



Railtalk Magazine

Issue 199
April 2023
ISSN 1756 - 5030

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

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Submissions & Contributions

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

Photographic Contributions

All Photographic contributions should be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 199

The major news this month from the UK has to be the situation with the Nuneham Viaduct and the fact that it has closed one of the busy passenger and freight routes in the country. The problem also seems to be that there is no real alternative route for freight containers.

The weak bridge which has blocked the railway between Didcot Parkway and Oxford is likely to remain closed for at least two or three weeks. A shuttle train service is running between Didcot Parkway, Appleford and Culham, and also between Radley and Oxford. Trains are continuing to run mainly as usual on the North Cotswolds Line from Hereford and Worcester to Oxford, but CrossCountry passengers using the Bournemouth to Birmingham and Manchester route must change to a replacement bus between Didcot Parkway and Oxford. Network Rail engineers are investigating the problem affecting Nuneham Viaduct, which carries the Cherwell Valley Line across the Thames between Culham and Radley. The Rail Freight Group said the line usually carries 40 freight trains a day. Diverting them is not easy, because not all alternative routes have adequate clearances for the largest containers.

Network Rail had been monitoring the viaduct for some time because movement had been detected, and had been trying to stabilise it. The

very wet March this year may be a factor.

GWR said: 'Unfortunately, the movement in the structure has significantly worsened in recent weeks and has now reached a point where it is not safe.'

Replacement buses are running between Didcot Parkway and Oxford, while GWR also advised its passengers from the Oxford area to drive to Didcot and use the multi-storey car park if they could. Chiltern Railways has urged passengers not to use its services in the area over Easter unless they must, because its trains between Oxford and London Marylebone are very busy.

GWR managing director Mark Hopwood said: 'This is a significant route and we are exploring all avenues to be able to bolster services between Oxford and London. To help keep customers on the move we've mobilised colleagues to assist at key locations. We're also looking at what we can do in the longer term, including the possibility of running GWR trains on alternative routes between Oxford and London.'

Network Rail's interim Western route director David Davidson added: 'We are sorry for the disruption this has caused for passengers and advise them to continue to check before they travel. Safety is our top priority

and our engineers are now working round the clock to identify what can be done to make this viaduct safe for passenger and freight trains to run again. We are disappointed that the work we've done so far hasn't been successful, and our efforts haven't been helped by the wettest March in over 30 years. We will continue to provide updates as we work to reopen the line as quickly and as safely as possible.'

And some good news for the fans of former London Underground 'D' stock as on April 3rd, railway history was made on the Borderlands Line between Wrexham and Bidston as Transport for Wales (TfW) introduced the first battery-hybrid trains used in regular passenger service in Wales.

The long-awaited first service operated by one of TfW's Class 230 trains left Wrexham Central at 07:31, following months of testing and crew training. TfW own five three-carriage Class 230 trains, which each having over 120 seats and with capacity for over 420 customers – a significant increase over previous trains. The metro-style trains, which were repurposed from former London Underground trains, provide a more efficient and environmentally friendly service using diesel and batteries.

Until next Month

Andy

This Page

Halfway between Hebden Bridge and Todmorden, TPE Class 802 209 working the 1P28 13:43 Newcastle to Liverpool Lime Street service crosses Gauxholme Viaduct, diverted due to engineering work. *Colin Irwin*

Front Cover

GWR's Class 57 603 working 1A50 21:45 Penzance – London Paddington is seen at Truro on March 1st.

Barry Beeston





New build GWR No. 2999 'Lady of Legend', normally resident at the Didcot Railway Centre, is seen on March 11th paying a short visit to the East Lancashire Railway. The loco departs Ramsbottom with the 09:48 service from Bury to Rawtenstall. *Brian Dobbs*

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

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

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

With Thanks

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

These issues wouldn't be possible without contributions from:
Ken Abram, Michael J Alderdice, John Alsop, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott,

Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Neil Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh,

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

Charter Scene Northern Belle

The Northern Belle

On March 18th, West Coast's Class 57 313 and 47 812 top'n'tail the 1Z25 Crewe - Blackburn via Liverpool Lime Street through Pleasington.
Michael Lynam



Charter Scene Railway Touring Company

The Cheshireman

On March 4th, Jubilee No. 45699 running as No. 45627 approaches Stafford working 1Z33 London Euston - Chester. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Cheshireman

On March 4th, West Coast's Class 47 802 is seen on the rear of the tour as it departs Crewe working 1Z33 London Euston - Chester.

