drivers and shunters at Peak Forest. Previously

they were walking on uneven ballast and with over a quarter of a mile between the quarry and the long siding it could be tough going on the shunters' and drivers' feet and knees. There was a history of trips, slips and falls on the site."

Dale Holford, a driver operator for Victa Railfreight, walks an average of 15 miles a day in his job. He said: "Each train is a quarter of a mile long and my job entails me walking along each side of it, so that's a lot of time spent on my feet. I lost one and a half stone in the first two months I came to work here. The new walking route is amazing; it has made things so much better. Walking on ballast is uncomfortable underfoot and you have to be careful that you don't turn your ankle. Any improvements like the ones this project is delivering are always welcome."

Operated by GB Rail freight (GBRf) and DB Cargo, 42 train services run each week from the quarry carrying things like mortar and aggregates for CEMEX – a global leader in the building materials industry.

Mark Grimshaw-Smith, rail and sea Manager at CEMEX, said: "Safety is our number one priority, and we are focused on continual improvement at our locations to better protect our people and those we work with. Part of this means working collaboratively with our industry partners to identify what the issues are, along with the opportunities for development. Dove Holes is our largest quarry in the UK, with our busiest rail operation and multiple users on site at any time; making this project especially valuable. Moving forward, we are keen to roll out these safe working routes at our other railheads."

Welsh timber returns to the railway for carbon-cutting test run

For the first time since 2005, a freight train carrying Welsh timber left Aberystwyth as part of a trial that could see regular freight traffic return to the Cambrian line. The successful trial, aimed at exploring the feasibility of transporting timber by rail to reduce carbon emissions, opens up the possibility of removing hundreds of large lorries from the rural roads of mid Wales. The timber, which came from the forests of Ceredigion and Powys, was loaded onto a Colas Rail freight service at Aberystwyth on Friday April 29th, ready to be transported to the Kronospan manufacturing plant in Chirk, north Wales. Kronospan makes and distributes timber products such as wood panelling for furniture and flooring and plays an important role in the timber supply chain. Ten wagons of unfinished timber left Aberystwyth on Friday, pulled by a pair of Class 37 locomotives owned by Network Rail, thanks to a partnership with the freight operator Colas Rail. The Class 37s were handpicked for the job in order to haul the 700-tonne load over the steep gradients of parts of the line, which skirts the edge of the Snowdonia mountain range.

Transporting this much timber by rail removed upwards of 16 lorries from the roads, helping to reduce carbon emissions and traffic congestion. It's estimated that a quarter of a tonne of carbon dioxide was saved by using the railway for this purpose, which equates to 30,411 charges of your smart phone or the carbon emissions per passenger taking a one-way flight from Amsterdam to Rome.

Jess Lippett, Network Rail senior route freight manager, said: "Rail freight is a vital part of our infrastructure, providing a fast, green, safe and efficient way of transporting goods. This trial run shows how we can work together to have a positive impact on the environment and the economy, with the potential to remove hundreds of lorries from rural roads while supporting local businesses."

Simon Metcalf, business delivery manager (North) for Colas Rail said: "Colas Rail Freight, Kronospan and Network Rail have worked in partnership for many years developing cost effective and environmentally friendly solutions for the continuing transportation of timber by rail. Our latest venture combines minimal road transportation of timber from the forests of Ceredigion and Powys to the strategic Railfreight hub in Aberystwyth. From here, approximately 700 tonnes of material can be moved by Colas Rail Freight in one trainload to the Kronospan manufacturing plant in Chirk. These new services are the first commercial freight trains to operate over the Cambrian rail route for over 25 years - aside from one journey in the early 2000s - and combine route specific traction with state-of-the-art European Rail Traffic Management Signalling (ERTMS). Both Colas Rail and Kronospan continue to strive to identify the reduction of CO2 emissions across their business portfolio."

Owing to the success of this first trial run, Network Rail hopes to work with Kronospan and Colas Rail on another test journey in the near future.



National Rail

LNER A4 No. 4498 on the Sir Nigel Gresley Locomotive Trust Charter from Carlisle - Crewe passes Moore on May 21st.
David Wood



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Wartime Hero's



closely following the course of the River Meon.

DID YOU KNOW?

When enemy action in 1942 put electric services on the Waterloo to Alton line out of action, M7 loco No. 249 was one of that class that took over. Alongside is M7 No. 30055 about to leave Alton with a last train over the Meon Valley line - a cross-country railway in Hampshire, England, that ran for 22¼ miles (35.8 km) between Alton and Fareham,

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)

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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.



