



Railtalk Magazine

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Submissions & Contributions

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

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Photographic Contributions

All Photographic contributions should to 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 197

Spring is in the air, the nights are getting lighter and several preserved lines are already dusting off the cobwebs and holding events. We hope that our readers and contributors will support their local line/s, and let's hope that they all survive in these difficult times.

In the news this month... the ongoing saga of Great British Railways continues with reports saying that transport secretary Mark Harper is set to announce that plans to create a 'guiding mind' for the railway industry are back on track, although the timetable for setting up Great British Railways has slipped. There had been fears that GBR, which had been recommended by former British Airways chief executive Keith Williams, had been set aside. His report into the railway industry's structure was commissioned after the May 2018 timetable changes had proved chaotic. When he had investigated, he concluded that the major changes planned for that month on Northern and Thameslink had resulted in confusion because 'nobody took charge'.

His report, which was published in conjunction with transport secretary Grant Shapps in 2021, had explained: 'Services across the north and south east of England were disrupted for many weeks after the late delivery of infrastructure improvements by Network Rail, miscalculations by

both it and operators in preparing timetable changes, and a failure of accountability and oversight throughout the process, led to a collapse in the national timetable.'

If the plans have remained essentially unchanged, GBR will absorb Network Rail and take responsibility for awarding passenger operating contracts in England, which have replaced the former franchises. The part played by the Department for Transport will be greatly reduced.

Mark Harper is also expected to reveal major changes to ticketing, which are thought to include the abolition of return tickets in favour of 'single leg' alternatives, following trials on LNER.

And in other 'shocking' news, the Office of Rail and Road has secured key improvements to how Avanti passengers plan and book their journeys. This follows a call from the rail regulator for immediate improvement to Avanti's timetable recovery plan, after its initial improvements stalled. This meant weekend timetables were only being finalised a few days in advance, making it difficult for passengers to plan and book with confidence.

Avanti's more resilient recovery plan shows a pathway to full and sustained recovery to producing and finalising timetables in line with

current industry norms by mid-May. The regulator recognises that significant engineering work on the West Coast Mainline in March and April adds complexity and risk to the plan, and has impacted on recovery timescales. Avanti has also published on its website the dates for when tickets are to be released for sale, in an important step to improving information for passengers.

Stephanie Tobyn, Director of Strategy, Policy and Reform at ORR said: "Now that Avanti has established an improved recovery plan, the onus is on them to deliver. It is positive to see some early improvements to passenger information, in particular the publication of dates when tickets are to be released to passengers. This early momentum needs to be sustained and we will closely monitor delivery on a weekly basis".

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

Andy

This Page

Class 56 098 is seen at Leicester on January 14th with the GBRf Farewell Class 56 railtour. [Brian Battersby](#)

Front Cover

On January 21st, the first of this year's 'Cumbrian Mountain Express' railtours with Black 5 No. 44932 is seen storming north at Helwith Bridge heading from Manchester Victoria to Carlisle. [Brian Dobbs](#)





On January 28th, Class 86 259 calls at Stafford with 'The Winter Cumbrian Mountain Express' from London Euston. *Richard Hargreaves*

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Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On January 21st, with the Howgill Fells bathed in sunshine, No. 44932 works the return WCME through Beckfoot. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On January 21st, in beautiful winter sunshine, Black 5 No. 44932 works the first of this years Winter Cumbrian Mountain Expresses passing Quarry Farm heading to Carlisle. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

No. 44932 storms along at the approach to Bamber Bridge as it works a 'Winter Cumbrian Mountain Express' from Manchester Victoria to Carlisle on January 21st with Class 47 802 on the rear. *John Sloane*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On January 28th, unlike the previous weeks weather it was back to gloom as 'Scots Guardsman' works the northbound 'Winter Cumbrian Mountain Express' through Greenholme and on to Carlisle. *Shep Woolley*



Charter Scene

Vintage Trains

The Polar Express

GWR Castle Class No. 7029 'Clun Castle' approaches Tyseley with the 12:55 Dorridge - Birmingham Moor St. 'Polar Express' on December 10th. *Chris Morrison*



Charter Scene

Vintage Trains

The Polar Express

GWR Castle Class No. 7029 'Clun Castle' passes through Tyseley with the 19:05 Dorridge - Birmingham Moor St. 'Polar Express' on December 12th. *Chris Morrison*



Charter Scene

Vintage Trains

The Polar Express

Class 20 189 heads the 12:20 Birmingham Moor St. - Dorridge 'Polar Express' as it approaches Small Heath on December 10th. *Chris Morrison*



Charter Scene Railway Touring Company

The Bath & Gloucester Steam Express

The 1Z32 London Paddington to Gloucester via Newbury, Bath and Bristol Parkway hauled by Jubilee No. 45699 'Galatea' masquerading as 45627 'Sierra Leone' passes Pewsey.

Ken Mumford



Charter Scene Branch Line Society

Shooter's Swansong

Class 37 418 has just arrived at London Paddington's platform 9 with the 15:52 from Stratford-upon-Avon, the fourth leg of the BLS 'Shooter's Swansong' railtour on January 14th.

Chris Morrison



Charter Scene Branch Line Society

Shooter's Swansong

On January 14th, Class 50 008 and 37 418 top'n'tail the 1Z22 London Marylebone to Stratford charter through Leamington Spa.
Richard Hargreaves



Charter Scene

Branch Line Society

Shooter's Swansong

On January 14th, Class 50 008 and 37 418 top'n'tail the 1Z22 London Marylebone to Stratford charter through Leamington Spa.
Brian Battersby



Charter Scene Branch Line Society

Shooter's Swansong

On January 14th, Class 37 418 heads the BLS 'Shooter's Swansong' raitour at Neasden, heading for London Marylebone with 50 008 on the rear. Class 66 014 is waiting to depart with a spoil train to Acton. *Chris Morrison*



Charter Scene ECS and Light Engine Movements

Class 56081 leads the ECS from the previous days Class 56 farewell tour through Wellingborough running as 5Z61 12:16 Wembley Receptions 1-7 to Burton Wetmore Sidings on January 15th.
Derek Elston



Charter Scene

ECS and Light Engine Moves

▶ LNER B1 No. 61306 passes Duncote Mill with the 5P55 12:42 Coton Hill Yard - Crewe test run on January 12th. *Keith Davies*

▶ Class 47 805 passes Coppull on a Crewe to Carlisle staff training working on January 16th. *John Sloane*

▶ LNER B1 No. 61306 is seen on driver training purposes on January 13th at Stafford waiting for the signal to clear for it to return to base at Crewe. *Lee Stanford*



'Britannia' passes Duncote Mill with the 5P55
12:42 Coton Hill - Crewe on January 26th.
Keith Davies



On January 11th, Class 33 012 (D6515) and 50 026 pass Wareham whilst working 0Z50 Swanage to Eastleigh Arlington for some essential winter repairs to the class 50.

Tom Blanpain



Charter Scene

ECS and Light Engine Moves

▶ With seven Mark 3 coaches in tow, Class 47 No. D1935 storms through Winwick with a Crewe - Carlisle test/crew training run on January 18th. *Jeff Nicholls*

▶ With a congested M62 in the background, the Blue Pullman set roars north through Winwick on January 27th on a test/crew training run from Crewe to Carlisle. *Jeff Nicholls*

▶ 'Jubilee' No. 45699 'Galatea' hurries south through Winwick on February 1st with a Carnforth - Southall move, presumably to work the following Saturday's London - Gloucester special. The dead 47 on the rear was Class 47 802. *Jeff Nicholls*



Charter Scene ECS and Light Engine Movements

LNER B1 No. 61306 'Mayflower' working the 5P55 Coton Hill to Crewe passes through Oakengates on January 11th. *Richard Hargreaves*



Charter Scene

ECS and Light Engine Moves

▶ Class 20 205 and 20 007 moved from Butterley Midland Rail Centre to Peak Forest Cemex sidings on January 15th, seen here disappearing alongside the very overgrown Healey Mills yard. *Neil Scarlett*

▶ On January 19th, the Crewe to Carlisle training run was headed by Class 47 712 and 47 805 seen here speeding through Leyland. *John Sloane*

▶ Having returned to base at Butterley for the Christmas period, Type 1 locos Class 20 007 and 20 205 are seen passing Reddish South on January 15th returning to Peak Forest to resume shunting duties. *Lee Stanford*



Charter Scene

ECS and Light Engine Moves

▶ Class 86 101, 87 002 and 90 001 are seen stabled at Crewe Horse Landing on January 28th. *Richard Hargreaves*

▶ Class 47 712 'Lady Diana Spencer' leads the return of the training run from Carlisle to Crewe on January 19th as it runs past Coppull. Class 47 805 was on the rear of the train. *John Sloane*

▶ On January 24th, No. 70000 'Britannia' working the 5P55 Coton Hill to Crewe passes through Oakengates. *Richard Hargreaves*



Charter Scene

ECS and Light Engine Moves

▶ ‘Jubilee’ No. 45699 (aka 45562/45627 ‘Sierra Leone’), passes Standish on February 1st on a Carnforth to Southall move with 47 802 at the rear. *John Sloane*

▶ Power cars Nos. 43047 and 43059 pass Euxton with the return of a test run from Carlisle to Crewe on January 26th. *John Sloane*

▶ On January 26th, Class 37 688 ‘Great Rocks’ reverses the 5P55 12:42 Coton Hill T.C. to Crewe H.S. away from Crewe station with No. 70000 ‘Britannia’ on the rear. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ LNER B1 No. 61306 'Mayflower' passes through Northampton with its support coach in tow running as 5Z30 09:16 Crewe H.S. to Southall Loco Services Ltd on January 17th. *Derek Elston*

▶ With the road set, Black 5 No. 45231 'Sherwood Forester' eases away from Rugby working 5Z31 09:49 Southall Loco Services Ltd to Crewe H.S. on January 18th. *Derek Elston*

▶ On January 24th, Class 08 No. D3948 shunts a five car Midland Pullman set with power cars Nos. 43059 and 43047 at Locomotive Services, Crewe. *Michael Lynam*





Avanti West Coast celebrates 60-year milestone for Stafford station

Avanti West Coast has marked 60 years since the modernisation of Stafford station by installing colourful displays by schoolchildren around the building.

Teaming up with North Staffordshire Community Rail Partnership (a group who work with communities to promote and develop the Crewe-Stoke-Derby rail route, as well as Stafford, Stone and Penkridge stations) the intercity operator reached out to local schoolchildren to celebrate the 60th anniversary of Stafford's rebuild.

Pupils from Parkside Primary School were invited to create artwork illustrating destinations in the UK that

can be reached by train from Stafford. The drawings and sketches take inspiration from people synonymous with the towns and cities, including artist L.S Lowry and The Beatles. Displayed in different areas of the station, the artwork is accompanied by a brief description to give rail users an insight into each of the destinations showcased by the schoolchildren aged between 2 – 11 years old.

Stafford station was rebuilt in the 1960s as part of British Railway's modernisation programme which saw the introduction of the electrification to the West Coast Main Line. It involved the construction of buildings on all platforms, as well as the concourse and booking office

block.

Features including a combined refreshment and waiting room were delivered under the scheme for Stafford new station, which became fully operational in 1962.

Joanna Buckley, Community Manager at Avanti West Coast, said: "Stafford is a key destination on our route and one we're proud to serve, which is why we wanted to mark 60 years since its reopening.

"We've enjoyed working with the young local people to recognise the important role the station continues to

play in the community and hope the bright artwork will inspire the next generation to take the train to explore the great destinations that can easily be reached by rail from Stafford."

As part of Avanti West Coast's December timetable change Stafford now has calls on North Wales and Manchester services – providing direct services between those destinations, as well as increasing the frequency of direct services to London Euston.

Train driver celebrated in giant mural encouraging more women to drive trains

An 8 x 5 metre mural celebrating the woman who led the charge for female train drivers has been created as part of new campaign by Avanti West Coast to encourage more women to follow in her footsteps. The artwork to be displayed at Euston Station features trailblazer Karen Harrison, who in 1979 overcame prejudice to be one of the first female train drivers in the UK. Not only did she pave the way for other women by fighting against sustained harassment, she also campaigned for minorities in the rail industry.

Designed by renowned street artist, Akse, the mural intends to help tackle the stereotype that train driving is a job for men. A major part of the campaign will see Avanti West Coast pledge to increase the percentage of female recruits to 50% by 2030, by breaking down the barriers for women entering the rail industry, including changing the way the business recruits to make it more female friendly.

As Karen passed away in 2011, her family gave Avanti West Coast their blessing to create the giant mural, believing that she would be an advocate of the campaign to get more women driving trains.

In the 1997 BBC Documentary, 'People's Century' Karen Harrison was quoted saying: "I was the first woman to get a driver's job, so it was quite an unusual thing. [At the time] it was open warfare, people wouldn't work with me, people put notes up about me, my locker was defaced. Graphic pornography went up in the mess rooms, not just the usual bosoms and bums but the kind of stuff that gynaecologists have to read. I've never wanted to be pushed out. I knew if I'd left the railway, I'd have let these people win and what was happening was wrong and it wasn't fair. It's now put me in a position where when it happens to other women, I now know how to help them."

Despite Avanti West Coast already being ahead of the industry average with 13% female drivers, the reminder of Karen's achievements seeks to inspire the next generation and is the first part of a long-term drive by Avanti West Coast to increase the number of female drivers on the West Coast Main Line.

In 2022, female applicants made up 18% of driver applications at Avanti West Coast, compared to 12.5% in 2020.

This year will be Avanti West Coast's biggest ever driver recruitment push. The aim is to increase female applications to 20% with the hopes of getting 100-120 successful applicants across the gender split, to enrol as trainee drivers. The campaign is part of Avanti West Coast's regular driver recruitment to replace drivers retiring or leaving the industry.

Akse has been painting murals since 1992 and the Manchester based artist likes to bring inspiration to local communities with the subjects he paints.

Speaking about the campaign, Akse said: "I'm incredibly proud to be involved in highlighting Karen's achievements on the railway. This mural will be seen

by thousands of passengers each day and I hope her image continues to inspire, encourage, and educate the next generation. Painting such a pioneering character is a true honour and it's been amazing to hear stories from her family about how she adapted and overcame barriers on a daily basis. I hope her image will live long in the memories of the public, and that what she accomplished will never be forgotten."

In addition to the mural, Avanti West Coast believes that better awareness and education around the role is fundamental to improving the recruitment process for trainee drivers, and particularly women. In many cases, people don't realise that they have the skills or personality traits required to become a train driver; or they need confidence that the role is right for them.

Although there are already female train drivers at Avanti West Coast, the business has found that the women who apply for the roles are often from within the business and that external candidates tend to be predominantly male. The business has adapted its approach this recruitment round by extending the job advert from a 24-hour period to a one-week period giving everyone more time to learn about the role. It follows recent recruitment campaigns at Avanti West Coast which have shown that women take longer to apply for roles than men. Women prefer to have more information about the job and time to consider prior to the application process.

Avanti West Coast has also developed the rail industry's first ever social recruitment chatbot – designed to help potential trainee drivers and to encourage them to apply. The social recruitment chatbot guides people through a series of questions which informs applicants whether they may or may not be suitable for the role, ahead of any formal application. It's a chance for people to learn about the skills required for the role and really understand it, before the job application officially opens a month later on February 28th.

Huw Merriman, Rail Minister said: "Diversity and inclusion are at the heart of every successful industry, which is why we're so committed to creating a railway that's reflective of our great nation. Avanti West Coast's campaign will go a long way in helping to achieve this and I'm confident Karen Harrison's mural will act as a reminder of the vitally important work she and others across the industry have done to pave the way for women."

Barry Milsom, Exec Director of Operations and Safety spokesperson said: "We are really proud that Avanti West Coast is spearheading this campaign to encourage more women to become train drivers. We know that having a diverse workforce is the key to success. By changing our recruitment process as well as shining a light on how Karen Harrison fought to be one of the first women to be accepted on to the driver programme, we hope to inspire many others to emulate her. Unlike many trailblazers, Karen's story isn't widely known or recognised. This mural aims to change that - painting Karen as a true female pioneer who broke down barriers for hundreds who have

followed in her footsteps, showing that this is a role suitable for all."