Richard Hargreaves



Charter Scene Pathfinder Tours

The Marsh Magician

Class 60 076 and 60 062 working the 1Z31
Bristol - Crewe - Knowsley pass Daresbury on
March 25th. *Mark Enderby*



Charter Scene Pathfinder Tours

The Marsh Magician

Class 60 062 in Steel On Steel livery with 1Z31 the Crewe - Knowsley section of Pathfinder Tours 'Marsh Magician' charter from Bristol Temple Meads to Knowsley is seen passing Rainford on March 25th with Class 60 076 'Dunbar' on the rear. *Dave Harris*



Charter Scene Pathfinder Tours

The Marsh Magician

Class 60 062 approaches Crewe on March 25th, working 1Z30 Bristol Temple Meads - Chester. *Richard Hargreaves*



Pathfinder Tours

The Marsh Magician

▶ Class 60 062 'Sonia' arrives at Warrington Bank Quay with the 1Z33 17:50 Tuebrook Sidings - Bristol Temple Meads Pathfinders' charter on March 25th. *Chris Morrison*

▶ Class 60 062 is seen on the rear of the tour as it passes through Helsby on March 25th working 1Z31 Hooton Long Sidings - Dale Lane Headshunt with 60 076 leading. *Brian Battersby*

▶ Class 60 076 is seen leading the tour as it passes through Helsby on March 25th working 1Z31 Hooton Long Sidings - Dale Lane Headshunt with 60 062 on the rear. *Brian Battersby*



Pathfinder Tours

The Marsh Magician

▶ Class 60 062 'Sonia' is seen at Pemberton with 1Z32 13:50 Knowsley Freight Terminal - Tuebrook on March 25th. *John Balaam*

▶ Class 60 062 is seen on the rear of the charter heading to Kirkby as it passes Orrell on March 25th. *John Sloane*

▶ Class 60 076 'Dunbar' arrives at Rainford with 1Z31 10:05 Crewe - Knowsley Freight Terminal on March 25th. *John Balaam*



Charter Scene Midland Pullman

Midland Pullman

Power cars Nos. 43046 and 43055 pass Kempsey on March 31st with 5Z18 10:30 Crewe H.S. - Bristol East. *Keith Davies*



Charter Scene Saphos Trains

St. David's Day Welsh Marches Express

Class 40 No. D213 passes Bayston Hill with 1Z45
06:05 Holyhead - Cardiff Central on March 1st.
Keith Davies



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On March 18th, Royal Scot Class No 46115 'Scots Guardsman' works 'The Winter Cumbrian Mountain Express' over Shap summit en-route to Appleby. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Having cleared the summit, 'Scots Guardsman' heads the return 'Winter Cumbrian Mountain Express' passed White Birch Cottage towards Garsdale and eventually to Preston.

Shep Woolley



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

No. 46115 'Scots Guardsman' storms Hoghton Bank with an Appleby to London Euston returning charter on March 18th which it will haul as far as Preston. *John Sloane*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

LMS 4-6-0 No. 46115 'Scots Guardsman' heads the northbound 'Winter Cumbrian Mountain Express' near Heversham on March 18th.
Gerald Nicholl



Charter Scene Railway Touring Company

The Stratford Flyer

On March 11th, No. 46115 working the 1741 Manchester Victoria to Stratford upon Avon rounds the curve on the approach to Crewe station. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Stratford Flyer

Royal Scot No. 46115 'Scots Guardsman' approaches Cheadle Hulme on March 11th with 'The Stratford Flyer' which originated at Manchester Victoria. *Lee Stanford*