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10+ Price: £6.25 EACH

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Choppers to the Rescue

Choppers to the rescue!

On October 23rd 1981 a pair of class 20 diesels (20 022 and 20 214) took over the 15.07 Plymouth to Manchester from a class 50 at Gloucester.

Good time was made from there to Bromsgrove, but these two class 20s almost found the Lickey Incline too much for them. Their ascent was made at about 10 m-p-h to the accompaniment of a tremendous exhaust sound; and on arrival at Birmingham (New Street) No. 20 022 was seen to be issuing clouds of smoke from a traction motor!



A Different View

▶ Class 50 035 'Ark Royal' stands in Platform 1 at Kidderminster station on May 20th.
Neil Scarlett

▶ Rapidly becoming obscured by encroaching vegetation, the former Worstead signal box can just be seen.
Steve Chapman

▶ On May 21st, Class 52 No. D1015 waits at Bewdley with the last departure to Bridgnorth of the day.
Andy Pratt



Preserved Railways

Vineyard & Steam Tours with Wildwood Vineyard & Spa Valley Railway



Return to Eridge Station in time for the 14:05 departure back to Tunbridge Wells West, arriving back in the Spa town for 14:30.

Train tickets are just £10 per adult or £9 per senior (60+). Arrive at Eridge at 12:20. Once you have booked your train ticket just prebook your wine tasting by emailing the Wildwood Vineyard directly. Tour and Guided Tastings £9 per person. Guided Tastings only £6 per person.

Advanced booking is essential to guarantee your Wine Tasting tour at www.wildwoodvineyard.co.uk/tours-tastings

Tickets must also be booked in advance to travel on the 11:55 train from Tunbridge Wells West to Eridge and the 14:05 train from Eridge to Tunbridge Wells West at www.spavalleyrailway.co.uk



Steam Weekend for Father's Day at the Spa Valley Railway

Visit the Spa Valley Railway in Tunbridge Wells on the weekend of June 18th and 19th for a weekend of steam. You can choose to hop on and off at any of our stations to explore the surrounding areas including at Tunbridge Wells West, Groombridge and Eridge.

Groombridge Place is a short walk from Groombridge Station and if you travel on our railway you can claim 10% off admission at Groombridge Place on the same day of travel when you show your train ticket.

High Rocks station is not always open so please check before you travel if you would like to alight here.

On Father's Day you can also choose to book a delicious Ploughman's Lunch (subject to availability) which can be enjoyed on board one of our steam trains as it travels between Eridge and Tunbridge Wells West and back again.

A Ploughman's includes a Tomato Soup Starter, Cajun Chicken or Roast Ham or Cheese or Aubergine Main and a Dessert of Eton Mess! Tickets are sold in tables of two for £80 or tables of four for £160 which is just £40 per person.

Arrive at Eridge from 12:20 to board the train in good time prior to departure at 12:35. Travel to Tunbridge Wells West and return, arriving back at Eridge at 13:50.

To book in advance and to see details of other events including dining experiences at the Spa Valley Railway visit www.spavalleyrailway.co.uk

A new experience is now available to book which includes Wine Tastings at Wildwood Vineyard in Eridge and a steam train ride on the Spa Valley Railway in Tunbridge Wells.

Did you know just a short walk from Eridge Station is the delightful Wildwood Vineyard?

The Spa Valley Railway has teamed up with Wildwood Vineyard to offer a fabulous day out which includes travel by steam train or heritage diesel to Eridge, followed by tour and wine tasting at Wildwood Vineyard before returning to Eridge and taking the train back to Tunbridge Wells West.

Dates

June 11th, July 30th, August 20th, September 10th

Itinerary

Board the Spa Valley Railway 11:55 train at Tunbridge Wells West Station and travel to Eridge.

Alight at Eridge and take the short footpath to Wildwood Vineyard to enjoy a fabulous wine tasting experience.



Wells & Walsingham Light Railway

'Norfolk Heroine' is about to form the 10:30 departure from Wells to Walsingham on May 24th. *Steve Chapman*





Following the success of similar schemes at Wool and Wareham, South Western Railway and the Purbeck Community Rail Partnership are looking for volunteers to adopt Dorchester's main station and set up a Friends of Dorchester South station group.

Around the country, there are more than a thousand station adoption groups under the umbrella of the Community Rail Network.

The groups aim to add value to local communities by making the station a welcoming and attractive focal point, to encourage rail travel and to instill a sense of civic pride by involving schools, volunteer groups and

businesses. Being part of the Community Rail Network gives groups access to advice and resources to help them with projects and schemes at the station. Grants and other financial help is also available.