Marie Harrison, sister of Karen Harrison said: "My sister Karen was a trailblazer in the rail industry, in the trade union movement and beyond. She applied her determination and formidable intelligence to achieve her goals and her family is enormously proud that this legacy continues to have an impact today. Akse's mural captures that independence of spirit and fierce determination not only to secure her own place in the rail industry, but to ensure that other women could follow her path. We hope that she continues to inspire women to consider train driving, the job that she loved and fought for so passionately."

Rebecca Smith, Trainee Driver, Avanti West Coast, Wolverhampton Depot said: "My dad is a train driver and was a huge inspiration behind my decision to join the industry. The thing that appealed to me most about being a train driver is that no week or shift is the same. We've come so far since Karen Harrison was a driver, but we've still got a long way to go and I'm excited to see more women choose this as a career. Anybody can do this job if they have the skills!"

Mick Whelan, General Secretary, ASLEF said: "Karen was a pioneer – a passionate feminist, and trade union activist, who blazed a path for other women to join the railway at the pointy end of the train. Train drivers should, we think, represent the communities we serve and that's why we need more women in the driver's cab."

You can see Karen's mural at London Euston Station until February 23rd. To find out more head to the Avanti West Coast website for information on being a driver, and if you want to see if you have what it takes to be an Avanti West Coast train driver, try their first ever social recruitment chatbot.



Avanti West Coast

▶ Pendolinos meet at Stoke on January 13th as Class 390 049 waits to depart to Manchester and 390 122 heads to London Euston.

Lee Stanford

▶ Class 390 127 stands at Rugby on January 18th with 1H21 12:53 London Euston to Manchester Piccadilly service. *Derek Elston*

▶ On February 2nd, Class 56 081 hauls new Class 805 003 and 805 001 through Penkridge station in preparation for running tests on the WCML. *Neil Kendall*



Avanti West Coast

▶ Class 390 020 sweeps north at Winwick on January 16th, working 1S52 10:30 London Euston to Glasgow Central service.
Barry Longson

▶ New bi mode unit Class 805 001 passes Standish on its first test working from Oxley to Glasgow on February 6th. *John Sloane*

▶ Class 390 119, the 'Pride' Pendolino speeds north through Balshaw Lane Junction on January 12th with a service to Blackpool North.
John Sloane



Chiltern Railways

▶ Class 68 013 'Peter Wreford-Bush' passes Tyseley with the 19:37 London Marylebone - Kidderminster service on December 3rd. *Chris Morrison*

▶ Class 165 018 is seen at Leamington Spa on January 14th. *Richard Hargreaves*

▶ Class 68 011 leads a London Marylebone - Birmingham service into Leamington Spa on January 14th. *Brian Battersby*



Colas Rail

On January 28th, Class 70 817 working 0S70 Rugby to Grangemouth passes through a gloomy Crewe. *Richard Hargreaves*

On January 28th, Class 66 848 working the 6C05 13:51 Eastleigh Yard to Rowlands Castle via Woking engineers passes St. Cross. *David Lindsell*

A smokey departure as Class 56 090 eases the 6K38 10:17 Longport Lr Colas to Crewe Basford Hall S.S.M. away from Stafford on January 26th. *Derek Elston*



Colas Rail

▶ On January 2nd, Class 70 808 passes Attenborough Nature Reserve with 6M57 07:02 Lindsey to Kingsbury. *Mark Pichowicz*

▶ Class 70806 passes Coppull with a Ravenstruther to Longport spoil train in the increasing gloom of the late afternoon on January 19th. *John Sloane*

▶ In the failing light of January 26th, Class 70 814 hauls a heavy log train from Carlisle to Chirk away from Euxton Junction. *John Sloane*



Colas Rail

▶ Class 66 850 and 66 848 on an Eastleigh to Hinksey light engine move pass Worting on January 9th. *Michael Bennett*

▶ Class 70801 on 6M40 Westbury to Stud Farm passes through Swindon on January 26th. *Colin Pidgeon*

▶ Class 56 090 arrives at Crewe on January 24th, where it will run round its train, heading to Longport. *Michael Lynam*





CrossCountry

Power car No. 43378 has just arrived at Edinburgh Waverley on 1Z51 19:36 Newcastle to Edinburgh on January 28th. On the other end is No. 43366. Engineering work south of Newcastle resulted in a temporary CrossCountry timetable. *Kevin McCormick*



DB
Cargo

Class 66 177 crosses the Weaver Navigation at Dutton
with 6E26 Knowsley to Wilton EfW on December 21st.
Brian Dobbs



DB Cargo

▶ Don't always believe the weather forecast! With the promise of a sunny afternoon on January 17th, a visit to Peak Forest was made, only to find the area surrounded in fog. Here Class 60 040 shunts box wagons upgrade for loading. *Barry Longson*

▶ 'Climate Hero' Class 66 004 runs through Orrell on December 31st with the morning Knowsley to Wilton 'Bin Liner' train. *John Sloane*

▶ Class 66 053 sets off from Rainford with a Knowsley to Wilton 'Bin Liner' on January 2nd. *John Sloane*



DB Cargo

▶ Class 66-047 'Maritime Intermodal 2' approaches Rainford with 6E26, Knowsley to Wilton EfW 'Bin Liner' on January 16th.

Brian Dobbs

▶ Class 90 026 and 90 020 cruise past Balshaw Lane Junction at the head of a Grangemouth to Daventry intermodal service on January 6th, a RMT strike day. *John Sloane*

▶ Class 66 001 heads into the morning sun at Leyland on January 19th with a late running Mossend to Seaforth intermodal. *John Sloane*



DB Cargo

▶ On a bitterly cold January 17th, with the fog slowly lifting, Class 66 161 passes sister 66 185 on the fuelling point at Peak Forest, while in charge of the 13:05 Dowlow Briggs to Ashburys.
Barry Longson

▶ Class 66 001 passes Coppull on January 19th hauling the Seaforth to Mossend intermodal.
John Sloane

▶ Class 90 021 and 90 037 head a Daventry to Grangemouth intermodal into Balshaw Lane Junction on January 21st.
John Sloane



DB Cargo

▶ Riding the switchback towards Malden Manor station on January 19th, Class 66 192 heads the 6Y08 service back towards Cliffe, with its rake of discharged, graffiti-emblazoned hoppers in tow. Of the 250 original class 66/0 locos, no fewer than 141 examples (so far) have visited Tolworth since the aggregates facility opened! *Ian Callander*

▶ Class 60 062 is seen running light engine through Swindon heading to Swindon Stores to shunt 6M53 Swindon Stores to Toton Yard on January 26th. *Colin Pidgeon*

▶ Class 66 001 powers through Wigan North Western on January 18th with the 4S38 14:16 Liverpool Seaforth Docks to Mossend Down Yard intermodal. *Paul Senior*



DB Cargo

Class 66 014 passes Little Bedwyn in the gloom with the 6Z98 Westbury to Acton stone train on January 25th. *Michael Bennett*



DB Cargo

▶ Class 66 053, still in the revised EWS livery, passes Pemberton foot crossing, with the 10:50 Knowsley Freight Terminal to Wilton domestic and industrial waste train, on a cold and frosty January 2nd. *Paul Senior*

▶ On February 4th, Class 66 206 passes Little Bedwyn with the 6Z25 09:34 Westbury to Acton loaded stone train. *David Lindsay*

▶ With its discharged load of hoppers in tow, Class 66 085 waits in the headshunt at Tolworth Day Aggregates for a clear road on January 10th, as the South Western Railway's 2M23 London Waterloo - Chessington South service passes. *Ian Callander*



DB Cargo

▶ Green Class 66 004 slowly creeps through Stockport's platform 3 on January 31st, while working the 10:50 Knowsley Freight Terminal to Wilton loaded waste. *Barry Longson*

▶ Class 66 047 has emerged from Upholland tunnel as it approaches Upholland station with an empty 'Bin Liner' service from Wilton to Knowsley on January 25th. *John Sloane*

▶ An unusual sight on the Chat Moss route as Class 60 092 passes through Kenyon Cutting with the 09:26 Lostock Works - Tunstead empties on January 5th. *Jeff Nicholl*



DB Cargo

▶ An almost endless Trafford Park to London Gateway container train approaches Stockport on January 16th behind Class 66 117.

Lee Stanford

▶ On January 19th, Class 66 094 passes through Doncaster with a container train from Wakefield Europort - Felixstowe. *Michael Lynam*

▶ Class 90 020 and 90 034 working the 4S74 Daventry - Mossend, pass through Warrington Bank Quay on January 18th. *Mark Enderby*



A very presentable Class 66 019 drifts downhill at Smithy Bridge with the 05:40 empty waste train from Wilton to Knowsley on January 20th. *Lee Stanford*



DB Cargo

▶ ‘Celebrity’ Class 66 004 approaches Rainford with 6E26 Knowsley FT to Wilton EfW refuse train on January 31st. *Brian Dobbs*

▶ On January 12th, trying to hide east of Swindon station, Class 60 062 works the 6M53 Swindon Stores to Toton Up Sidings via the Gloucester branch. *Ken Mumford*

▶ On January 19th, Class 66 006 passes Colas Class 56 113 at Doncaster. *Michael Lynam*



DB Cargo

▶ On January 25th, Class 66 069 trundles along the Outward Line at Scunthorpe working 6K77 Immingham SS - Gascoigne Wood, taking 24 bogie tank cars, TIAs I believe, for storage. I will be surprised if they earn any revenue again, other than the scrap man. *Steve Thompson*

▶ Class 66 080 drifts south through Winwick on a Knottingley - Knottingley crew training/route learning turn on February 1st. *Jeff Nicholls*

▶ Class 60 020 'The Willows' with the 6B33 Theale Puma to Robeston Sidings passes Ashbury crossing on January 19th. *Ken Mumford*



DB Cargo

▶ On January 20th, the 6B33 Theale Puma to Robeston oil tanker train was once again entrusted to Class 60 020 'The Willows', seen here about to pass under the Ashbury crossing footbridge. *Ken Mumford*

▶ On January 17th, Class 66 113 emerges from the fog at Acton Bridge. *Brian Battersby*

▶ On January 24th, Class 66 013 passes through platform 13 at Manchester Piccadilly working the 4021 container train from Trafford Park - Southampton. *Michael Lynam*



DB Cargo

Eco-Fuelled DB Cargo Celebrity, Class 66 004, passes Pemberton Foot Crossing, with the 10:40 6E26 Knowsley Freight Terminal to Willton Tees Domestic and Industrial Waste Train, on January 31st. *Paul Senior*



DC Rail Freight

▶ Class 56 091 'Driver Wayne Gaskell' trundles through Northampton working 4Z44 07:46 Chaddesden Sidings to Willesden DC Rail Sidings on January 17th. *Ken Mumford*

▶ Class 56 091 is seen at Crewe on January 14th with the Ravenhead sand train. *Brian Battersby*

▶ Class 60 029 'Ben Nevis' working the 6Z22 Tytherington to Appleford Sidings, passes Ashbury crossing on January 26th. *Ken Mumford*



DC Rail Freight

▶ Class 60 028 passes Hungerford Common with the Willesden DCR Sidings to Westbury TC on January 16th. *Michael Bennett*

▶ Class 60 029 'Ben Nevis' working the 6Z22 Tyrington to Appleford passes Ashbury crossing on January 19th. *Ken Mumford*

▶ On January 20th, 'Ben Nevis' once again, this time seen at Bourton, working the 6Z22 Tyrington to Appleford. *Ken Mumford*



Direct Rail Services

▶ On January 19th, Class 37 425 hauling the 6K05 coasts through Pleasington with empty wagons that didn't tax it at all. *David Hollowood*

▶ Class 66 433 and 88 006 come off the Blackburn line at Farington Junction during a Carlisle to Crewe movement on December 30th. *John Sloane*

▶ Class 68 003 and 68018 approach Farington Junction with 4S44 Daventry to Mossend intermodal service on December 30th. *John Sloane*



Direct Rail Services

▶ Shortly after sunrise on January 18th, Class 66 434 and 66 422 race through Winwick with 4S43 Daventry - Mossend. *Jeff Nicholls*

▶ Class 57 304 heads north through Leamington Spa on January 14th working the 6Z10 Eastleigh Arlington to Crewe Coal Sidings. *Brian Battersby*

▶ On January 9th, Class 88 007 'Electra' eases through Northampton with the 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal. *Derek Elston*



Direct Rail Services

▶ Super power for one wagon sees Class 68 017 and 68 005 shortly after passing Winwick Junction on January 21st working the 08:30 Sellafield to Crewe Coal Sidings. *Lee Stanford*

▶ Not such a common sight at Winwick these days, Class 66 423 and 66 424 work south with the 08:45 Mossend - Daventry on January 5th. *Jeff Nicholls*

▶ Class 66 425 working the 6U77 Mountsorrel - Crewe passes Heamies Farm on February 3rd. *Mark Enderby*



Direct Rail Services

▶ A 4 hour spell on January 30th saw only one freight run through Doncaster station as seen here, Class 66 421 heads the 11:29 Redcar BSC to Decoy Yard loaded ballast. *Barry Longson*

▶ On January 19th, the 4S43 Daventry to Mossend 'Tesco' service was headed by three Class 66s, 66 423, 66 434 and 66 422, as it powers into Leyland. *John Sloane*

▶ Class 88 003 passes Coppull with 4S44 Daventry to Mossend on January 19th. *John Sloane*



Direct Rail Services

▶ Class 37 401 and 37 422 working the 6X12 West Ealing - Tyne Yard pass Slindon on January 9th.
Carl Grocott

▶ Class 66 423 and 66 434 take the slow line at Balshaw Lane Junction with a Daventry to Mossend intermodal on January 6th.
John Sloane

▶ Class 88 003 passes Charnock Richard with the 4S44 working from Daventry to Mossend on January 18th.
John Sloane



Direct Rail Services

▶ Class 57 304 working the 6Z10 Eastleigh Arlington to Crewe Coal Sidings passes through Leamington Spa on January 14th.