Charter Scene Railway Touring Company

The Stratford Flyer

On April 1st, Black 5 No. 44932 and Class 47 804 working the Railway Touring Companies 'The Stratford Flyer' passes through Water Orton. This was 1Z70 Norwich to Stratford-upon-Avon and was running 21 minutes late here due to congestion at Leicester which had resulted because of an earlier line block. *Tom Blanpain*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

LMS 4-6-0 No. 46100 'Royal Scot' crosses the River Ribble with the Steam Dreams' railtour to Carlisle on March 25th. *Gerald Nicholl*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

LSL InterCity liveried Class 86 101 'Sir William A Stanier' with the 1Z63 17:39 Carlisle - London Euston return charter passes 390 039 on the 17:22 London Euston - Preston at Warrington Bank Quay on March 25th. *Chris Morrison*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

On March 25th, Class 86 101 speeds through Moore working 1Z61 London Euston - Carlisle.
Mark Enderby



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

On March 25th, under threatening skies, No. 46100 'Royal Scot' works the Settle and Carlisle Special away from Helwith Bridge bound for Carlisle. *Shep Woolley*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

No. 46100 'Royal Scot' storms past Standish on March 25th whilst working a charter to the S&C which started at London Euston and which it took over at Warrington rather than as planned at Crewe. *John Sloane*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

No. 46100 'Royal Scot' working the 1Z61 London Euston - Carlisle, which it had taken over from Class 86 101 at Warrington, passes Winwick on March 25th. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

▶ Class 20 107 and 20 096 working the 5Z20 Eastleigh to Southall WCRC pass St. Cross, Winchester on March 20th. *Michael Bennett*

▶ On March 26th, No. 46115 'Scots Guardsman' works through Capernwray heading back to Carnforth having hauled the 'Edinburgh Flyer' York - Edinburgh and return. *Shep Woolley*

▶ On March 26th, having worked the previous days Settle and Carlisle special, No. 46100 'Royal Scot' is seen south of Carnforth heading back to Crewe. *Shep Woolley*



Charter Scene ECS and Light Engine Movements

On March 26th, LNER A3 No. 60103 'Flying Scotsman' heads to York over Capernwray Viaduct. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 245 is seen at Stockport ready to continue working 0Z99 10:22 Crewe to Sheffield snow clearing duties through the Hope Valley on March 10th, which was later terminated at Dore and Topley. *Barry Longson*

▶ A most welcome sight at Winwick as Class 55 009 'Alycidon' travels south from Carnforth to Barrow Hill on March 30th. West Coast's Class 57 012 came along for the ride.

Jeff Nicholls

▶ On March 26th, 'Flying Scotsman' is seen departing Castleton on 5Z44 to Milford Sidings via Carnforth. *Russell Clarke*



Charter Scene

ECS and Light Engine Moves

▶ Midland Pullman power cars Nos. 43046 and 43059 working 5Z50 Crewe - Dundee pass Daresbury on March 24th. *Mark Enderby*

▶ West Country Pacific No. 34046 'Braunton' dressed with the Golden Arrow regalia passes through Northampton with 5Z35 09:40 Crewe H.S. to Southall Loco Services Ltd on March 3rd. *Derek Elston*

▶ On March 30th, Deltic No. 9 passes Moore returning to Barrow Hill after a successful test run. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

▶ LSL's Class 40 013 (No. D213 ANDANIA) passes through platform 6 at Crewe on March 23rd, while working 0K44 15:06 Chester to Crewe HS test run. *Barry Longson*

▶ Class 55 009 passes Hest Bank on March 28th on a Barrow Hill to Carnforth test run. *Colin Kennington*

▶ On March 11th, Class 47 804 stands at Stratford upon Avon, ready to take the stock and LMS No. 6115 on the turning move to Dorridge. *John Alsop*



Charter Scene

ECS and Light Engine Moves

Black 5 No. 45407 'The Lancashire Fusilier' on 5Z45 ELR to Carnforth is seen at Pleasington at 17:50 in very poor light on March 6th with what seemed like a terrible wheel flat.

David Hollowood

Storming through Stafford on March 28th was Deltic No. 55 009 'Alycidon' with 57 012 for insurance purposes as it heads to Carnforth for mainline testing.