Other stations in the Purbeck Community Rail Partnership have completed projects based around community gardening, artwork or adding signage of the local area.

Jonathan Evans, Purbeck Community Rail Partnership Volunteer Recruitment Officer, said: "As the newest addition to the Purbeck Community Rail Partnership, we are incredibly keen to find volunteers who are as passionate about Dorchester and rail travel as we are.

Station adoption is a great opportunity to be involved in a community project - whether that's gardening, art or any number of other projects. It is not necessary to start as a fully formed group as it just takes one or two people with the vision and passion for the group to grow from there," he added.

Paula Aldridge, South Western Railway Community Rail Manager, explained: "Stations on the South Western Railway network currently benefit from the support of over 70 station adoption groups. The work that station adopters do is invaluable in making our stations a better place for our customers and helping to centre them within their communities.

"We would encourage anyone who is interested in helping to make Dorchester South station a focal part of the local area to get in contact with the Purbeck Community Rail Partnership," he added.

Anyone interested in becoming involved in adopting Dorchester's main station and setting up a Friends of Dorchester South station group can start their journey by sending an email to volunteer@purbeckcrp.org.uk.

Photo: ©Andrew P. M. Wright

Keighley and Worth Valley Railway

2MT No. 41241 and Class 37 075 double-head
the lunchtime Keighley - Oxenhope service
away from Haworth on April 30th. *Amy Bucki*



Keighley and Worth Valley Railway

▶ On April 30th, the line was running an intensive two-train service. The blue timetable in use on the Saturday contained a bonus for enthusiasts, with the use of one of the larger diesels in the morning, giving over to steam at the end of its second run. This entails a brief spell of double-heading with the relieving steam loco, and so 2MT No. 41241 is seen in the company of Class 37 075 between Haworth and Oxenhope at midday. *Ben Bucki*

▶ Railfreight liveried Class 37 075 is seen heading North at Damems with a train from Oxenhope to Keighley on May 22nd. *Ben Bucki*

▶ On the weekend of May 21st and 22nd, the line welcomed back into service S160-class No.5820 'Big Jim'. The American-built machine is seen running beside the River Worth, near Damems, with a train for Oxenhope on May 22nd. *Ben Bucki*



West Somerset Railway

Carrying a 'Cambrian Coast Express' headboard No. 7822 'Foxcote Manor' approaches Woolston on May 7th with a Minehead bound service.

Lee Stanford

Caley tank No. 419 was a visitor to the West Somerset Railway but unfortunately it had a number of set backs during its stay. The loco is seen on Minehead depot on May 8th waiting minor repairs.

Lee Stanford

After repairs were completed, Caley tank No. 419 is seen heading towards Crowcombe with a local service from Williton on May 9th.

Lee Stanford



West Somerset Railway

GWR Manor Class No. 7822 'Foxcote Manor' pounds uphill and approaches Roebuck crossing on May 8th with the 12:10 Minehead to Norton Fitzwarren. *Lee Stanford*



West Somerset Railway

Now 104 years old, Great Western No. 2857, visiting from the Severn Valley, has no problem climbing Castle Hill with the 14:29 Williton to Bishops Lydeard on May 7th.

Lee Stanford

Standard Class 4 No. 75069 accelerates away from Blue Anchor on a sunny May 7th and heads for Minehead.

Lee Stanford

Almost at journeys end, No. 9351 approaches Minehead on May 5th with the 14:45 from Norton Fitzwarren.

Lee Stanford



West Somerset Railway

The Cattle dock at Stogumber station has been fully restored and reopened for public access on May 7th. The following day sees No. 7828 'Odney Manor' passing the dock with a freight for Minehead. *Lee Stanford*



Beeches Light Railway

Former Darjeeling No. 19 is seen in operation
at the Beeches Light Railway on May 14th.
Mark Enderby



GWS Didcot

Amazing to think that a scene like this is still with us 60 years after the end of steam on the Western Region. Inside the shed at Didcot on May 22nd. *Derek Elston*

GWR King No. 6023 'King Edward II' is seen outside the shed at Didcot on May 22nd. *Derek Elston*

On May 22nd, GWR Castle Class No. 4079 'Caerphilly Castle' in the works at Didcot. *Derek Elston*



GWS Didcot

▶ GWR 2-8-0T No. 5227 and Gas Turbine loco No. 18000 receive attention outside at Didcot on May 22nd. *Derek Elston*

▶ Great Western Prairie tank No. 6106 is seen in shed at Didcot. *Derek Elston*

▶ Heavy freight tank loco No. 7202 is seen in the workshops at Didcot. *Derek Elston*