Richard Hargreaves

▶ Class 37 425 hauling the 6K05 engineers train from Carlisle to Crewe passes Coppull in the late afternoon of January 19th. *John Sloane*

▶ Class 88 003 approaches Farington Junction with the 4S44 service from Daventry to Mossend as a TPE Class 397 sweeps past with an Edinburgh to Manchester Airport service on January 30th. *John Sloane*



Direct Rail Services

▶ Class 88 003 passes Searchlight Lane Jct. on February 3rd working the 4S44 Daventry - Mossend. *Mark Enderby*

▶ Class 88 002 'Prometheus' hurries through Stafford working 4M27 05:46 Mossend Down Yard to Daventry International Railfreight Reception on January 26th. *Derek Elston*

▶ Class 88003 'Genesis' passes through Rugby with 4S44 12:16 Daventry Int Rft Reception Fl to Mossend Down Yard on January 18th. *Derek Elston*



Direct Rail Services

▶ Class 37 401 and 37 422 pass Charnock Richard hauling part of an HOBC unit from West Ealing to Tyne Yard on January 9th. *John Sloane*

▶ Class 88 009 'Diana' leads the 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf through Rugby on January 18th. *Derek Elston*

▶ Class 57 308 'Jamie Ferguson', 90 034 and 90 020 are seen stabled in the bay platforms at Rugby on January 18th. *Derek Elston*



Direct Rail Services

▶ On January 24th, Class 66 434 passes through Crewe working light engine from Crewe DRS - Daventry. *Michael Lynam*

▶ Class 37 419 'Carl Haviland' growslows its way through Stafford running as 0Z37 11:13 Crewe Gresty Bridge to Rugby to collect 57 308 on January 6th. *Derek Elston*

▶ Class 37 401 'Mary Queen of Scots' and 37 422 'Victorious' double head the 6X12 08:44 West Ealing Plasser Sidings to Tyne S.S. through Northampton on January 9th. *Derek Elston*



East Midlands Railway

Class 170 924 departs Mansfield on a cold January 22nd morning with the 2H03 09:12 Nottingham to Mansfield Woodhouse service. *Mark Pichowicz*



East Midlands Railway

▶ The 10:51 Liverpool Lime St. - Norwich service races through Padgate station, past its Southern Railway van, with Class 170 416 in charge on January 27th.
Jeff Nicholls

▶ Class 222 009 eases away from its station call at Wellingborough with 1F04 09:30 London St. Pancras International to Sheffield service on January 15th.
Derek Elston

▶ On January 24th, Class 170 530 arrives at Crewe on a service from Newark Castle. *Michael Lynam*



▶ Class 59 104 working the 6C48 Appleford to Whatley Quarry passes Ashbury crossing on January 26th. *Ken Mumford*

▶ Class 66 568, having had a change of driver, gets away from Rugby with a late running 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on January 18th. *Derek Elston*

▶ Class 59 205 working the 7B12 Merehead Quarry to Royal Wootton Bassett passes through Swindon on January 13th. *Ken Mumford*



Freightliner

▶ Class 66557 hauling the 4L90 Crewe - Felixstowe liner passes Heamies Farm on February 3rd.
Mark Enderby

▶ On February 3rd, Class 90 004 and 90 009 pass Heamies Farm working 0Z90 Crewe - Crewe via Stafford.
Mark Enderby

▶ On January 16th, Class 59 204 has just come out of Swindon East Loop and is accelerating westwards past platform 4 at Swindon with 6C48 - Appleford to Whatley Quarry.
Ken Mumford



▶ On January 2nd, Class 59 202 hauling 66 623, 66 522, 66 504 and 66 542 passes Saddleworth on 0M59 Leeds Balm Road to Crewe Basford Hall. *Russell Clarke*

▶ Class 66 547 eases through Northampton with a lightly laden 4035 09:55 Crewe Basford Hall S.S.M. to Southampton M.C.T. on January 17th. *Derek Elston*

▶ Class 66 540 working the 6Z86 West Drayton to East Usk passes Ashbury crossing on January 26th. *Ken Mumford*



Freightliner

With the time just gone 14:30, the shadow from the near platform is about to creep onto the up track as Class 66 542 hurries through Stafford working 4L90 13:58 Basford Hall to Felixstowe on January 20th. *Barry Longson*

Class 70011 and 70004 passthrough Leamington Spa on January 14th working the 4029 Crewe to Southampton liner. *Richard Hargreaves*

Class 66 653 with the 6Z16 Whatley to Appleford passes Little Bedwyn on January 25th. *Michael Bennett*



Freightliner

▶ Class 70 002 passes Swaythling on a frosty January 23rd with the 05:33 Crewe - Southampton Maritime liner. *John Goodrich*

▶ On January 16th, Class 59 103 passes Hungerford with the Theale to Whatley empties, running 2 hours early. *Michael Bennett*

▶ Class 66 505 working the 4041 09:45 Wentloog to Southampton Maritime liner passes St. Cross. *David Lindsell*



Freightliner

▶ Class 66 523 on the Whatley to Churchyard Sidings passes through Hungerford on January 16th. *Michael Bennett*

▶ Class 66 556 ambles through Northampton working 4L59 08:21 Crewe Basford Hall S.S.M. to London Gateway liner on January 24th. *Derek Elston*

▶ Class 66 615 passes through a gloomy Stafford on January 26th working 6Z93 09:55 Tunstead Sidings to Northampton Castle Yard. *Derek Elston*



Following attention at Leeds Midland Road depot and also a stranger to the area, Class 59 202 was used to haul 66 623, 66 522, 66 504 and 66 542 to Crewe on January 2nd, the convoy are seen passing a sunny Reddish South station. *Lee Stanford*



Freightliner

January 30th sees Class 66 601 on Stockport viaduct, working the 09:16 Bredbury RTS to Runcorn Folly Lane loaded waste service.
Barry Longson

Class 59 002 on the 6M20 Whatley to Churchyard Sidings passes Crofton in the drizzle on February 2nd.
Michael Bennett

Class 66 623 and 66 539 pass Little Bedwyn with a Merehead to Colnbrook stone train on January 25th.
Michael Bennett





Long-term partners Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), and Ocean Network Express (ONE) have agreed to realise their commitment towards a greener future launching their first-ever rail solution supported by GD+ fuel in the United Kingdom

On January 17th, 2023, a new Freightliner service will make its first journey traveling from Southampton to Crewe. For this journey, ONE will purchase GD+ fuel to cover 100% of the fuel volume required.

The train will then continue its journey to Freightliner Coatbridge terminal, Scotland, using an electric locomotive, making this one of the greenest rail freight routes in UK Rail.

This innovative service will be the first of its kind in the UK and demonstrates an ambitious environmental commitment by Freightliner, ONE and their customers. GD+ is a type of Hydrotreated Vegetable Oil (HVO) and can be used as a diesel replacement.

This drop-in fuel is made entirely from waste and residue oils and is defined as renewable, environmentally friendly, biodegradable, and sustainable. Its supply

chain is traceable and independently verified, a prerequisite for both organisations. GD+ generates significantly lower CO₂e emissions compared to diesel.

Apart from the significant CO₂e savings, particulate matter, nitrogen oxides (NO_x), and methane (CH₄) are also reduced. The train's CO₂e emission savings during its 700 KM journey are approximately 80%^[1], with 70% of emissions avoided utilising electricity and 92%^[2] reduced by running on GD+ when compared to diesel.

With only 38%^[3] of the UK's rail network electrified, adopting alternative fuels could be a quick and effective transition to drastically reduce the country's emissions.

"This is an exciting and significant step forward in delivering impactful environmental benefits for the UK rail freight industry, and we are delighted to be partnering with ONE to make this happen," said Andrew

Daly, Chief Commercial Officer for Freightliner. "We are leading the UK rail freight industry when it comes to delivering decarbonisation benefits, and this initiative is further evidence of our commitment to a greener future for UK rail freight through committed customer partnerships. We will continue to invest and lead the way in this critical area of decarbonisation."

Simon Parsons, Director of the Ocean Network Express UK Agency, comments: "As a global carrier, we aim to be the link between customer and supplier to accelerate the transition towards a fully green supply chain. Our long-term relationship with Freightliner has enabled us to align our green ambitions and act swiftly to support the logistical needs of our customers between Scotland and Southampton. We are very hopeful to further expand our green network throughout the UK moving forward."

[1] Source: <https://www.ecotransit.org/en/>

[2] Source: <https://www.gbf.ltd/gd>

[3] Source: Rail Infrastructure and Assets 2019-20 Annual Statistical Release Office of Rail & Road 5 November 2020

▶ Class 69 002 and 69 004 pass Searchlight Lane Jct. on February 3rd working 0Z69 Tonbridge - Longport. *Mark Enderby*

▶ Class 66 782 works an almost empty 4S57 10:57 Hams Hall GBRf to Mossend Euroterminal GBRf through Stafford on January 26th. *Derek Elston*

▶ Class 92 032 'IMechE Railway Division' is held at a red at Northampton running light engine as 0Z23 11:36 Wembley InterCity Depot to Crewe T.M.D. (E) on January 9th. *Derek Elston*



Scheduled freight movements along the section of line from Cheadle Hulme to Kidsgrove are almost non-existent but during the week commencing January 9th the Redcar to Pinnox sidings was strangely routed this way. On a dull January 10th, Class 66 789 provides the power and is seen passing Bramhall station. *Lee Stanford*



GB RAILFREIGHT ANNOUNCES NEW 10-YEAR LOCOMOTIVE LEASING DEAL WITH AKIEM

GB Railfreight (GBRf) is proud to announce a new 10-year locomotive leasing deal with Akiem, a leading European rolling stock leasing company. The agreement will see £25 million invested to increase the number of locomotives across GBRf's operations. This investment has been made possible by GBRf's recent wins in the intermodal sector and continuing growth across a number of key markets.

The 11 Class 77 and Class 66 locomotives will operate services for businesses across intermodal, energy generation, infrastructure, waste, construction and rail services. They will arrive from continental Europe between January 2023 and May 2024.

On arrival in the UK, further investment will be made to convert the locomotives to make them compliant for UK service at EMD Doncaster Roberts Road. The first of the locomotives is expected to begin operating across the UK's rail network by summer 2023.

John Smith, Chief Executive Officer of GB Railfreight said: "Over the past two years we've seen a significant growth in rail freight, with new customers and markets coming to us for support with their supply chains. This new deal with Akiem is part of our commitment to maintain this growth and offer a more sustainable alternative to transporting goods across the UK."

Simon-Pierre Trezeguet, Managing Director of Akiem Locomotive Leasing Business Unit said: "We are very pleased to be adding such renown and appreciated CI66 and CI77 locomotives to the UK market while strengthening our partnership with GBRf. In a few months' time, when our mainland European high-performance CI66 and CI77 have been converted into locomotives perfectly adapted to the UK market, thanks to the GBRf teams technical expertise, they will greatly contribute to the development of rail freight across the United Kingdom"

A sight very rarely seen is water splashing up from the wheels of a locomotive as it passes over a flooded rail. On New Years day this occurred as Class 66 793 leading sisters 66 755 and 66 796 crawls through a flooded Reddish South whilst working the 12:03 Doncaster Down Decoy to Liverpool Biomass terminal. *Lee Stanford*



▶ Class 66 736 rounds the curve at Winwick on January 16th, working 6Z58 09:50 Wakefield Kirkgate to Llandudno Junction box wagons. *Barry Longson*

▶ Class 66 791 passes Acton Bridge on January 31st with an Avonmouth to Clitheroe working. *Brian Battersby*

▶ Class 66 302 is seen stabled in Eastleigh Yard on January 28th. *David Lindsell*



▶ Class 60 087 working the 6F69 Ribblehead to Tuebrook hammers through Pleasington on January 19th. *David Hollowood*

▶ Class 92020 working 0K23 Wembley - Crewe light engine move passes Heamies Farm on February 3rd. *Mark Enderby*

▶ Class 66 782 hauling the 4S57 Hams Hall - Mossend passes Moore on January 30th. *Mark Enderby*



▶ Class 66 793 working the 6M28 Rylstone to Leyland, speeds through Pleasington on January 18th. *David Hollowood*

▶ A rather grubby Class 66 710 has charge of the 4L18 14:20 Trafford Park to Felixstowe North, seen passing Burnage on January 18th. *Barry Longson*

▶ Class 66 702 passes Stafford on January 13th with the late running 08:29 Hindlow to Small Heath. *Lee Stanford*



▶ Class 66 799 working the 6M38 Arcow to Bredbury passes Long Preston on January 31st. *David Hollowood*

▶ Class 66 733 passes Farington Curve Junction with 4S57 Hams Hall to Mossend intermodal on December 30th. *John Sloane*

▶ Class 66 730 passes Balshaw Lane Junction on January 6th at the head of a Mossend to Rugby working, during an RMT strike day. *John Sloane*





▶ Class 66 303 passes Bayston Hill on December 17th with 6V75 10:21 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

▶ The 4M19 Southampton Western Docks to East Midlands Gateway with Class 66 302 in charge passes Worting on February 3rd. *Michael Bennett*

▶ Class 66 791 takes the down slow line at Balshaw Lane Junction with an Avonmouth to Clitheroe empty cement train on January 12th. *John Sloane*



▶ The driver of Class 60 002 has a stretch as his train of empty Biomass wagons approaches Parkside Junction on January 30th.

Jeff Nicholls

▶ Class 66 762 hauling the 6Z58 Doncaster - Llandudno Jct. passes Moore on January 30th.

Mark Enderby

▶ Class 66 798 is seen at Walcot with 6M42 09:24 Avonmouth Hanson Sidings - Penyffordd Cement on January 20th. *Keith Davies*



Empty wagons bound for Llandudno Junction from Doncaster Decoy Yard are hauled by Class 66 762 past Highfield Moss foot crossing, near Newton-le-Willows on January 30th.

Jeff Nicholls

Class 66 706 hauling the 4S57 East Midlands Gateway - Seaforth passes Heamies Farm on February 3rd. *Mark Enderby*

Class 66 304 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on January 26th. *Keith Davies*



▶ Class 60 087 tags along on the rear of the 12:03 Doncaster Roberts Road - Tuebrook Biomass empties as it passes Leigh Golf Club, Culcheth. This working is normally routed via the mid-Cheshire line but was diverted across Chat Moss on January 29th. Class 60 056 and 66 733 were at the front of the train. *Jeff Nicholls*

▶ Class 66 759 is seen at Sutton Park with 6V75 09:24 Dee Marsh Reception Sidings - Margam T.C. on January 11th. *Keith Davies*

▶ Class 66 793 passes Charnock Richard on January 18th with a Rylstone to Leyland aggregates train intended for road construction works. *John Sloane*



▶ Class 66 782 passes Standish with a Hams Hall to Mossend intermodal on January 23rd.

John Sloane

▶ On January 19th, Class 66 793 approaches Coppull with a Rylstone to Leyland B Leyland aggregates working which has already reversed at Blea Moor and is shortly to reverse again at Springs Branch. *John Sloane*

▶ It was raining hard on January 25th as Class 66 711 'Sence' working the Wembley to Irvine china clay train passes Coppull. *John Sloane*



Two more imported locos are seen at the rear of Doncaster Roberts Road depot, these are No. 77503 and 77502 which after conversion to UK specification will become Class 66 308 and 66 307 respectively. *Lee Stanford*

On January 26th, Class 66 755 passes through Altrincham with a rake of box wagons carrying aggregate, working from Hindlow to Small Heath. *Michael Lynam*

Class 47 739 with 360 103 in tow as 5Q97 10:29 Northampton EMD to Cricklewood South Sidings, passes through Northampton on January 17th. *Derek Elston*



Greater Anglia

On January 20th, Stadler Flirt EMU Class 755 417 fast approaches Great Chesterford with a Cambridge to London Liverpool Street service. This is now the new order of the day with the Class 317s confined to the history books. *Charlie Robbins*

Class 720 544 stands at Stafford working mileage accumulation test run 5Q27 08:45 Wembley InterCity Depot to Rugby Udt Signal Rn4184 on January 26th. *Derek Elston*

Class 720 120 departs Northampton on a mileage accumulation test run as 5Q27 08:45 Wembley InterCity Depot to Rugby Udt Signal Rn4184 on January 9th. *Derek Elston*



Great Western Railway

▶ Class 802 009 working the 1C77 London Paddington to Exeter St. Davids passes through Hungerford on January 16th. *Michael Bennett*

▶ Class 800 017 and 800 010 working the 1A73 Penzance to London Paddington passes through Little Bedwyn in the gloom on January 25th. *Michael Bennett*

▶ Class 166 118 working the 2T14 Bedwyn to Newbury service is seen near Little Bedwyn on January 25th. *Michael Bennett*



Great Western Railway

On January 2nd, power cars Nos. 43187 and 43092 working 2U24 12:50 Penzance - Cardiff Central pass through Respryn.

Barry Beeston

Class 800 301 working the 1C80 12:04 London Paddington - Penzance service passes through Respryn on December 29th. *Barry Beeston*

Class 158 956 working 2P19 14:50 Penzance - Plymouth passes through Respryn on January 2nd. *Barry Beeston*



Great Western Railway

Power car No. 43170 leads the 2C73 11:00 Cardiff Central – Penzance with 43158 trailing as the service passes through Respryn on December 29th.
Barry Beeston



Great Western Railway

▶ On January 2nd, power car No. 43198 leads the 2C73 11:55 Bristol Temple Meads – Penzance with 43093 trailing through Respryn. This service was cancelled between Cardiff Central and Bristol Temple Meads and was worked down to Plymouth by 150 266 and replaced by 43198 and 43093 at Plymouth. *Barry Beeston*

▶ Class 158 765 is seen in need of a wash whilst working 2M24 Swindon to Westbury on January 26th. *Colin Pidgeon*

▶ Having reversed at Malvern Wells signal box Class 802 010 crosses from the down to the up main line to form a service from Great Malvern to London Paddington on January 22nd. *Neil Pugh*







DINING DELICACIES AS LNER LAUNCHES NEW MENU FOR A NEW YEAR

London North Eastern Railway (LNER) is delighted to reveal its new First Class menu which celebrates specially sourced food and drink from local suppliers along the East Coast route.

LNER is proud to be supporting suppliers from Scotland, North East England, Lincolnshire, Yorkshire and London, all of whom have been hand-picked for the quality of their produce and locally sourced ingredients as well as their responsible approach. A wide selection of vegan dishes is also included in the first onboard menu of 2023 that also marks Veganuary, which inspires people to try a vegan diet during January to help protect the planet.