Lee Stanford

Having worked north to Carlisle the previous day, No. 46100 'Royal Scot' returned to base on March 26th, seen here almost home entering Crewe.

Jeff Nicholls



Charter Scene

ECS and Light Engine Moves



Class 47 813 and 47 815 head through Leyland on a move from Carnforth to Landore on March 22nd. *John Sloane*



Class 55 009 and 57 012 pass Charnock Richard on March 30th returning from Carnforth to Barrow Hill following a test working over Shap. *John Sloane*



Class 86 101 is seen at Standish whilst running light from Warrington to Carlisle on March 25th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ Class 57 314 approaches Charnock Richard at the head of an empty stock working from Carnforth to Southall on March 15th. Class 57 313 was on the rear. *John Sloane*

▶ Jubilee 4-6-0 No. 45699 'Galatea' running as 45627 'Sierra Leone' passes Northampton running as 5M43 09:48 Southall WCR to Carnforth Steamtown on March 13th. *Derek Elston*

▶ No. 45627/45562/45699 passes Charnock Richard during a move from Southall to Carnforth on March 13th. *John Sloane*



Avanti West Coast

Class 390 119 departs Stafford heading for Preston with 9S55 the 09:16 from London Euston on March 14th.

Derek Elston



Avanti West Coast introduces innovative low-cost Superfare for flexible travel

Avanti West Coast has launched an innovative low-cost ticket aimed at customers who can be more flexible with their journeys.

Superfare tickets will enable customers to buy a ticket for a specific date with the choice of morning, afternoon or evening slots, but the time will be selected by the intercity operator.

Around 24 hours before their journey, customers will be matched to an empty seat on a quieter train.

They will then be told the time of their train's departure and their seat reservation.

Superfare tickets are available for single journeys between London and Birmingham, Liverpool, Preston, as well as Manchester Piccadilly. Prices are set at fixed

amounts with one-way fares costing between £12 and £22.

The number of tickets available on a route each day will vary and bookings can be made at least seven days and up to 21 days before travel.

Superfare tickets are currently being trialled by Avanti West Coast. It is aimed at people who would not normally opt for the train to travel to their favoured destination. The operator has also partnered with discount website Student Beans to promote the offer.

Sarah Copley, Executive Director for Commercial, said: "Superfare tickets are aimed at customers who can be more flexible with their journeys. Not only does it provide a cheaper option, but it's also quick and easy. Customers pick their date and time of day.

Then, 24 hours before their journey, we match them to an empty seat and give them their departure time and reservation.

"We want to give our customers more cost-effective ticketing options in an innovative way when travelling with us, as well as encouraging more people to take the train."



Avanti West Coast

Class 390 121 speeds northwards through Acton Bridge on March 5th. *Brian Battersby*



Avanti West Coast launch new online customer loyalty scheme

Avanti West Coast has launched a new customer loyalty scheme that rewards frequent travellers with discounted travel and onboard food and drink, plus the chance to enjoy free Standard Premium as well as First Class tickets.

Club Avanti, which has three tiers of membership, has been rolled out following a successful nine month trial period that has seen over 80,000 customers sign up.

Upon joining Club Avanti, members qualify for an immediate 10% off their first journey as a Silver member. They also receive a voucher for a free welcome hot drink as well as a further 10% discount off all food and drink bought from the onboard shop (excluding meal deals).

Once nine journeys are made from the date of joining, members are elevated to Gold status. In addition to the discounted food and drink, Gold members also qualify for one free Standard Premium return journey.

Platinum membership is achieved by those making 21 journeys, with customers treated to a free First Class return ticket.

Mark Murphy, Head of Loyalty at Avanti West Coast said: "Club Avanti is all about rewarding our customers. The more you travel, the more you get, with the chance to get 10% off your first journey and discounted food and drink just for signing up."

Club Avanti members will also benefit from partner promotions and member only deals.

Members earn one Qualifying Journey for every Avanti West Coast ticket they buy via the Avanti West Coast website or app, booked between two Avanti West Coast calling points. Customers will need to be enrolled in the loyalty program before they travel and make a journey greater than 75 miles. A return journey counts as two trips.