North Norfolk Railway

Class 37 No. D6732 arrives at Weybourne on the North Norfolk Railway on May 27th with the 16:00 service from Sheringham to Holt. *Steve Chapman*



East Lancs Railway

Class 40 No. D345 whistles out of Summerseat and heads towards Bury on May 29th.
Gerald Nicholl



East Lancs Railway

Running as long lost sister No. 818 'Glory', the preserved Warship at the East Lancs Railway is seen running round its train at the northern terminus of Rawtenstall on May 21st. *Lee Stanford*



Welshpool and Llanfair Railway

▶ Built in 1900 by Lokomotivfabrik Krauss & Co. No. 2 'Zillertal' is seen at Welshpool on May 22nd. *Phil Martin*

▶ Originally operated by Taiwan Sugar Company, No. 17 is seen at Welshpool. *Phil Martin*

▶ Visiting from the Isle of Man steam railway, No. 8 'Fenella' was transported to Wales and is the first time the loco has left the island since arriving from its makers in Manchester over 100 years ago. *Phil Martin*



Welshpool and Llanfair Railway

▶ No. 1, built in 1827, was until 1966 the works shunter at Beyer Peacock's works at Gorton in Manchester, where 'Earl' and 'Countess' were built, seen here at Welshpool on May 22nd.

Phil Martin

▶ Built in 1902 by Bayer Peacock and still in service, No. 822 'The Earl' runs round its train at Welshpool on May 22nd. *Phil Martin*

▶ Sister to No. 822 'The Earl', No. 823 'The Countess' still also sees regular use at the line.

Phil Martin



Severn Valley Railway

▶ Class 33 012 (No. D6515) passes Hayebridge on May 21st with the 15:10 Kidderminster - Bridgnorth service. *Phil Martin*

▶ Class 46 045 is seen at Eardington on May 19th with a Bridgnorth - Kidderminster service. *Phil Martin*

▶ Class 40 106 pulls the 15:10 Kidderminster to Bridgnorth train into Bewdley on May 20th. *Neil Scarlett*



Severn Valley Railway

On May 19th, Class 31 466 arrives at Highley working a Kidderminster to Bridgnorth service. *Richard Hargreaves*

Class 33 012 arrives into Arley on May 22nd with a service to Bridgnorth. *Brian Battersby*

Class 40 106 runs round its train at Bridgnorth on May 7th. *Richard Hargreaves*



Severn Valley Railway

Sunshine greets Clayton No. D8568 as it waits time at Arley whilst working the 14:25 local service from Highley to Bewdley on May 20th.

Lee Stanford

Class 44 004 approaches Hampton Loade with a service to Kidderminster. *Richard Hargreaves*

Class 46 045 exits the tunnel at Foley Park on May 22nd with a service to Bridgnorth.

Brian Battersby



Severn Valley Railway

Class 68 003 leads 73 136 past Foley Park on May 22nd during the lines diesel gala.

Brian Battersby

Class 50 007 is seen at Bridgnorth on May 7th.

Richard Hargreaves

On May 7th, GWR Saint Class No. 2999 'Lady of Legend' is seen at Bridgnorth.

Richard Hargreaves



Severn Valley Railway

Class 69 005 leads 33 012 past Foley Park on May 22nd with a service to Kidderminster.

Brian Battersby

Class 46 045 is seen on Eardington Bank with 17:00 Bridgnorth - Kidderminster service on May 19th. *Phil Martin*

On May 19th, Class 50 035 descends Eardington Bank with the 15:10 Bridgnorth - Kidderminster service. *Phil Martin*



Severn Valley Railway

▶ Western No. D1015 'Western Champion' passes Foley Park on May 22nd with a service to Bridgnorth. *Brian Battersby*

▶ Class 33 012 departs Highley with a Bridgnorth - Kidderminster service. *Richard Hargreaves*

▶ Class 31 466 is seen on Eardington Bank with 16:05 Bridgnorth - Kidderminster service on May 19th. *Keith Davies*



Severn Valley Railway

On May 20th, Class 52 No. D1062, running as D1040 'Western Queen' is seen at Kidderminster.
Richard Hargreaves

Class 52 No. D1015 'Western Champion' passes Foley Park with the 12:20 Kidderminster to Bridgnorth working on May 21st.
Neil Scarlett

On May 19th, Class 14 No. D9551 is seen at Highley on the rear of a service to Bewdley.
Richard Hargreaves