As part of LNER's legendary customer experience, three complimentary menus, Dine, Dish or Deli, offer

customers in First Class a wider choice, with menus varying depending on which service they are travelling on.

The delicious dishes on Dine services include the famous 'Full LNER' or 'Full Veggie LNER' cooked breakfast freshly prepared by LNER's onboard chefs. Roast chicken with roast potatoes and wilted greens served with sherry and shallot sauce and a creamy coconut sweet potato curry are among the choices later in the day, with sticky toffee pudding and salted caramel sauce to finish.

As LNER supports Veganuary for the first time, the variety of vegan options available includes a delicious sweet potato pakora Bang Bang salad bowl, falafel, roasted pepper and humous sandwich and special

vegan sausage roll.

Richard Judge, Head of Customer Experience Proposition at LNER, said: "We pride ourselves in offering our customers the best possible experience and we're delighted to be introducing our new year menu.

The communities we serve really matter to us and we are also proud to support local suppliers along our route. By working together, we're proud to be able to offer such a wide range of delicious and flavoursome food and drink onboard our trains, further enhancing our customer experience."

Hot sandwiches, including vegan options, waffles and a speciality salad bowl also feature on the Dine and Dish menus, along with a variety of hot and cold beverages.

For customers enjoying the Deli offer, a range of sandwiches, snacks, biscuits and sweet treats are available as part of the complimentary catering offer in First Class. Customers in Standard can also sample a variety of produce through LNER's at seat service 'Let's Eat At Your Seat'.

Customers can find out which menu will be offered on their service when booking direct on the LNER website or app.



LNER MAINTAINS FOCUS ON ATTRACTING RECORD CUSTOMERS TO RAIL WITH NEW DEAL FINDER

London North Eastern Railway (LNER) is proud to launch 'Deal Finder', offering customers inspiration, ideas and great value getaways at the touch of their fingertips.

LNER Deal Finder is the latest enhancement to the LNER mobile app making it simpler and smarter for those planning short breaks or memory-making trips. It offers customers the opportunity to set their own budget and see a list of destinations available for them with the lowest available fares shown. Once they have selected the station they wish to travel from, customers can either choose from the range of dates and times offered or add their own preferences. LNER Deal Finder then does the hard work, browsing through a huge range of journeys to reveal a list of the best value destinations they could discover across the 956-mile LNER route.

Deals cover single or return journeys on LNER services in both First Class and Standard.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "At LNER we are driven by building the best-in-class digital experience for our customers. This fantastic new addition to our award-winning app now gives people an even greater choice and flexibility when it comes to planning their trips and it will also save them time. We are proud to be continuing to welcome more customers onboard compared with pre pandemic times and we hope our new Deal Finder on the LNER app will inspire even more people to explore our East Coast route."

LNER secured a lead over the share of the air market from June 2021 with 59.7 per cent for journeys between Edinburgh and London.

It is anticipated this innovation by LNER will continue to build on the company's continued success in attracting more people to rail and leading the railway's recovery in growing customer numbers and promoting sustainable travel.

The latest data published by the Office of Rail and Road (ORR) shows that LNER has continued to welcome more customers onboard than compared with pre pandemic times, with passenger journeys now at 105 per cent when compared with the same period for 2019.

The LNER App won the App of the Year Award at the 2022 UK Business Tech Awards. Customers can already sign up for live journey updates, personalised notifications and One-Click Delay Repay via the app. Should they wish to change their journey or upgrade to First, they can do so with ease. Fee-free seat reservations can also be made up to five minutes before their planned departure. The app is free to download and offers customers £5 credit for signing up to the popular loyalty scheme. LNER Perks now has more than half a million members with customers earning 2 per cent credit on bookings to use on future journeys.

Class 91 131 sits in Doncaster West Yard on January 30th, awaiting collection for onward delivery to the Bo'ness & Kinneil Railway. This record holder achieved 154mph in 1995 and is to be preserved for future generations. *Barry Longson*



L.N.E.R.

▶ Class 91 119 leads the 1N81 09:06 London King's Cross to York service towards Hambleton South Junction on January 9th. DVT No. 82205 is on the rear. *Neil Scarlett*

▶ Class 801 210 speeds through Doncaster on January 30th, working the 13:00 London King's Cross to Edinburgh service. *Barry Longson*

▶ Love them or hate them, when you see a DVT on a train you will normally also get a locomotive. Here No. 82222 leads a Mk4 set into Doncaster, with Class 91 106 on the rear, working the 13:15 Leeds to London King's Cross service on January 30th. *Barry Longson*



▶ Class 37 175 is seen on the rear of a Blackpool - Derby test train hauled by Class 37 099 at Lostock Hall on December 30th. *John Sloane*

▶ On January 19th, a special working from Derby RTC to Carlisle had Class 37 218 hauling Network Rail coach ADB977869 with 57 304 at the rear and is seen passing Coppull. *John Sloane*

▶ On January 13th, Class 37 405 of HNRail, on hire to Colas Rail, working 6Z38 Swindon Transfer Sidings to Hinksey Yard is seen arriving at Swindon Station to run round before departing to Hinksey Sidings south of Oxford station. *Colin Pidgeon*





▶ Network Rail track assessment unit No. 950 001 approaches Whitley Bridge Junction with a Derby RTC to York Holgate Sidings working on January 9th. The disused spur previously allowing coal trains into Eggborough power station is on the left. The power station was demolished in June 2022. *Neil Scarlett*

▶ Much to the delight of the group of enthusiasts, Class 37 099 'Merl Evans 1946- 2016', with 37 175 on the rear, growl through Preston, with the 14:15 Blackpool North to Hellifield Goods Loop test train on December 30th. *Paul Senior*

▶ Class 37 612 and 37 610 top'n'tail the 1Z23 Bristol Kingsland Road to Derby RTC through Swindon on January 26th. *Colin Pidgeon*





TransPennine Express

A wintry scene sees Class 68 033 'The Poppy' approach Mossley on January 18th working the 08:45 Scarborough to Manchester Piccadilly service. *Lee Stanford*



TransPennine Express

On January 28th, the first sighting of one of these this year, so much for the new service! Working yet another training run, set TP09 is propelled past Frodingham Junction at Scunthorpe by Class 68022 on 5B74 Doncaster - Cleethorpes. *Steve Thompson*



TransPennine Express

▶ Class 185 135 and 185 150 pass non-stop through Stalybridge on January 18th, working the 12:44 Manchester Airport to Saltburn service. *Barry Longson*

▶ With the cooling towers of the now-closed Fiddlers Ferry power station in the distance, Class 185 137 slows for its Birchwood stop with the 11:19 Liverpool Lime St. - Cleethorpes service on January 27th. *Jeff Nicholls*

▶ Class 185 103 crosses the Sankey Canal in the west of Warrington with the 10:19 Liverpool Lime St. - Cleethorpes service on January 27th. *Jeff Nicholls*



Transport for Wales

▶ Class 67 025 leads the 14:30 Manchester Piccadilly to Cardiff through Heaton Chapel on January 10th. *Lee Stanford*

▶ In bright winter sunshine DVT No. 82200 leads the 14:30 Manchester to Cardiff across Stockport viaduct on January 16th with DB liveried Class 67 013 providing power at the rear. *Lee Stanford*

▶ Class 197 002 working the 1H83 Llandudno - Manchester Airport service passes Daresbury on January 20th. *Mark Enderby*



Transport for Wales

▶ Class 158 829 and 158 836 pass Duncote Mill with 1114 09:27 Holyhead - Birmingham International service on January 26th.

Keith Davies

▶ Class 175 104 passes Bayston Hill with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on January 17th. *Keith Davies*

▶ DVT No. 82200 passes Bayston Hill on the rear of 1W57 10:52 Cardiff Central - Manchester Piccadilly service on January 16th.

Keith Davies



Transport for Wales

▶ The 10:52 from Cardiff to Manchester Piccadilly was the first northbound loco hauled service to operate for Transport for Wales and is seen arriving at Stockport on January 9th behind Class 67 029 'Royal Diamond'. *Lee Stanford*

▶ A new sight at Winwick as Class 197 004 works the 12:53 Llandudno Junction - Manchester Airport service on January 5th. *Jeff Nicholls*

▶ Class 67 014 sits at Manchester Piccadilly, about to depart with 14:30 to Cardiff Central service on January 31st. *Barry Longson*



Transport for Wales

After a few weeks delay, TfW finally introduced the Class 67 and Mk4 stock on the Cardiff to Manchester service in the new year. Here Class 67 025 awaits departure with the late running 14:30 back to Cardiff on January 10th.

Barry Longson

Class 197 008 stands at Chester on January 14th working a Llandudno to Manchester service.

Brian Battersby

At the beginning of February there were still plenty of brand new Class 197s in the yard at Donnington. *Richard Hargreaves*



Transport for Wales

On January 24th, Class 197 016 departs Crewe heading for Shrewsbury on driver training duties. *Michael Lynam*

On January 24th, Class 67 013 is seen arriving at Crewe with a Cardiff - Wilmslow service. The service was cancelled between Wilmslow and Manchester Piccadilly due to late running. *Michael Lynam*



Transport for Wales

TfW have introduced Class 67s and Mk4 stock on some Cardiff to Manchester services, with mixed results, (there are days when these are substituted with two car DMUs) On January 23rd, Class 67 017 is seen at Cheadle Hulme with the 08:49 from Cardiff Central, running some 24 minutes late. *Barry Longson*

After a long period of testing, TfW are slowly introducing their new CAF units into service. Here Class 197 008 is seen passing Winwick on January 16th, working the 10:43 Llandudno to Manchester Airport service. *Barry Longson*

Class 175 003 catches the sun at Winwick on January 16th, as it passes by working the 12:25 Manchester Airport to Llandudno service. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's Class 156 449 departs Arnside with the 10:13 Carlisle - Lancaster service on February 4th. *Jeff Nicholls*

▶ West Midlands' Class 195 101 passes Duncote Mill with 2G15 12:40 Shrewsbury - Birmingham New St. service on January 26th. *Keith Davies*

▶ Northern's Class 331 004 is seen at Farington Junction on a Blackpool North to Manchester Airport service on December 30th. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 323 238 stands at Manchester Piccadilly on January 19th with 2A90 14:36 Manchester Piccadilly to Crewe service. *Brian Dobbs*

▶ Brand new C2C unit Class 720 611 pauses at Stafford on January 13th whilst working a Crewe to Nuneaton proving run. *Lee Stanford*

▶ West Midlands' Class 196 108 is seen at Telford Central on January 28th working a service to Shrewsbury. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Southern's Class 313 210 passes the disused signal box at Lewes with the 11:54 Seaford - Brighton service on January 28th.
Chris Morrison

▶ Former 'Gatwick Express' liveried Class 378 216 forms a Brighton - Hastings service seen departing Lewes on January 28th.
Chris Morrison

▶ The 13:18 Lancaster - Carlisle Northern service crosses Arnside Viaduct on February 4th with Class 156 482 in charge. *Jeff Nicholls*



Units: DMUs and EMUs

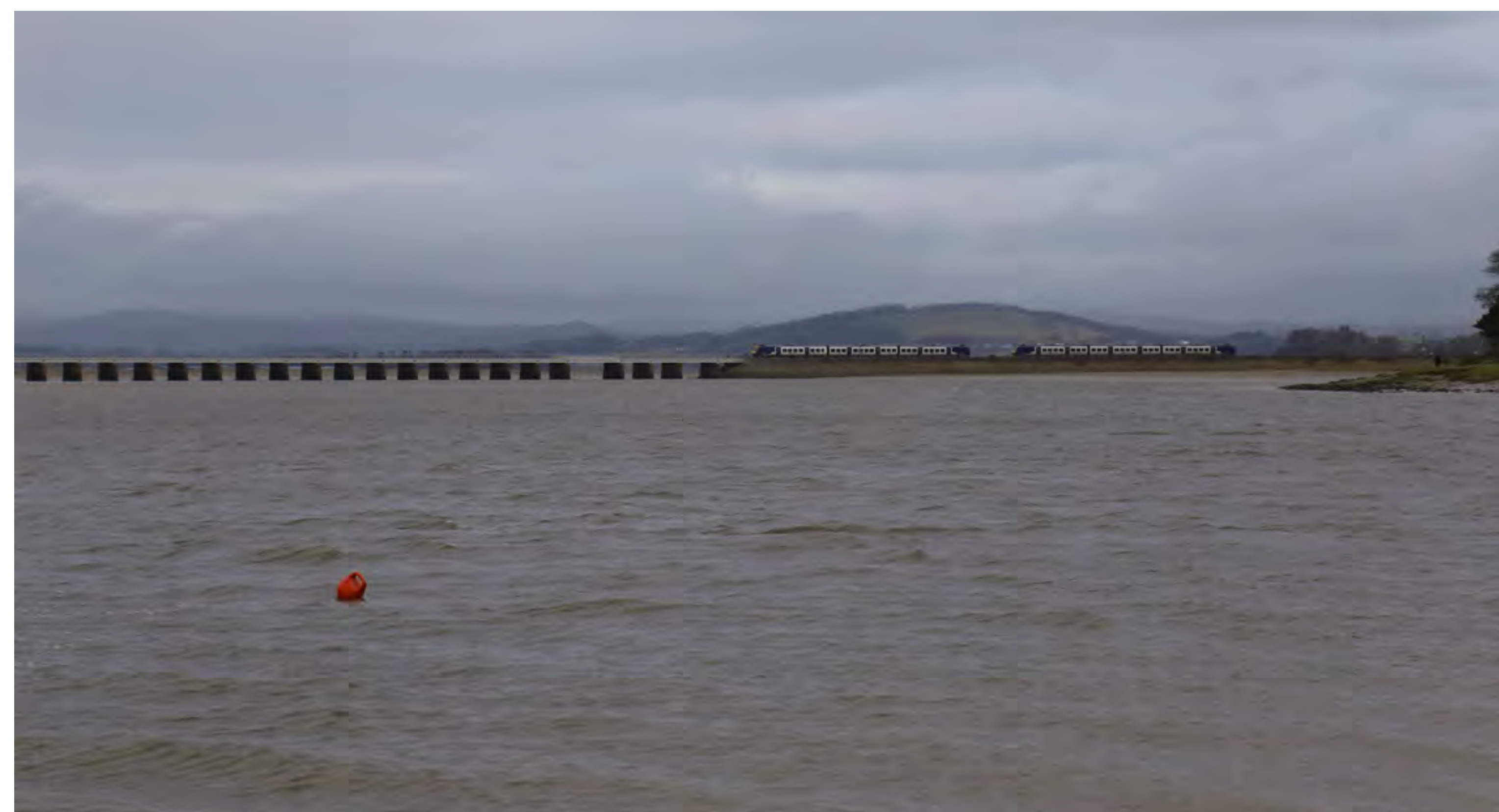
Northern's Class 156 479 has arrived at Middlesbrough whilst working 2D38 13:41 Eaglescliffe to Saltburn on January 28th.

Kevin McCormick

Two for the price of one! On February 4th, Northern's Class 195 120 and 195 128 cross at Arnside with Barrow in Furness - Manchester Airport and vice-versa services. *Jeff Nicholls*

West Midlands' Class 170 502 passes Walcot with the 2G15 12:40 Shrewsbury - Birmingham New Street service on January 13th.