Axminster Carpets deliver sustainable floor coverings for refurbished Pendolino fleet

As work on the largest ever rail passenger fleet upgrade approaches the halfway mark, Avanti West Coast has highlighted the importance of sustainability in the choice of the new Pendolino interior as part of its £117m refurbishment. World renowned manufacturer, Axminster Carpets have been enlisted by the intercity operator to help transform the iconic tilting train's appearance. In a two year contract, worth over £1.5m, it has helped the Devon based company secure jobs and preserve vital weaving skill sets amongst the 40 strong workforce. As it marks its own Sustainability Week, Avanti West Coast has highlighted the wide range of benefits to using wool.

Renewable and biodegradable, woollen carpets naturally absorb humidity and Volatile Organic Compounds (VOCs) to improve air quality. As an insulator, wool also absorbs sound, helping to reduce noise. It also retains heat and releases it slowly – helping to regulate onboard temperature and reduce heating costs.

“We wanted a flooring solution that was both sustainable and helped to improve our customers’ travelling experience,” explained Steve Wightwick, Head of Fleet Transition at Avanti West Coast. “Wool is one of the most eco-friendly fibres available. It’s 100% sustainable and 100% renewable, with very little environmental impact throughout its production process. It is also durable and capable of standing up to the rigours of Pendolino operation, widely regarded as the hardest working fleet in the UK.”

With upwards of a 10-year life span, Axminster’s policy of sourcing UK materials, also helps to greatly reduce the environmental impact when compared to other synthetic surfaces.

With over 5.6 million tufts of yarn in one carriage, each overseen by eye as part of the quality control, the entire fleet of 56 trains requires over 20,000 square metres of carpet – using the wool of more than 30,000 sheep. This is enough to cover 86 football pitches. Or laid end to end,

over five and a half miles of carpet, the equivalent of 94 Big Bens. In addition, the carpets in three carriages of each train have a bespoke design to help better identify the designated areas for passengers with restricted mobility (PRM).

“We spoke at length to our Accessibility Panel when drawing up the specification for the Pendolino’s refurbishment,” explained Brandon Peat, Accessibility and Inclusion Manager at Avanti West Coast.

“High up on their list was the need preserve the wheelchair spaces. Doing that in such a visual way with a bespoke design in the carpet has really made a difference, reducing the incidences of luggage being placed in those areas and the difficulties that presents to wheelchair users.”

Overseeing the operation is Axminster Carpet’s Production Director, Barry Searle.

He said: “There’s nothing more we like than a challenge.

It’s the first time we’ve built into a weave a bespoke PRM design. It’s where art meets engineering and we’re pleased it’s had such a big impact.”

“And thanks to wool’s natural qualities, it will maintain its appearance and performance, to keep the Pendolino carriages looking pristine for longer, and minimise maintenance costs.”

Axminster Carpets provided the floor coverings for Pendolino fleet when new. Twenty years on the carpets have stood the test of time.

Within Barry’s team is Trainee Weaver Ethan Huxford. Coming from a family of weavers, he follows in his grandfather and father’s footsteps. “It’s incredible to think that our carpets will be seen by millions of customers each year, clocking up over a quarter of a million miles each year on the West Coast Main Line,” enthused Ethan.

Chiltern Railways

Chiltern liveried Class 68015 was used to power 6G94 12:22 Crewe Basford Hall to Bescot Yard on March 7th, seen passing through Stafford.
Barry Longson

Class 168 004 working the 5E68 Crewe to Wembley passes through Stafford on March 11th.
Richard Hargreaves

On March 23rd, normally the preserve of freights, Class 165 021 takes the up through line at Leamington Spa on an ECS move to Banbury Depot.
Dave Peel



Chiltern Railways

Usage of platform one at Leamington Spa has increased since the NUCKLE line service was enhanced. On March 23rd, Class 168 325 arrives as 5L26, the headcode allotted for its marathon journey from platform four. (some of us are old enough to remember GWR diesel railcars using this platform!). *Dave Peel*

Chiltern's Class 168 001 is now named after its founder, Adrian Shooter CBE, who sadly passed away in December. *Dave Peel*