ABERYSTWYTH CLIFF RAILWAY

At the northern end of Aberystwyth promenade, Constitution Hill rises dramatically from the sea, providing spectacular and uninterrupted views of the town, Cardigan Bay, and on a clear day 26 mountain peaks spanning much of the length of Wales. The most relaxing way to enjoy this majestic panorama is to travel by train on the longest funicular electric cliff railway in Britain, which has been transporting visitors to the summit since opening in 1896. *Ken Mumford*



Vale of Rheidol Railway

On May 20th, No. 7 waits to head back down to Aberystwyth in the headshunt at Devil's Bridge. The Polish coal used was clinkering on the journey up and the fireman said they only just made it to Devil's Bridge – indeed he spent quite some time getting rid of the clinker and rebuilding the fire. *Ken Mumford*



From the Archives

▶ East Midlands Trains HST power car No. 43089, then on hire to East Coast, speeds north, past the rape seed fields at Eaton Lane, Retford, with the 17:06 London King's Cross to Leeds service on April 8th 2017. *Paul Senior*

▶ Class 37 671 'Tre Pol and Pen' and 37 675 'William Cookworthy' are seen at St. Blazey depot on June 6th 1989. *John Sloane*

▶ Ex works Class 37 110 departs Lincoln for Doncaster with the Doncaster Work test train on June 3rd 1989. *John Sloane*



From the Archives

▶ Class 50 010 'Monarch' is seen at Exeter St. Davids with a local service to Paignton in the eighties. This loco had its roof painted black.
Michael Bennett

▶ Class 37 074 departs Salisbury with slurry tanks bound for Quidhampton on September 27th 1997. *Dennis Rowland*

▶ Class 58 025 passes through Kennington near Oxford with a Midlands to Didcot MGR in the early eighties. *Michael Bennett*



From the Archives

▶ A young enthusiast makes a note of the numbers including Class 56 060 during a visit to Toton on March 8th 1986. *Brian Hewertson*

▶ Class 50 021 calls at Basingstoke with a London Waterloo - Exeter service in the early eighties. The loco is still with us today, currently being restored at Eastleigh. *Michael Bennett*

▶ Class 50 005 'Collingwood' heads through Sonning Cutting with an Oxford to London Paddington service in early eighties. *Michael Bennett*



From the Archives

▶ A Class 56 on a Merehead to Acton stone train is seen at Hungerford in the mid eighties
Michael Bennett

▶ The grounded body of Class 56 017 is seen at Toton on September 6th 1992. *Brian Hewertson*

▶ A pair of Class 33s on the Allington to Whatley empties is seen near Andover when it used to run via Salisbury in the early eighties. This working now runs via Newbury.
Michael Bennett



From the Archives

▶ Class 47 706, still in Scotrail livery, is seen departing Andover on a service to Exeter in the late eighties. *Michael Bennett*

▶ Class 37 511 is seen at Thornaby on September 20th 1980. *Brian Hewertson*

▶ Class 33 114 'Ashford' departs Andover on October 16th 1992 with a London Waterloo - Exeter service. *Dennis Rowland*



From the Archives

▶ Class 37 042 and 37 227 pass Monk Fryston on October 8th 1992. *Brian Hewertson*

▶ Class 33019 'Griffon' is seen arriving at Salisbury on an engineers train in the eighties. *Michael Bennett*

▶ Class 31 264 is seen at Thornaby on September 20th 1992. *Brian Hewertson*



From the Archives

▶ Class 47 375 passes through Andover with a Quidhampton bound working in the mid eighties. *Michael Bennett*

▶ Class 66 199 leads 37 406, 37 410 and 37 416 with a Hinksey - Eastleigh engineers at South Merton on July 7th 2008. *Dennis Rowland*

▶ Class 50 044 is seen near Hook on a Salisbury to London Waterloo service in the mid eighties. *Michael Bennett*



From the Archives

▶ Class 47 450 passes through Andover on a diverted CrossCountry service when they were loco hauled in the mid eighties. *Michael Bennett*

▶ Class 50 018 passes through East Grinstead with a diverted London Waterloo to Exeter service in mid eighties. *Michael Bennett*

▶ Class 73 212 leads 73 213 at Micheldever with a Tonbridge - Eastleigh working on December 5th 2007. *Dennis Rowland*



From the Archives

Class 47 513 'Severn' is seen at Penzance with a parcels train with 47 565 beyond on June 9th 1989. *John Sloane*



From the Archives

On February 24th 1990, Saltley depot is host to Class 58 004, 58 005, 58 012 and 58 015.

John Sloane

Railfreight Class 47 599 hauls a southbound freight past Farington Curve Junction on September 30th 1989. *John Sloane*

Class 90 018 departs Warrington for the north on June 17th 1989. *John Sloane*