Keith Davies



Units: DMUs and EMUs

▶ Northern's Class 323 227 arrives at Burnage working the 14:36 Manchester Piccadilly to Crewe (via the Airport) service on January 18th.
Barry Longson

▶ Northern's Class 195 130 stands at Warrington Bank Quay on January 18th working a service to Chester.
Mark Enderby

▶ Still carrying its original livery, Class 350 264 departs unusually from platform 3 at Stafford working the 12:33 Liverpool to Birmingham as Pendolino Class 390 148 waits to depart for London Euston on January 13th.
Lee Stanford



Units: DMUs and EMUs

▶ Northern's CAF Class 331 018 crosses Carr Mill Viaduct in a heavy downpour on November 23rd with 1F09 Blackpool North to Liverpool Lime Street service. *Brian Dobbs*

▶ C2C Class 720 609 working the 5Q92 Crewe - Nuneaton test run, passes Heamies Farm on February 3rd. *Mark Enderby*

▶ With Lakeland hills in the distance, Northern's Class 195 120 crosses Arnside Viaduct with the 13:52 Barrow in Furness - Manchester Airport service on February 4th. *Jeff Nicholls*



Units: DMUs and EMUs

With snow and salt on the platform, new C2C EMUs Class 720 611 and 720 609 prepare to work 5Q92 14:26 Stafford to Nuneaton on January 20th. *Barry Longson*

SWR's Class 458 509 is returned to Wimbledon depot as 14:32 from Bournemouth depot stock move on January 26th. It is seen passing Horseshoe Bridge, St Denys. *John Goodrich*

SWR's Class 159 012 and 159 105 on a Salisbury to London Waterloo service pass Worting on January 9th. *Michael Bennett*



Units: DMUs and EMUs

▶ On a cold but bright January 19th, the 2M28 South Western Railway's Chessington South - London Waterloo service curves away from Malden Manor station, en route to its next stop, Motspur Park operated by Class 455 710.
Ian Callander

▶ On January 20th, London NorthWestern's Class 350 375 and 350 405 arrive at Stafford, working the 12:33 Liverpool Lime Street to Birmingham New Street service. *Barry Longson*

▶ With still no sign of electrification work around the station, Northern's bi-mode unit Class 769 424 stands in the bay at Stalybridge, ready to work the 13:51 to Southport on January 18th. *Barry Longson*



Units: DMUs and EMUs

▶ C2C's Class 720 608 and 720 611 working 5Q91 10:16 DB Cargo Fan A and B Sidings to Stafford mileage accumulation run are seen departing Northampton on January 9th. *Derek Elston*

▶ West Midlands Railway's Class 730 022 and 730 021 hurry through Stafford working test run 5Q02 10:06 Nuneaton to Crewe on January 26th. *Derek Elston*

▶ C2C EMU Class 720 604 arrives on a test and mileage accumulation run from Wembley at Crewe on January 24th before departing for Nuneaton. *Michael Lynam*



Units: DMUs and EMUs

SWR's Class 455 No. 5713 passes Swaythling on a sunny but cold January 23rd with 10:01 Wimbledon depot - Bournemouth depot stock move, which runs on an as required basis.

John Goodrich

South Western Railway's Class 450 002 and 450 106 working the 1T37 London Waterloo to Portsmouth Harbour passes through Worting on January 9th. *Michael Bennett*

Northern's Class 331 013 awaits departure time at Stockport with the 13:46 Manchester Piccadilly to Stoke service on January 31st.

Barry Longson



Units: DMUs and EMUs

▶ South Western Railway's Class 444 024 and 444 002 slow for their Micheldever stop working a Basingstoke to Weymouth service on January 22nd. *Michael Bennett*

▶ West Midlands Railways' Class 172 005 crosses a frosty Malvern Common working a Birmingham New Street to Hereford service on January 22nd. *Neil Pugh*

▶ In a distinctly wintry scene, South Western Railway's 2M23 London Waterloo - Chessington South service applies the brakes as it rolls into Tolworth station on January 23rd. *Ian Callander*



Units: DMUs and EMUs

▶ Northern's Class 319 381 passes Farington Junction with a Liverpool Lime St. to Blackpool North service on December 30th. *John Sloane*

▶ Northern's Class 150 122 enters Orrell with a service to Kirkby on December 31st. *John Sloane*

▶ West Midlands' Class 196 110 stands at a cold and grey Shrewsbury prior to working the 10:40 to Birmingham New Street on January 20th. *Derek Elston*



Units: DMUs and EMUs

SWR's Class 450 111 on a Basingstoke to Southampton ECS passes Worting on January 9th. *Michael Bennett*

Northern's three car Class 158 753 passes Clegg Hall on January 20th working the 11:17 Leeds to Wigan Wallgate service. *Lee Stanford*

SWR's Class 159 006 and 159 106 pass Worting on January 9th with a London Waterloo to Exeter service. *Michael Bennett*



Units: DMUs and EMUs

▶ Northern's Class 156 466 leads 150 105 away from Smithy Bridge on January 20th with the 11:19 Blackburn to Kirby service. *Lee Stanford*

▶ West Midlands' Class 172 101 is seen at Nuneaton on January 14th working a service to Leamington Spa. *Brian Battersby*

▶ Southern's Class 377 121 approaches Horseshoe Bridge, St. Denys, with the 13:30 Brighton - Southampton service on January 26th. *John Goodrich*



Units: DMUs and EMUs

Northern's Class 158 786 runs in to Wigan Wallgate to form the 11:59 service to Leeds on January 30th. *Paul Senior*

On the first week in service for Merseyrail, Stadler Class 777 009, stands at Kirkby with the 14:59 service to Liverpool Central, on January 26th. *Paul Senior*

Northern's Class 150 143 departs Orrell on the rear of a service to Kirkby on December 31st. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 508 131 calls at Birkdale on January 20th with a service to Hunts Cross.

John Sloane

Merseyrail's Class 507 031 and 507 021 stand at Southport on January 20th.

John Sloane

On January 20th, Merseyrail's Class 507 032 calls at Birkdale with a service from Hunts Cross.

John Sloane



Units: DMUs and EMUs

Northern's Class 769 424 and 150 142 stand at Southport station on January 20th.

John Sloane

Northern's Class 150 123 approaches Bamber Bridge early on January 21st with a Preston to Colne service.

John Sloane

Northern's Class 150 127 heads a service for Kirkby as it heads out of Upholland tunnel towards the station on January 25th.

John Sloane



Scotrail

On December 3rd, Class 320 316 is seen at Balloch. *Colin Kennington*

Class 334 024 is seen at Glasgow Queen Street Low Level on December 3rd with a service to Milngavie. *Colin Kennington*



Going Underground

Metropolitan line 'S8' stock unit No. 21013 has just passed Willesden Green with a train for Aldgate on January 21st. *Chris Morrison*



Going Underground

'S8' unit No. 21109 forms a Metropolitan line service to Watford, seen passing Kilburn on January 21st. Jubilee Line and Chiltern trains can be seen in the background.
Chris Morrison



Class 92 043 is seen hauling the 1S26 Euston - Glasgow/Edinburgh Sleeper past Hest Bank at 12:55 on January 13th. By this point it was a mere 8 hours and 44 minutes late, not often you see a sleeper after lunch. It had failed in the Midlands and been assisted by a Class 66 to Preston (scheduled arrival 03:40, actual arrival 09:32) where the train was terminated. It then ran as ECS to Scotland. *Colin Kennington*



Key accessibility improvements rolling out across Scotland's Railway

Network Rail has begun work to make Scotland's Railway more accessible by installing tactile paving on platform edges at 148 stations. Over 38 kilometres of raised, tactile paving slabs (95,000 individual slabs) will be installed across 250 platforms at the stations to improve safety and allow more people to travel independently.

Engineers have devised ambitious plans to complete these works within the next 12 months, working closely with ScotRail, who manage the stations.

The project will mean that all of Scotland's 362 stations will have tactile paving on their platform edges. Work on the project is already complete at Bellgrove, Balloch, Renton, Alexandria, Newtonmore, Dalwhinnie, High Street (Glasgow) and Baillieston.

Tactile paving has a textured surface, which helps visually impaired passengers know when they're close to the platform edge, improving safety and giving more people the confidence to travel by train independently.

Liam Sumpter, Route Director for Scotland's Railway, said: "We know that many people rely on tactile paving to use the railway independently, so I'm really pleased we've been able to develop an ambitious 12-month plan to complete the roll-out of this project. Scotland's Railway is for everyone, and this work will make rail services more accessible for our visually impaired customers."

David Lister, ScotRail Safety, Engineering & Sustainability Director, said: "ScotRail is dedicated to making sure that everyone who uses Scotland's Railway has equal access, and tactile paving plays a big part in helping our blind and visually impaired customers travel safely and independently. By working with Network Rail to have tactile paving installed at all ScotRail stations it will help to ensure all rail users can travel with confidence."

Fares Advice with RailUK

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

TransPennine Express 1st class tickets not accepted in Avanti 1st class

Q: Long time readers may recall from mid-2022 where a member was informed that despite holding a first class ticket that this was not valid in first class and they would have to sit in Standard Premium instead.

Well a couple of lines from a TPE retail brief have been brought to my attention which seem to indicate that this is now confirmed policy. They state that holders of tickets routed AP TPE Only and TPE Only should travel in Standard Premium on Avanti services.

Though I do wonder about the basis for this? Surely a 1st class ticket is a 1st class ticket?

A: It was also explicitly stated on TPE's website, in the section that detailed the standing ticket acceptance in place with Avanti in the case of a TPE service being cancelled. Unfortunately that standing ticket acceptance has now been withdrawn, and thus automatic Avanti ticket acceptance is no longer guaranteed in the event of cancellation.

It's a policy that doesn't pass even the slightest bit of scrutiny, particularly now that TPE's catering has been improved. It's not all that different to Avanti's own first class offering to be honest.

The customer-facing terms and conditions are the NRCoT which has no concept of 'Standard Premium'. Given that, 31.1 appears to apply: 'If you have a first class Ticket and the train service you use is shown as offering first class accommodation at www.nationalrail.co.uk, but when you travel first class accommodation is not provided or is otherwise fully occupied, you may claim a refund. The minimum refund to which you will be entitled will be the difference between the price of the first class Ticket purchased and the cheapest valid standard class walk-up fare available on the service you used. You must contact the Train Company you travelled with to notify them of your claim within 28 days of the date that you travelled.'

First class accommodation is not being provided by Avanti, hence a refund would be due irrespective of being offered seating in Standard Premium.

There is a clear entitlement to a partial refund under contract and/or consumer law, but I don't know how TPE are handling such refund applications, and what level of refund they are providing. It may be that they're wrongly trying to claim no refund at all is due.

Alternatively, it would be perfectly open to the passenger to order food and drink from the Shop, commensurate with what they could have expected to receive on the TPE, and to then claim the cost of this back from TPE.

Which of the above two approaches nets the passenger the largest amount will depend on the journey in question, but for short journey, I think the latter approach would be likely to get them more. That being said, it could be more difficult to get what they're entitled to.

But this whole thing raises for me what is still the confusing status of Standard Premium, given that the respective vehicles are still marked as First Class externally, indeed certain vehicles are deemed First Class on some days but Standard Premium on others!

The only distinguishing feature is the antimacassars, and I have twice joined a train on a Monday morning where the wrong ones were still in place. TPE passengers only being allowed in Standard Premium does of course deny them complementary refreshments, but given that Avanti's offerings are, sometimes, considerably more comprehensive than TPE's, Avanti's position is perhaps understandable. And the last two occasions I travelled First Class on TPE, no refreshments were offered anyway!

Ticket Advice for All

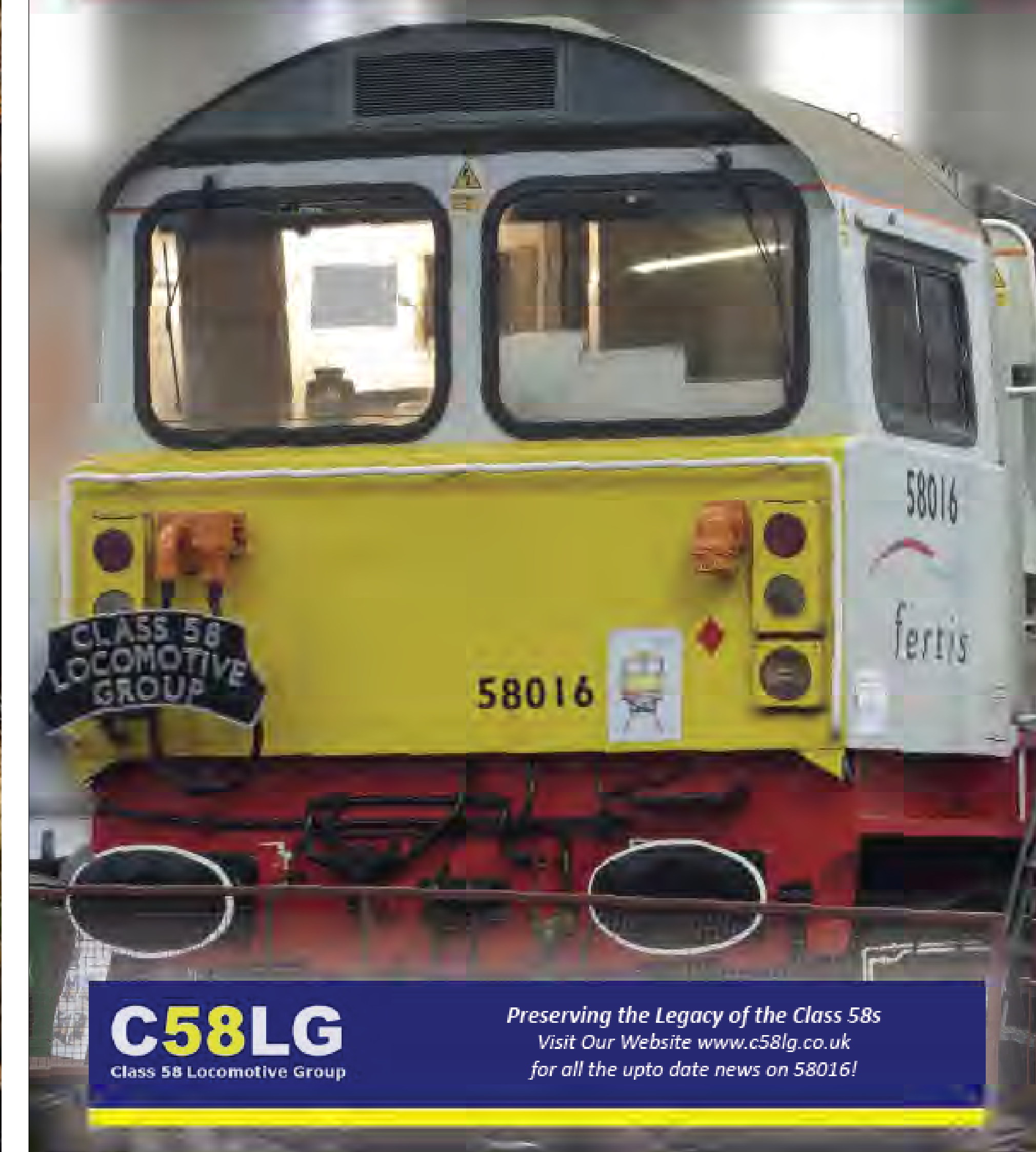
Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the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



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Greater Anglia trials new car parking tariff reductions to attract people back to rail

The cost of parking at some Greater Anglia rail stations is set to fall as the operator commences a trial aimed at attracting people back to rail. During the pandemic, Greater Anglia saw passenger numbers fall significantly and, although people have been returning steadily since restrictions were lifted, some of its car parks are still not seeing the levels of growth the operator had expected by now. Greater Anglia has been running a survey online to find out how people's travelling and parking habits have changed since lockdown and has commenced a trial from January 23rd for three months, discounting the cost of parking at 14 of its stations.

Tariffs will be reduced at Audley End, Billericay, Bishop's Stortford, Broxbourne, Diss, Harlow Town, Hatfield

Peverel, Kelvedon, Lowestoft, Manningtree, March, Marks Tey, Rayleigh, Whittlesford and Wickford.

The trial follows the introduction of new, hourly parking tariffs at 30 Greater Anglia station car parks, so people have a cheaper option if they're not planning to park all day, reflecting the way work patterns have changed since the pandemic. The new hourly tariff gives people the option to park for up to four hours at for £1 an hour – perfect for shorter trips or for visiting places near stations. Greater Anglia also launched a new flexible parking season ticket – giving rail passengers who park at stations regularly two or three days a week a discount of up to 12.5 per cent. The flexible parking season ticket gives eight parking sessions which have to be used

within 28 days of purchase – matching the new Flexi Season train ticket. The eight parking sessions can be used on any day – there is no need to specify them in advance. Other tariffs and prices have been frozen since 2020.