Class 68 015 with the 6K05 Carlisle – Crewe passes Acton Bridge on March 17th. *Mark Enderby*



▶ Class 70 806 passes Wolascott on March 12th with the 6G73 12:40 Wrexham Exchange Sidings - Bescot. *Phil Martin*

▶ Class 70 811 passes Preston Boats with 6F27 09:40 Wrexham Exchange Sidings - Bescot Up Engineers Sidings on March 12th. *Keith Davies*

▶ Class 70 817 passes Standish on March 3rd with a Ravenstruther to Longport working. *John Sloane*



▶ On March 12th, Class 70 811 passes Upton Magma working the 6F27 09:40 Wrexham Exchange Sidings - Bescot. *Phil Martin*

▶ Class 70 810 passes Bamber Bridge with the Preston Dock to Lindsey empty bitumen train during a snow shower on March 9th. *John Sloane*

▶ Class 70 807 heads through Swindon on March 27th working the 6M40 Westbury to Bescot. *Colin Pidgeon*



A dull, rainy morning on March 28th, saw Class 56 051 out for a test run from Nottingham Eastcroft Depot to Barnetby Down Sidings and back. The outward run, 0Z56, approaches Wrawby Junction at Bigby Road Bridge, 56 051 hauling the numerically satisfying 50 050 and 56 049, the latter two acting as a trailing load. *Steve Thompson*



Colas Rail

▶ The last rays of sunshine strike Class 70 814 as it passes through Winwick on March 2nd with the 'Land Recovery' wagons from Ravenstruther to Longport. *Jeff Nicholls*

▶ On March 28th, the return 0Z58 Barnetby - Nottingham Eastcroft passes Howsham Grange as the rain got heavier. While at Barnetby, the locos had been remarshalled so that they were in the same order as on the outward, ie Class 56 051 leading 50 050 and 56 049.

Steve Thompson

▶ Class 56 113 and 56 078 thunder away from Balshaw Lane Junction on March 10th with the Carlisle to Chirk log train. *John Sloane*





SAFETY TASK FORCE HONoured IN TRAIN NAMING CEREMONY

Colas Rail UK's Freight division has unveiled their refurbished No. 43277 power car which will be back in service delivering Infrastructure Monitoring services for Network Rail. The refurbishment also comes with a renaming, an honour given to Network Rail's Safety Task Force (STF).

Colas Rail UK Freight Director, Simon Ball said "This locomotive will be key to delivering our Infrastructure Monitoring train service to Network Rail. It will be specifically involved in hauling the Plain Line Pattern Recognition (PLPR) trains.

"We are delighted to be working with Network Rail in delivering this key service in order to record and monitor the condition of the infrastructure for the safe operation of trains across the UK rail network"

A special nameplate ceremony was held at Rugby Depot on March 3rd arranged and attended by STF Director, Nick Millington and his team, Colas Rail Staff and other figures in the rail industry, including Train Enthusiast Influencer, Francis Bourgeois to honour the work of the STF.

Speaking about the ceremony, STF Director, Nick Millington said "We've worked very closely with our colleagues up and down the country. We really wanted to provide solutions that worked for them. Together we have improved the way we plan work, how we carry that work out in the safest way and we have introduced innovation that helps everyone get home safe every day."

Who are the STF?

The STF was established in 2019 and was set up with three main aims, to get rid of unassisted lookout working, make sure all line blocks are protected and for all work on track to meet the 019 standard. As a result of the hard work of the Safety Task Force team across the company, it's now safer to work on track.

Since the inception of the STF, the team have all but removed lookout warning systems from the railway. To do this, they introduced and have reviewed four million maintenance scheduled tasks to see how they can be achieved with safer access to the track.