Simone Bailey, Greater Anglia's asset management director said: "With fares frozen until March and our discounted car parking offer, the next few months are a great time to save money by taking the train for part of your journey. Our spacious car parks and quick connections into the region's towns and cities are a great 'park and ride' option helping to avoid town centre congestion and pollution - and are a great way to reduce your carbon footprint. With our easy payment options,

our car parks are really convenient and we have invested millions in making sure they are maintained to a high standard, and are secure, well-lit and well-managed to offer customers the best possible experience."

Recently, Greater Anglia received a People's Parking accreditation for 12 rail station car parks - Attleborough, Audley End, Billericay, Broxbourne, Cambridge, Cambridge North, Hatfield Peverel, Ingatestone, Kelvedon, Marks Tey, Rayleigh and Wickford.

The accreditation means that the car parks demonstrate good signage and pedestrian routes, are well lit, clean and well-managed, well-located and have a range of payment options available.

Rail Adventure

On January 18th, power cars Nos. 43480, 43468, 43484 and 43465 were used to work the 6Q43 12:32 Wembley Receptions 1-7 to Crewe Down Refuge Siding transporting Merseyrail's Class 777 140 seen here at Rugby. *Derek Elston*



Rail Adventure's power cars Nos. 43468 and 43480 lead 43484 and 43465 through Northampton working as 0Z43 08:16 Tyseley Steam Trust to Wembley Receptions 1-7 on January 18th. *Derek Elston*

National Rail

On a bright but cold January 16th, NR track machines Nos. DR73115 and DR77906 pass Winwick, working the 10:04 Crewe PAD to Preston and return. *Barry Longson*



Govia Thameslink Railway generates over 236,000 kWh total renewable energy last year



Denmark Hill and Streatham Hill's PV arrays generated enough electricity to make more than 7.5 million cups of tea

As part of Govia Thameslink Railway's (GTR) commitment to a more sustainable future, the rail operator has a network of solar panels across Denmark Hill Station, Streatham Hill Depot, and Blackfriars Station – which at the time of installation, was the world's largest solar-powered bridge. In 2022 alone, across Denmark Hill Station and Streatham Hill Depot, the PV arrays have generated 236,387 kWh of energy. This is the equivalent of boiling the kettle to make a fantastic 7.5 million cups of tea. The energy generated through the solar panels also saves 46 tonnes (45,713kg) of CO2 per year.

In 2021, 526 solar panels were installed in collaboration with Network Rail on Streatham Hill Depot's roof, as part of an innovative co-operative energy project with community climate action group, Energy Garden, transforming it into a local source of renewable energy. At Denmark Hill Station, as part of an initiative to deliver the first "carbon positive" upgrade on the rail network, a new type of photovoltaic film was fitted to the new roof with the ability to produce more energy than the new building needs and put energy back into the electricity grid. In addition, it is estimated that Blackfriars Station alone produced 900,000 kWh energy last year thanks to the

6,000m² of photovoltaic (PV) panels that were installed on the station's roof when it was rebuilt by Network Rail as part of the Thameslink Programme in 2012. The PVs cut CO2 emissions by 513 tonnes per year – equating to around 89,000 average car journeys.

Jason Brooker BSc (Hons) MSc MIEMA CEnv, Head of Environment at GTR, commented: "We all know that traveling by rail is a sustainable option. However, at GTR we want to ensure that our commitment to decarbonisation and sustainability is clear for our passengers to see. We already take measures such as ensuring all the electricity we use across our stations and depots comes from green energy tariffs using renewable energy assets, as well as looking at our efficiency – from the LED lights to the way we heat our offices. Creating our own energy, including through the incredible successful solar panel network, is the next logical step. We are incredibly pleased with the results to date – and hope this will be the beginning of more savings to come."

Sarah Borien, Network Rail Southern Region's Head of Environment and Sustainability, said: "Generating our own renewable energy through solar panels is a key part of our sustainability plan for Network Rail's Southern Region, so we're delighted that GTR share our ambition and that we can work together to make our railway even cleaner and greener than it already is."

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



On a cold frosty January 21st morning, No. 44932 passes Helwith Bridge with Class 47 802 on the rear, working the 1Z30 'The Winter Cumbrian Mountain Express' from Manchester Victoria - Carlisle via Blackburn & Hellified. *Michael Lynam*



On a cold frosty January 21st morning, No. 44932 passes Helwith Bridge with Class 47 802 on the rear, working the 1Z30 'The Winter Cumbrian Mountain Express' from Manchester Victoria - Carlisle via Blackburn & Hellified. *Michael Lynam*



£48 million of funding to transform Peterborough's Station Quarter approved by Government

A total of £48 million is on its way to Peterborough, following a successful Levelling Up Fund bid for the first phase of regeneration of the area around Peterborough station – known as Station Quarter. Peterborough City Council and Cambridgeshire & Peterborough Combined Authority received the official confirmation from the Department for Levelling Up, Housing and Communities (DLUHC) on January 19th.

Deputy Mayor of Cambridgeshire and Peterborough, Councillor Anna Smith, said: "This is fantastic news. Regenerating the Station Quarter has the power to uplift not just the city but the whole region of Cambridgeshire and beyond. It's a great addition to what we are going to be able to offer in the East of England and will make Peterborough itself greener and ever more welcoming to visitors, investors and businesses. I want to thank everyone, both in Peterborough and at the Combined Authority, who has helped to make this happen."

The funding is ring-fenced and can only be spent on the Station Quarter regeneration. It will now be released by the Government to allow the Peterborough Station Enhancements and Connectivity project to move forward. Additional match funding to bring the total funds up to around £65 million is expected to come from Peterborough City Council and other partners, enabling future private investment in commercial and residential development as a further phase of the Station Quarter programme.

The project involves creating a new western entrance to the station with a car park – to create a double-sided station – with a new wider footbridge over the train lines. This will alleviate pressure on city centre roads, making it easier and safer to travel around the city by bicycle. Green areas with biodiversity, community spaces and better connections to the city centre will make it safer and more attractive for bikes and pedestrians. The enhancement of Peterborough station will improve rail passenger journeys and encourage more rail travel, which will have a positive economic impact on the city and regionally, as the city is already well connected to key areas of Eastern England and the rest of the UK. In addition, it will support Peterborough in attracting more knowledge-intensive and high-level employers through its transport links.

Councillor Wayne Fitzgerald, leader of Peterborough City Council, said: "We have just achieved the funding for a once in a lifetime opportunity for our city centre. This redevelopment of our city centre train station and the land surrounding it will cut carbon emissions and make our city easier and safer to walk around, while stimulating business and providing economic benefit to our city – both during and after construction."

Paul Bristow, MP for Peterborough, said: "Peterborough is the gateway to the East of England and the Station Quarter is the gateway to the city - It is vitally important that the Station Quarter and the station itself is fit for

purpose. This is a chance to use this prime asset to bring jobs, retail and other visitors to our city. If we get this right, I can see new businesses and even another government hub coming to Peterborough."

Stephen Hind, Head of Business Development at Network Rail, said: "This brilliant investment will allow us to deliver a revamped and revitalised entrance to Peterborough. The major transformation would unlock

opportunities for the city to thrive economically, as well as recognising the need for a cleaner, greener transport network in the future."

An outline business case and planning application will be submitted for the Peterborough Station Enhancements and Connectivity project next year. Construction work on the first phase could take place between 2024 and 2026, with wider development of the Station Quarter continuing up to 2028.



National Rail

Colas Rail Tamper No. DR7905 passes Crofton with the 6Z98 Bristol to Newbury Racecourse on February 2nd. *Michael Bennett*



Railway Enhancement Project Achieves Major Milestone



Network Rail engineers delivering £6.8 million of enhancement work near Perth station recently completed a major milestone that will speed up journey times and also increase capacity on to the route. The project is part of ongoing investment by the Scottish Government in Scotland's Railway that will help reduce rail journey times between the Central Belt and the North East, improve connectivity and enhance capacity for both passenger and freight trains.

Starting in March 2022, this initial phase involved track work east of Perth station at Barnhill, historically a constrained section of the route next to the River Tay. Working with contractor the Rail Systems Alliance, Network Rail undertook a nine-month programme of alignment work to replace a curved section of track by installing a new single line and also remodelling the junction by replacing switches and crossings. This allows an increase in line speed for trains from 20mph to 50mph on this part of the route

Speeding up journey times also improves capacity for more freight services to be introduced to the network.

Chris Sharkey, Network Rail programme manager, said: "Completion of work at Barnhill represents a significant part of enhancement work that provides tangible benefits for our passengers and freight customers. Ultimately, the work enables smoother, faster journey times and more resilience on the

network, particularly during times of disruption. This was a challenging location to work in, given it is constricted by the existing railway infrastructure and I'm delighted the team achieved this key milestone on time. I would like to thank our lineside neighbours at Barnhill for their patience during the delivery of this vital improvement work to Scotland's Railway."

Damian Briody, Transport Scotland's head of rail projects and technical services, said: "This latest Scottish Government investment in Scotland's Railway is another example of our efforts to reduce journey times on this important route between the northeast and the Central Belt. These enhancements will improve connectivity for both passenger and freight services which, in turn, will help encourage more people out of their cars and more companies to opt for rail freight over road transportation."

With work at Barnhill complete, the team is focused on the next phase of activity - installing a new cross over south of Dunblane station to further improve operational resilience.

The existing turnback facilities for trains at Dunblane constrain the timetable and network resilience in this location. By installing the new cross over, this will help eliminate these issues by reducing the time it takes for a train to move up the line and significantly improve the diversionary capability when work is completed in advance of the May 2024 timetable.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

26 days of major rail upgrades in Stalybridge - passengers urged to check before they travel

Engineers are about to start a mega, once-in-a-generation package of work around Stalybridge station to drive down delays and deliver a better, more reliable and greener railway for passengers.

Over 26 days, the Transpennine Route Upgrade will completely remodel the tracks on the approach to the station, installing over two kilometres of new track and 23 new signals, upgrading 13 crossovers, and fitting overhead line equipment.

This means that from Saturday March 11th to Wednesday April 5th, there will be some changes to services. Trains will still run between Manchester and Leeds via the Calder Valley route, and services between Huddersfield and Leeds will continue as normal, calling at all stations. Replacement buses will also keep passengers moving between Manchester (including Manchester Airport) and Huddersfield and between Manchester Victoria and

Stalybridge. Passengers are being urged to check before they travel via National Rail or their train operator's website and to allow extra time as journeys will take longer.

Hannah Lomas, Industry Programme Director for Transpennine Route Upgrade said: "Over the 26-days, our engineers will work around the clock to complete these key upgrades in Stalybridge, bringing us one step closer to being able to run electric trains through the area by the middle of the decade. To complete it safely, it does mean some passengers will be impacted between February and May. We've worked closely with TransPennine Express and Northern to keep passengers moving via both diversionary routes and rail replacement buses. We're encouraging anyone that's planning on travelling during the main upgrades or preparation weekends to visit National Rail or their train operator's website to plan their journey."

Once fully completed, more trains will be able to move in and out of Stalybridge station more easily with better reliability. It's part of the multi-billion-pound Transpennine Route Upgrade, which will bring faster, more frequent, greener trains with more seats available for passengers travelling between Manchester, Huddersfield, Leeds and York.

Chris Nutton, Major Projects Director for TransPennine Express said: "These upgrade works are a vital step towards delivering faster, more reliable and sustainable services between Manchester and York. Whilst the engineering work takes place around Stalybridge there will be a number of changes to TransPennine Express services across our network - and we'd advise our customers to check carefully for the latest advice before they travel on our website www.tpexpress.co.uk/travel-updates/changes-to-train-times. Updates will also be available on our social media channels. Our teams across

from across the industry will be on hand at stations to assist customers with their journeys."

Rob Warnes, Strategic Development Director for Northern said: "We'd like to thank our customers for their patience whilst Stalybridge station is closed for this work. These upgrades will pave the way for Northern to run faster, greener electric trains to Stalybridge in the future. We're working hard to keep our customers moving throughout the duration of the closure, and we'd like to remind customers to check before they travel."

Additional preparation work will also take place before and after the 26 days, including on February 18th/19th and 25th/26th, March 4th/5th, April 15th/16th, 22nd/23rd and 29th/30th, May 20th/21st. Passengers should check before they travel for the latest updates.



National Rail

Network Rail grinder formed of Nos. DR79237, DR79236, DR79235, DR79232 and DR79231 passes Northampton as 6Z08 12:15 Lichfield TV C.E. Sidings to Bletchley C.E. Sidings on January 9th. *Derek Elston*



Network Rail in exclusive discussions with consortium on deal to upgrade telecoms infrastructure

Network Rail is in exclusive discussions with a private sector consortium to enter a long-term partnership to upgrade its ageing telecoms infrastructure and improve connectivity across the UK in a deal that will result in significant savings for the taxpayer.

The project will accelerate the necessary trackside fibre and mast upgrades to future-proof the telecoms network and:

- Enhance wireless connectivity on trains and in stations for passengers;
- Improve data-driven train performance and safety systems;
- Align with the Government's levelling up agenda and support current objectives to improve connectivity across Britain.

In a project launched two years ago, Network Rail has now entered exclusive discussions with a private sector consortium to upgrade the railway's ageing telecoms infrastructure. The parties expect

to reach an agreement by mid-2023.

The consortium is a partnership between two private sector businesses – both market leaders in the development of mobile tower and fibre assets. In return for granting rights to commercialise the network, the third-party funding will help accelerate the necessary upgrades to Network Rail's ageing telecoms infrastructure. The proposed transaction will help future-proof Network Rail's telecoms infrastructure by providing new fibre optic cable and mobile towers across Network Rail's estate.

This connectivity will enable the shift towards an efficient, data-driven railway, providing all-important improvements to train performance and safety. It will bring other benefits for passengers, such as better wireless connectivity on trains and in stations. It also aligns with the government's plans to accelerate the provision of high-quality broadband to harder-to-reach rural communities and supports levelling up initiatives.

Network Rail and Varamis Rail launches new zero carbon freight service

Network Rail and Varamis Rail, the UK's newest train operator, have worked together to launch an innovative, zero carbon freight service.

The service, will run between Scotland and the Midlands, Monday to Friday. Targeted at express parcels and third-party delivery companies, it will primarily deal with next day delivery of consumer goods.

Industry partners, Eversholt Rail, have converted a number of fully electric 4-car trains formerly used in passenger service to enable them to carry freight while Network Rail provided the necessary operating licenses, contracts, and train paths for the service to operate. This followed trial operations of the service, which commenced in October 2022, to test the robustness and practicality of the service, and enabled logistics companies to test the service..

Georgie Newby, Network Rail's Senior Commercial and Customer Relationship Manager, said: "I'm delighted

that we've been able to support the launch of this innovative new service from the latest Freight Operating Company to join the network. It is the result of hard work and dedication across multiple organisations, all working closely together to deliver a great, zero carbon service for logistics companies to use. We look forward to delivering other innovations to keep growing the amount of parcel logistics transported by rail."

Varamis Rail Managing Director, Phil Read, added: "As the UK's newest Train Operator, Varamis Rail is keen to promote the sustainable benefits that the railway has to offer to the UK economy along with Network Rail. The increase in online shopping and home deliveries over recent years has accelerated the demand to find a more environmentally friendly solution to moving our parcels, products, or light goods around the UK; one solution is the electrified rail network.

"Varamis Rail is incredibly appreciative of the support it has received from Network Rail to enable a start-up of

its operations and we look forward to building on this relationship as the rail industry looks to play its part in decarbonising' the UK."

The new service, which launched on January 9th, is fully electric, supports Network Rail and the rest of the rail industry, as an environmentally friendly alternative to road haulage. It gives access to urban rail stations located within the heart of city centres and is expected to benefit the rail industry in the future as an example of best practice.





New year revamp for passengers on Bakerloo line and London Overground

Passengers are now benefiting from major improvements to the Bakerloo line and London Overground between London Euston and Watford Junction. Network Rail engineers worked over seven days in the run up to Christmas to overhaul track and equipment on a 20-mile stretch of railway and upgrade five stations in north London. North Wembley, South Kenton, Kenton, Headstone Lane and Carpenders Park saw a combination of roof repairs, canopy renovations, guttering clearance, platform resurfacing and the installation of tactile paving to improve safety for blind and partially sighted people.

On the track itself the investments saw: 6,000 modern concrete sleepers installed in place of wooden ones dating back to the 1950s; 1.6km of railway drainage upgrades between Harlesden and Kenton to prevent future flooding; 10km of new cabling for signals; Upgrades to the power supply for Underground and Overground trains; Demolition of a derelict, railway-locked electricity substation in danger of collapse.

The track work will bring improved journey reliability while the spruced-up stations will make travelling a more pleasurable and safer experience for passengers. The full closure meant maintenance teams could carry out multiple complex projects at once which would otherwise have taken years of weekend or overnight working. For instance, 7-8 years of midweek overnight shifts would have been needed to get the sleepers replaced. For the 10km of new signalling cable, it's estimated 10 years of work was condensed into the seven-day-closure, saving both time and taxpayers' money.

James Dean, Network Rail's West Coast South route director, said: "We're really grateful to passengers for their patience while we closed the railway just before Christmas so we could carry out these essential projects. It enabled us to bring sections of track right into the 21st century with new equipment which is much more reliable and robust. We were also able to transform five stations making them cleaner and brighter – I hope people enjoy using them much more as a result. Next month we'll be returning to carry out even more work to improve the Bakerloo line and London Overground for the future."

Crawley station's £6m facelift gives 1960s building a modern makeover

Crawley's 1960s station has been given a £6m makeover, with a brighter look to the concourse, a new plaza, and more wide ticket gates to give passengers a much better experience as they travel to the town. Over the past year, Network Rail has been working with Southern, Crawley Borough Council and Arora Group to improve the station facilities and revamp the 1960s design to bring it up to modern standards. Part of the work included extending the concourse, re-glazing the ticket hall, improving signage to make it easier for passengers making their way around the station and installing additional ticket gates that have been widened to improve accessibility. Work also involved creating a new plaza at the front of the station which added a more vibrant and eye-catching feel to the station and local community.

Lucy McAuliffe, Network Rail's interim Sussex route director, said: "It's great to see that Crawley station has been given a new lease of life – this was the first major upgrade to facilities in over 40 years. The key focus of this project was to improve the overall passenger experience and make the surrounding environment feel more welcoming to the wider community. The teams prioritised developing spaces for passengers to relax

before and after making their journeys which is why a larger waiting area was created, along with a new café and retail units with direct access to the concourse.

I'd like to thank passengers for their patience whilst we worked closely with our partners at GTR, Arora Group and Crawley Borough Council to carry out this work to bring up the station to modern standards."

Councillor Atif Nawaz, Cabinet member for Planning and Economic Development at Crawley Borough Council, said: "It's great to see the refurbished station concourse, which is already providing a much-enhanced experience for passengers. Crawley Station is a major gateway into the town centre and these improvements – coupled with those planned for outside the station – deliver a better environment for all station users."

Henry Smith, MP for Crawley, said: "76 years ago this week Crawley was designated as a new town and so after the public private partnership that has come together to fund a £6 million major revamp of Crawley railway station with new state-of-the-art facilities after many decades is a welcome gift to the Borough's passengers. As a regular commuter myself I look forward to the user-

friendly services."

The expanded cycle storage facilities have also been installed at the station, making it easier for people to park and leave their bikes at the station using the two-tier, lift and lock facility – 44 additional spaces in total. As part of a wider scheme planned for the area around the station – a new public footbridge over the railway will be built.

Keith Jipps, Govia Thameslink Railway, infrastructure director, said: "We're delighted with this comprehensive refurbishment. It's been a great team effort by Network Rail, Grove Developments and their contractors, who have worked with Crawley Council, Arora Group and ourselves to create a better experience all round for our customers. People using the station can now enjoy more space, new retail units, better shelter on the platforms, refurbished toilets and better cycle parking. We're looking forward to the next phase of improvements, for car parking. Keeping the station open throughout the year of work was a complex challenge. We're also very grateful to our customers, to our tenant, Metro Cars, and to our own station team for bearing with the inconvenience."

Sanjay Arora, Arora Group's chief operating officer, said: "Arora Group acquired Overline House and the land adjacent to Crawley station as part of a transformative project to bring forward over 300 residential units through a series of new developments and converting Overline House from office use to residential. With the intent of promoting wider area regeneration, Arora Group have invested significant funding into the station improvements and have project managed the successful delivery of the station upgrade through their construction division, Grove Developments, and their onward supply chain partners. This marks the completion of the first phase of the overall redevelopment."

The station refurbishments also form part of a wider programme of work which is being led by Crawley Borough Council and aims to redevelop Crawley town centre by improving the look and feel of the area.

Rowena Tyler, Southeast Communities Rail Partnership, said: "The station environment is now brighter and has a welcoming atmosphere. We hope to work with Station adopters, members of the community and GTR to help enhance it during this year. It's a marvellous opportunity to connect the community with their local railway."

National Rail

Class 66182 near Crofton with a Westbury to Cricklewood working on February 2nd. *Michael Bennett*



Queen Street Celebrates an Award Winning Year

The station, transformed last year, received the Chairman's Special Award at the National Railway Heritage Awards 2022 (NRHA). Glasgow Queen Street station scooped its fourth award in recognition of its striking transformation.

Scotland's third busiest station received the Chairman's Special Award at the National Railway Heritage Awards 2022 (NRHA), presented by HRH the Duke of Gloucester.

The NRHA award follows on from two Scottish Transport Awards in the autumn, for Excellence in Transport Design and Transport Project of the Year, as well as the Station Excellence Award at the Rail Business Awards in the spring.

The £120m redevelopment of Queen Street represents an integral part of the Edinburgh Glasgow Improvement Programme (EGIP) - a significant strategic investment funded by the Scottish Government and delivered by Network Rail.

Over the four years of delivery, from 2017 to 2021, Network Rail, Transport Scotland, ScotRail and main contractor Balfour Beatty worked collaboratively to redevelop the station while it remained fully operational throughout.

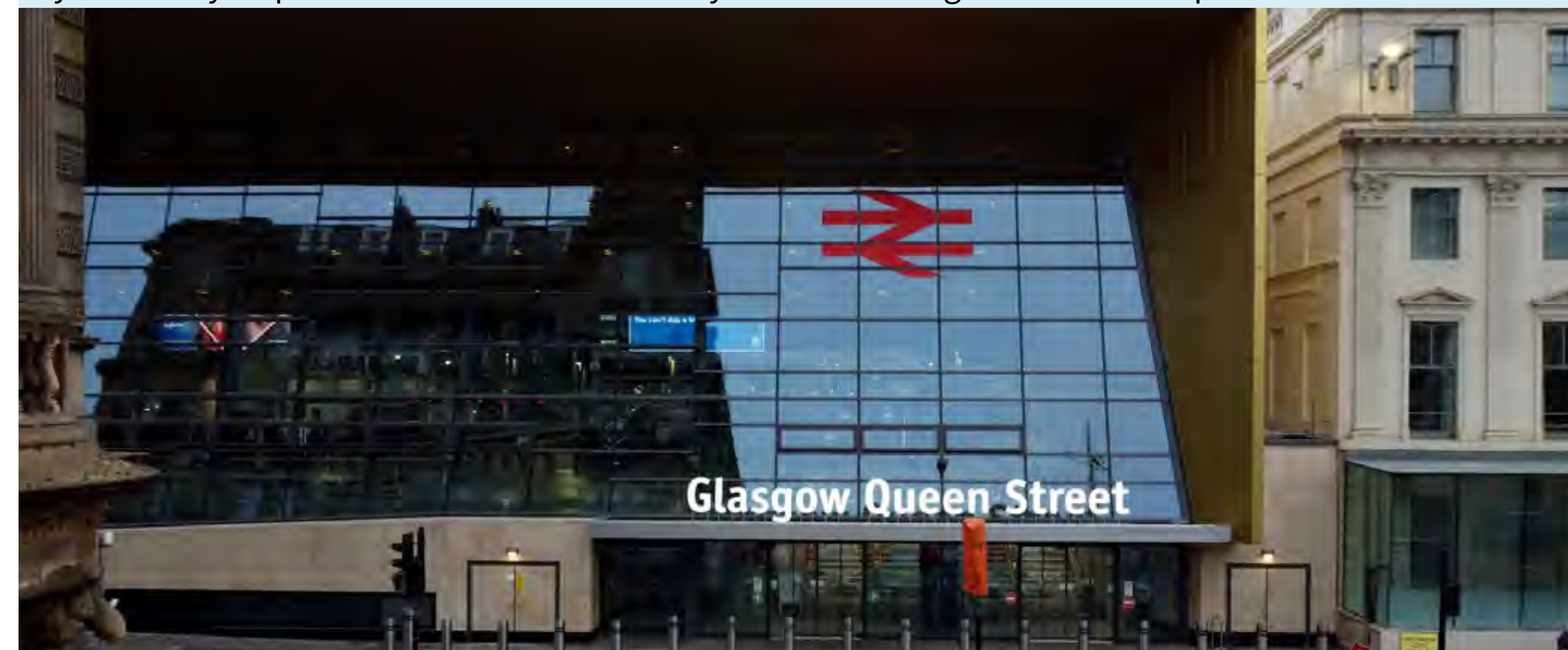
Alex Hynes, managing director of Scotland's Railway, said: "Since work completed at Glasgow Queen Street in the autumn of 2021, the response to the station has been remarkable. The striking building is a welcome addition to Glasgow's dynamic cityscape and one that has been fully

embraced by citizens and visitors alike. While the prime objective was to extend several platforms, the project delivered so much more than this. The innovative design showcases the station's renowned heritage while at the same time, creates a 21-century travel hub that provides an enhanced experience for our passengers in every sense.

To receive this number of awards is a fitting tribute to a collaborative team, from architects, engineers and contractors to station colleagues - who successfully delivered this innovative project. I congratulate each and every one of them for their deserved recognition. The legacy of Queen Street is the pivotal role the station continues to play in helping Scotland's Railway create a more sustainable future for passenger and freight services, and the communities they serve."

Although the redevelopment was the final part of EGIP, it was key to the strategic delivery of the electrification of the main line between Edinburgh and Glasgow via Falkirk High. This was crucial in allowing the introduction longer, greener electric trains, increasing capacity to manage passenger growth and enhance service provision.

The redeveloped station includes a larger concourse than before with double the circulation space for passengers (increasing from 900m² to 2002m²), and it is also fully accessible with lifts into the new building from Queen Street and step-free access from Dundas and North Hanover streets. Improved facilities for customers include a travel centre, toilets and Changing Place to help those travelling with more complex care needs.



National Rail

EMU variety at Northampton on January 13th with LNWR's Class 350 232, West Midlands' Class 730 010 and Greater Anglia's 720 103.
Derek Elston



Platform extensions for longer trains on Manchester Airport line

Platforms at three stations between Manchester Piccadilly and Manchester Airport are being extended for passengers. Network Rail is investing £8.5m to lengthen Mauldeth Road, East Didsbury and Gatley stations to make way for longer trains, providing more seats in future for passengers travelling along the busy airport line. The work began on January 8th and will be complete by the end of March.

Simon Daly, sponsor at Network Rail, said: "The work to extend Mauldeth Road, East Didsbury and Gatley stations, and Northern's planned roll out of longer trains in the future, is crucial to increasing capacity on services across the North West of England. This work means that longer trains can transport more passengers from across the North West to Manchester Airport."

Chris Jackson, regional director for Northern, said: "We look forward to the commencement of these works and, upon completion, the improvement they will bring to the customer

experience on services between Manchester Piccadilly and Manchester Airport. It is always important to invest in rail infrastructure to ensure we can keep the region moving, getting people from where they are to where they want to be."

To carry out the upgrades, the line between Manchester Piccadilly and Manchester Airport will be closed for three Sundays on: February 12th, 19th, and 26th.

Kathryn O'Brien, customer experience director for TransPennine Express, said: "The improvements taking place at Mauldeth Road, East Didsbury and Gatley stations are welcome news, allowing for more customers to travel on this busy route. However, until the platform lengthening work is completed, there will be significant disruption for those customers using our services. A rail replacement bus service will be in place and we strongly advise customers planning to travel on these services to plan ahead and allow extra time, as journeys may take longer than usual."

New year, new track: Smoother journeys through York station after Christmas refresh

Passengers travelling through York station can look forward to smoother, more reliable journeys after Network Rail refreshed nearly three kilometres of track through the platforms.

The £6 million upgrade will help to drive down delays, getting passengers where they need to be on time, and improve the track's condition for many years to come.

Between Christmas Eve and Monday January 2nd, engineers replaced 2.7 km of track, renewed nine sets of points, and improved some vital signalling equipment.

To ready the route for a cold winter, teams also improved specialist heaters on the track which play an important role in melting snow and ice so that trains can run reliably whatever the weather.

Strike action over the Christmas period initially saw this work placed under review, but specially trained and fully qualified back up staff were able to step up and help deliver these major benefits for passengers.

Paul Rutter, East Coast Route Director for Network Rail said: "I'm so pleased that we were able to push ahead with this work despite the strike action and do the right thing for passengers. Better equipment and new weather-ready tracks will all help to offer more reliable journeys through York. I'd like to thank passengers for their support and patience over the festive period and look forward to welcoming them back to the railway throughout 2023."



National Rail

Class 220 013 stands at Stafford working 1016 11:25 Manchester Piccadilly to Bournemouth service on January 26th. *Derek Elston*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Royal Scot Delays

SEPTEMBER 4th 1951

46231 'Duchess of Atholl' delayed the "Royal Scot" it was hauling for 20 minutes at Rugby when it had to go to the motive power depot (2A) to take on extra coal because the steam pusher (mechanical coal cam) failed to push coal from the back of the tender to the locomotive's footplate.

BEAM BRIDGE Station

About one mile past the station at Wellington, Somerset, the train rattles through the site of the old station at Beam Bridge. This is among one of the shortest lived stations in the area, it was opened on 1st May 1843 and closed exactly one year later on 1st May 1844 -it was opened while work was continuing on the 3260 long Whiteball Tunnel.

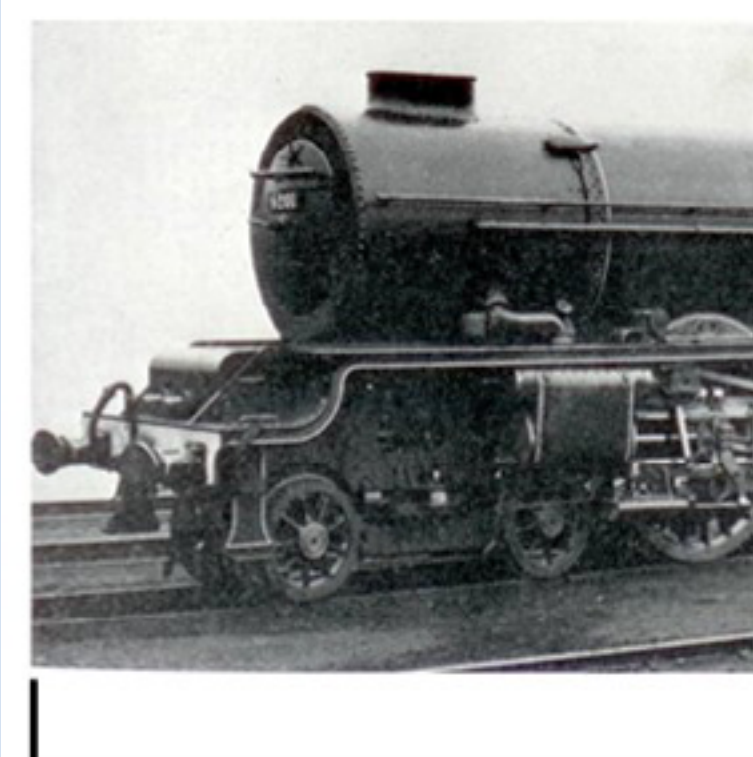
Spot the difference



My front buffers were changed!!

Sometime ago at a railway society meeting members were asked what was unusual about 'Britannia' class pacific No. 70045 'Lord Rowallan.' Towards the end of its 'career' on British Railways, it was fitted with *oval buffers* which were fitted at Crewe Works sometime in 1966 during repairs after 70045 had been damaged in a collision. Here it is seen at Crewe South (5B) motive power depot with those oval buffers near the beginning of 1967.