Colas Rail

▶ Class 56 105 trundles into the old Royal Mail platform at Stafford with 6K38 10:17 Longport LR Colas to Crewe Basford Hall S.S.M. on March 14th. *Derek Elston*

▶ Class 70 814 is seen at Coppull with the Carlisle to Longport spoil train on March 28th. *John Sloane*

▶ On April 6th, Class 70 814 passes through Warrington Bank Quay with a Carlisle to Longport spoil train. *Mark Enderby*



CrossCountry

▶ Class 221 130 calls at Southampton with 09:45 Bournemouth - Didcot. The service terminated there rather than Manchester due to safety issues with Nuneham Viaduct near Abingdon which resulted in the railway being closed between Didcot and Oxford from the morning of April 3rd. *John Goodrich*

▶ Power cars Nos. 43301, with 43285 on the rear, working 1V50 06:06 Edinburgh - Plymouth approach Langstone Rock between Dawlish Warren and Dawlish on March 15th. *Barry Beeston*

▶ Class 221 137 working the 1016 Manchester to Bournemouth passes Worting on March 10th. *Michael Bennett*



Power cars Nos. 43301, with 43304 on the rear, working 2C80 St. Erth – Plymouth, service await departure from Truro on March 4th. The service was cancelled between Penzance and St. Erth due to GWR's 43098 and 43040 failing in front on the down leg to Penzance.

Barry Beeston





DB Cargo

Class 66 053 with a Wilton EfW - Knowsley empty 'Binliner' is about to cross Gauxholme Viaduct, Todmorden, on March 15th. *Jeff Nicholls*



DB Cargo

▶ Class 66 066 crosses Crow Nest Junction hauling a Wilton to Knowsley empty binliner train on March 2nd. *John Sloane*

▶ On March 20th, Class 66 221 passes New Barnetby with a coal train from Immingham Bulk Terminal - Scunthorpe BSC. *Michael Lynam*

▶ Class 66 097 curves into Malden Manor station on March 21st, piloting the 6Y08 discharged aggregates on the run back to Cliffe. *Ian Callander*



DB Cargo

▶ Class 90 021 'Donald Malcolm', with 67 005 'Queens Messenger' in tow, passes Northampton light engine as 0A06 13:32 Crewe T.M.D. (E) to DB Cargo Fan A and B Sidings on March 24th. *Derek Elston*

▶ Class 66 019 approaches Malden Manor station, having left Tolworth 22 minutes down, towing the 6Y08 service back to Cliffe Brett Marine. It had made up its lost time by Hoo Junction, but then arrived at Cliffe 33 minutes down. *Ian Callander*

▶ Class 66 119 heads away at Standish on a light engine move from Carlisle to Crewe on March 3rd. *John Sloane*



DB Cargo

▶ Class 66 111 with the 4021 Trafford Park to Southampton West Docks passes Worting on March 10th. *Michael Bennett*

▶ Class 66 066 passes through Orrell with a Knowsley to Wilton binliner train on March 25th. *John Sloane*

▶ On March 30th, Class 66 086 passes through Stafford in charge of a Trafford Park - Southampton intermodal working. *Michael Lynam*



DB Cargo

▶ On March 7th, Class 66 066 passes through Wigan Wallgate with an empty bin train, 6M16 Wilton EfW - Knowsley Freight Terminal.
Michael Lynam

▶ A freshly repainted Class 66 197 hurries through Stafford working 4O21 09:20 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 on March 14th. *Derek Elston*

▶ Class 66 035 passes Bradley on March 30th with the Seaforth to Mossend intermodal.
John Sloane



DB
Cargo

Class 66 174 working the 6E26 Knowsley - Wilton crosses Gauxholme Viaduct on March 22nd. *Mark Enderby*





DB Cargo UK and DB Cargo AG conducts HVO emissions testing at Toton TMD

DB Cargo UK is committed to doing its bit to support the environment and lead the way in green and sustainable freight transportation across Great Britain. Recently, the company welcomed colleagues from DB Cargo AG, its German rail freight operator parent company, to support DB Cargo's alternative fuels project.

To demonstrate the benefits of using Hydrotreated Vegetable Oil (HVO) fuel, DB Cargo UK worked with Group Technical Support (GTS) and Toton TMD to facilitate load bank testing of a Class 60 locomotive. The testing also aimed to compare the effect of HVO fuel on locomotive exhaust gas emissions and performance to that of standard red diesel.