Double or Single



A Failed Experiment

Whilst carrying its original low superheat boiler, 6201 'Princess Elizabeth' was tried out with an experimental double exhaust system. The exhaust of inside and outside cylinders was led separately into each half of the double chimney, instead of being combined at the base of the blastpipe as was normal. This experiment was not successful and thus 6201 returned to the normal single chimney arrangement.

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

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

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

We have a broad range of bags, from shoppers, courier bags to messenger bags.



Promotional print T-shirt, £10.50 each minimal order of 2.



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



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



10+ Price: £7.60 EACH

If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing. Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

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A Different View

Walking through the subway at Wigan North Western on January 24th, the decoration on the walls included lots of signs about the local dialect. Here are a few.
Colin Kennington

E is for *Eee...*

Translation: 'A common prefix for many Wigan phrases and expressions'

Examples of usage - 'Eee I could eat a buttered frog'; 'Eee yafflaff'; 'Eee tha's a belter'

P is for *Put Wood Int'hole*

Translation:
'Close the door'

R is for *Reet*

Translation: 'Right'
Many usages include:
Be Reet (It'll be ok)
Alreet/Oreet (Hello)

K is for *Kebab.. Wigan Kebab*
Translation:
'Pie barm'

O is for *Off Wom*
Translation:
'Going Home'

AN A-Z OF WIGANESE

BY LOCAL ARTIST, JESSICA RILEY

The unique words of Wiganese are a part of what makes this place the warm and vibrant community it is. With some dialect dating back as far as Norse times, with others relating to mining history and Irish immigration, many Wiganese words and phrases are still used today — and some forgotten ones are well worth rediscovering!

A Different View

York station underwent a series of engineering upgrades over the Christmas period. This photograph shows platforms 3 and 5 out of use on December 28th. A number of ECML services were diverted over the avoiding line to the north of the station during the works, omitting the York stop. *Neil Scarlett*



VOLUNTEER WHO SET UP FIRST SWANAGE RAILWAY SIGNALLING SCHOOL RETIRES AFTER 31 YEARS OF DEDICATED SERVICE



A volunteer who set up the Swanage Railway's first signalling school – and helped ensure the safe operation of its trains as a signaller and signal box inspector on the Purbeck heritage line - has retired after 31 years of dedicated service.

Alan Greatbatch – aged 68 and from the Branksome area of Poole in Dorset - became a Swanage Railway volunteer in 1991 when he set up a school, on the heritage line, to train the first signallers ahead of the first signal box being built.

In 1991, the Swanage Railway only ran passenger trains on three miles of line from Swanage to Harman's Cross

and the first signal box would not be brought into operation until 1997. There are now four signal boxes that have been built on the heritage line.

Growing up in Poole, Alan's 44-year working career was spent on the main line railway as a signaller between Brockenhurst and Dorchester, a signalling manager and a mobile operations manager after he joined British Rail at Bournemouth station in 1971.

That was when British Rail ran freight trains to Wimborne and West Moors, via Poole and Broadstone, and when there was a branch line from Maiden Newton down to Bridport in west Dorset. Alan retired from Network Rail

at Bournemouth in 2015 as a mobile operations manager.

As a volunteer signalling inspector on the Swanage Railway for 20 years, Alan visited the heritage line's signal boxes every week to see the signallers and sign the train register which records all train movements and is the official record of a signal box

Alan said: "I am very proud of what we have achieved on the Swanage Railway over the years in rebuilding the line against the odds. I am one small cog in a massive machine and without all the other people, it would not have happened.

I volunteer on the Swanage Railway because I enjoy it, I believe in it and because of those original determined

campaigners who battled against the odds to be allowed to rebuild the line and then worked so hard to slowly rebuild it.

The most enjoyable part of my job has been seeing people achieve their dream of becoming a signaller which involves training and sitting an exam every two years. Being a signaller is enjoyable because you are keeping our train passengers safe.

If someone had told me in 1967, when our beloved steam engines stopped hauling trains in southern England for British Rail, that in 2022 I would be in a mechanical signal box pulling semaphore signals for steam engines I would not have believed it but that's exactly what we

are doing on the Swanage Railway which is fabulous."

"The past 31 years have flown by – I don't know where the years have gone. It has been a challenge but also fun and I have worked with many good people," he added. During his 31-year volunteer career on the Swanage Railway, Alan has signalled thousands of trains between Norden, Corfe Castle, Harman's Cross and Swanage as well as trains from the national railway network on to the award-winning heritage line.

Robert Patterson, chair of the Swanage Railway Company - which runs the trains for the Swanage Railway Trust - said: "I would like to say a very big thank you to Alan for his important contribution to the development and safe operation of the Swanage Railway across more than 30 years. Alan is a credit to the Swanage Railway because he epitomises its spirit of dedication, enthusiasm, professionalism and enjoyment."

Swanage Railway Trust chair Gavin Johns explained: "Over the years, Alan has helped to train, mentor and examine more than a hundred signallers and he has been an excellent role model and example to our team of volunteer signallers in their training and continuing development as they signal trains safely and efficiently." At a special gathering to mark his retirement – attended by Swanage Railway volunteer signaller colleagues past and present - Alan Greatbatch was presented with a framed photograph showing him at work signalling trains in Corfe Castle signal box.

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

Photo: Alan Greatbatch. ©Andrew PM Wright

PUBLIC INVITED TO ENJOY SWANAGE RAILWAY 'BEHIND THE SCENES' COMMUNITY ENGAGEMENT WEEKEND



At Swanage station, the public were able to board the footplate of a steam locomotive, drive a 1950s heritage Class 08 shunting diesel locomotive – subject to a health and safety declaration – and see where heritage carriages are restored and overhauled. At Corfe Castle station, visitors were able to see the award-winning signal box – a replica of the original Victorian signal box dating from 1885 when the Wareham to Swanage branch line opened - which signals trains on and off the national railway network at

The public was invited to enjoy a special 'behind the scenes' community engagement weekend on the Swanage Railway on February 11th and 12th, to encourage more volunteers to help run and maintain the popular heritage line. The Swanage Railway has been rebuilt from nothing by dedicated volunteers since 1976 after the ten-mile branch line from Wareham to Swanage was controversially closed by British Rail in 1972 with seven miles of track from Swanage through Harman's Cross, Corfe Castle, Norden and on to east of Furzebrook being lifted in seven weeks. Volunteers are vital to the operation of the Swanage Railway which is an important part of Purbeck life and contributes more than £15 million a year into the local economy as well as taking 6,000 cars a year off the A351 road between Corfe Castle and Swanage.

Taking place between 10am and 4pm on the Saturday and Sunday, the two open days were a chance for the public to experience the excitement of going behind the scenes of the working heritage railway at Swanage and Corfe Castle stations. Passengers were also able to enjoy beautiful Purbeck countryside views not often enjoyed from a train thanks to a special heritage diesel train service on the occasionally used four-mile line between Norden and the River Frome, within sight of Wareham.

Worgret Junction, a mile west of Wareham. The public also had the chance to have a go at signalling trains in the signal box museum at Corfe Castle which was the station's British Railways signal box for 15 years from 1956 and signalled the last British Rail train from Swanage to Wareham in 1972. There were also five steam trains a day service between Norden, Corfe Castle, Harman's Cross, Herston and Swanage hauled by 1940s Southern Railway Battle of Britain Class Bulleid Pacific express steam locomotive No. 34070 'Manston'.

Robert Patterson, the volunteer chair of the Swanage Railway Company - which runs the trains for the Swanage Railway Trust - said: "This was an exciting event to enable Purbeck residents enjoy 'their' railway at a heavily discounted price as well as being able to go behind the scenes to see what we do – and perhaps becoming a volunteer. We would not be able to run the Swanage Railway without our fantastic team of more than 400 volunteers who are responsible for everything from running trains, keeping our stations looking great to selling tickets and refreshments and much more," added Robert who is a volunteer station porter.

Swanage Railway Trust volunteer chair Gavin Johns explained: "Volunteering is a great way to contribute to the community and become involved in something rewarding, enjoyable, social and worthwhile. Swanage



Railway volunteers don't need to be train enthusiasts to enjoy themselves and we have a wide range of positions available. Our aim is to ensure that our volunteers have an enjoyable and rewarding experience while making an important contribution to Purbeck life – both for residents and visitors alike," added Gavin who is a volunteer signaller on the Swanage Railway.

Anyone interested in finding out more about volunteering should contact the Swanage Railway volunteer

recruitment and retention office on 01929 475212 or send an email to iwanttovolunteer@swanagerailway.co.uk.

More details about the varied volunteering opportunities on the Swanage Railway can be found at swanagerailwaytrust.org/volunteering.

Photos: ©Andrew PM Wright



Keighley and Worth Valley Railway

▶ The Saturday works train on the Keighley and Worth Valley Railway was unusually being operated by No. 32 'Huskisson' on January 7th. The Hunslet, built in 1944 and formerly operated by the Mersey Docks and Harbour Board, is seen heading for Keighley at Ingrow, beside the River Worth. *Ben Bucki*

▶ The line's diminutive 4 wheel railbus No. M79964 departs Oakworth station in the rain with the 12:30 Oxenhope to Keighley service on January 8th. The railbus was built by the German company Waggon und Maschinenbau and entered service with British Railways in 1958 *Andy Pratt*

▶ BR Standard Class 2 2-6-0 No. 78022 (built in 1954 at Darlington) gets into it's stride as it departs Keighley on January 8th with the last steam departure of the day, the 16:00 to Oxenhope. *Andy Pratt*



Great Central Railway

BR Standard 5MT No. 73082 'Camelot' was a visitor to the GCR for their January gala and was captured approaching Quorn and Woodhouse on January 27th working the 14:00 from Loughborough. *Lee Stanford*

Urie S15 No. 506 visited the GCR from the Mid Hants for the winter steam gala and is seen approaching Quorn and Woodhouse on the 'Windcutter' mineral wagons on January 27th. *Lee Stanford*

Now carrying unlined black livery BR 9F No. 92214 stands at Loughborough shed on January 27th with No. 48305 and shunter No. 13101. *Lee Stanford*



Great Central Railway

▶ BR Class 9F No. 92214 is seen back in black livery at Loughborough on February 2nd.
John Alsop

▶ Class 25 No. D5185 and Class 33 No. D6535 are seen in the sidings at Loughborough on February 2nd.
John Alsop

▶ Class 45/1 No. D123 is seen in the sidings at Loughborough on February 2nd.
John Alsop



Severn Valley Railway

On December 30th, Class 20 048 sits at Bridgnorth station waiting to work the 'train of lights' service. *Phil Martin*

Class 40 106 approaches Bewdley on January 2nd with a Bridgnorth - Kidderminster service. *Phil Martin*

Class 50 035 is seen outside the diesel depot at Kidderminster on January 2nd. *Phil Martin*



Severn Valley Railway

On January 2nd, GWR No. 2857 is seen at Bridgnorth on its last day of service due to its boiler ticket running out. *Phil Martin*



Severn Valley Railway

▶ GWR Pannier Tank No. 1501 climbs Eardington Bank with the 12:35 Kidderminster - Bridgnorth service on January 1st. *Keith Davies*

▶ Class 40 106 descends Eardington Bank with 13:15 Bridgnorth - Kidderminster service on January 1st. *Keith Davies*

▶ GWR Churchward 2800 Class No. 2857 is seen on Eardington Bank with 11:55 Bridgnorth - Kidderminster service on January 2nd. *Keith Davies*



East Lancs Railway

On January 2nd, the lines Class 104 DMU
arrives at Ramsbottom en route to Heywood.
Michael Lynam



East Lancs Railway

On January 2nd, No. 34092 'City of Wells'
passes Burrs Country Park with the 13:00
Bury to Rawtenstall service. *Brian Dobbs*



East Lancs Railway

On its last day in service before overhaul, January 2nd, No. 34092 departs Ramsbottom with the 10:20 service from Bury to Rawtenstall. *Brian Dobbs*



East Lancs Railway

On January 2nd, SR 4-6-2 No. 34092 'City of Wells' worked its last trains prior to overhaul. Here it is captured on the very last run, the 15:45 Bury to Rawtenstall service at Burrs Country Park. *Brian Dobbs*



East Lancs Railway

Bullied Pacific No. 34092 'City of Wells' is now due for an overhaul and operated for the final time on January 2nd. The loco was captured approaching the site of Ewood Bridge station in fine style working the 10:20 Bury to Rawtenstall. *Lee Stanford*

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From the Archives

Former Longmoor Military Railway WD 2-10-0 No 600 'Gordon' passes Alveley sidings on the Severn Valley Railway on September 8th 1979. *John Sloane*

Class 37 419 approaches Salford Crescent with the evening Manchester Victoria to Southport club train on April 3rd 1992. *John Sloane*

Four Class 20s, Nos. 20 304, 20 308, 20 312 and 20 314 head away from Warrington with a Sellafield to Crewe nuclear flask train on June 16th 2004. *John Sloane*



From the Archives

▶ With a splash of colour, from the Rose Bay Willow herb in the foreground, Powerhaul livered Class 86 637 and 86 622 speed past Red Bank, Newton-le-Willows, with 4M74 the daily Mossend to Crewe Basford Hall liner on August 6th 2015. *Paul Senior*

▶ Class 50 016 'Barham' calls at Reading with a down service on July 19th 1986. *John Sloane*

▶ West Country Class 34011 'Tavistock' simmers in the sun at Exmouth Junction shed in Exeter on August 17th 1962. *John Sloane*



From the Archives

▶ Class 56 047 in Transrail 'Dutch' livery on a short rake of tanks and Intercity liveried 87 011 on a London Euston - Liverpool service wait at Crewe after a dusting of snow on January 4th 1997. *Chris Morrison*

▶ In the 1960s two tone green livery, Deltic No. D9009 'Alycidon' powers past Lumb, on the East Lancashire Railway, with the 10:40 Rawtenstall to Bury service on September 7th 2014. *Paul Senior*

▶ Class 50 048 calls at Andover on an Exeter to London Waterloo service in 1990. *Michael Bennett*



From the Archives

▶ InterCity liveried Class 73 137 'Royal Observer Corps' heads a London Victoria - Gatwick service of Mk2 coaches in Clapham cutting on June 21st 1986. *Chris Morrison*

▶ Class 47 474 leads an afternoon Freightliner service into Lawley Street Terminal, Birmingham on October 29th 1981. Saltley depot is just to the right of the photo. *Jeff Nicholls*

▶ Class 92 003 'Beethoven' passes the Three Arches bridge, at Red Bank, with the Daventry to Mossend, 'lessCo² Tesco' intermodal on June 13th 2014. *Paul Senior*



From the Archives

▶ Southern Region Class 700 No. 30368 and Class U1S locos Nos. 31900 and 31905 are seen at Eastleigh in August 1963. *Dennis Rowland*

▶ Class 55 019 'Royal Highland Fusilier' powers towards Balderton south of Newark on December 27th 1973 with an express train heading to London King's Cross. *John Sloane*

▶ Class 91 132, the former twice accident victim 91 023, has been repainted in East Coast livery and is hauling a set of GNER liveried stock as it approaches Alexandra Palace with a northbound express on August 9th 2011. *John Sloane*



From the Archives

▶ The very essence of steam in industry is displayed by NCB No. 8 (AB 1296/12) as it brews up at Polkemet Colliery in Scotland on October 10th 1979. *John Sloane*

▶ BR Standard Class 3MT No. 82021 is seen at Portmadoc in September 1964. *Dennis Rowland*

▶ An unidentified Class 101 DMU departs Chester on November 13th 1982. *Jeff Nicholls*



From the Archives

▶ Class 20 041 and 20 045 idle their way past Derby station on October 3rd 1981. *Jeff Nicholls*

▶ Class 47 627 'City of Oxford' with a coal train is seen passing Goring in the 1980s. *Michael Bennett*

▶ BR Standard Class 5 No. 73065 is seen with a west bound freight departing Andover in July 1963. *Dennis Rowland*



From the Archives

▶ Watched by a group of spotters, yet another rake of coal wagons heads through Cardiff station behind Class 37 300 on April 15th 1982. *Jeff Nicholls*

▶ Royal Scot Class 4-6-0 No. 46148 'The Manchester Regiment' is seen at Rhyl in September 1964. *Dennis Rowland*

▶ Class 47 610 working a diverted Manchester to Poole service in June 1992 passes through Andover. *Michael Bennett*