The Class 60 locomotive was fully fuelled with standard red diesel and connected to the Toton TMD Load Bank facility for the performance testing of the locomotive engine over its whole power range. To accurately monitor exhaust gas emissions at each power position from Idle to Full Load, a purpose-built exhaust extension tube

was fitted to the locomotive to calm the exhaust gases. The emissions of nitrogen oxide, carbon monoxide, carbon dioxide, hydrocarbons, and particle mass were measured twice in a standardised measuring cycle (F-cycle) at three load points.

After the first test was completed, the diesel fuel was completely drained, and the locomotive was refuelled with HVO for the second test. The emission measurement was then repeated, analogous to the measurement with diesel, to gain a direct comparison of exhaust gas emissions and performance between the two fuels. The back-to-back tests were done to assess the impact of HVO fuel on locomotive emissions and its potential as an alternative fuel.

Locomotives usually have a service life of 40 years; therefore, it is vital that we can radically reduce the use of fossil fuels that power traditional diesel engines.

Jörg Schneider, Head of Climate Protection and Energy,

and the lead for sustainability at DB Cargo AG said: "If this round of testing shows that HVO fuel cut emissions in a Class 60 locomotive, a loco with a 34-year-old engine, in a similar way to more modern locomotives, this would prove that HVO is a viable and effective alternative to standard red diesel. Adopting HVO fuel in all diesel locomotives would then have a significant impact on the rail industry's carbon footprint and overall air quality in the UK."

Kathryn Oldale, Head of Strategy, Policy and Communications at DB Cargo UK, and the UK lead for sustainability said: "HVO is the only credible solution to decarbonise rail freight today and requires significantly less investment than mass electrification in the short term. In the long term however, we must see a programme for electrification of key routes across our network. Today, we are poised to decarbonise our operations by 90% just by swapping to renewable fuel but this will require marginal investment to promote a step change culture across our industry, this is where we are calling

on our decision makers to see the direct benefits of HVO."

DB Cargo has already reduced its CO2 emissions by almost 70% over the past 30 years and has set itself an ambitious target for climate neutrality by 2040. As part of the alternative fuels project, they are also planning to use synthetic (i.e., artificially produced) fuels, as well as so-called air-to-fuel (A2F). The load bank testing of the Class 60 locomotive at DB Cargo UK is another important step in this journey towards a more sustainable future for rail freight.

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DB Cargo

▶ Class 66 110 working the 6F45 Washwood Heath – Arpley passes Washwood Heath on March 17th. *Mark Enderby*

▶ After a 35 minute stand, Class 66 150 finally gets the road and departs Bletchley with 6X11, the 06:45 Toton North Yard to Dollands Moor Sidings car train on March 22nd. *Derek Elston*

▶ Class 66 095 passes New Barnetby on March 20th working the 6T25 Immingham - Santon Ore train. *Michael Lynam*



DB Cargo

▶ Class 66 041 powers through Burnage with a full load in tow on March 24th, working 4L56 1320 Trafford Park to London Gateway.

Barry Longson

▶ Class 60 040 working the 6F07 Peak Forest – Dallam passes Acton Bridge on March 17th.

Mark Enderby

▶ Fresh out of the Toton paintshop, Class 66 088 arrives at Bletchley having travelled via Bedford as 0Z11 06:50 Toton North Yard to Dollands Moor Sidings on March 17th. *Derek Elston*



DB Cargo

▶ On March 20th, Class 66 142, in Maritime livery, passes New Barnetby with a rake of empty Biomass hoppers from Drax P.S. - Immingham.
Michael Lynam

▶ On March 20th, Class 66 021 passes New Barnetby with a rake of Ore box wagons from Immingham BSC - Santon F.O.T. *Michael Lynam*

▶ Class 66 125 eases through Northampton on March 3rd working 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd. *Derek Elston*



DB Cargo

Class 60062 powers past Water Orton on April 1st working 6E03 Wolverhampton Steel Terminal to Toton Up Sidings. *Tom Blanpain*



DB Cargo

DB Cargo operated, Maritime-liveried Class 66 005 'Maritime Intermodal One' draws the 6Y08 service across to the 'up' road at Tolworth as it commences its return trip to Cliffe Brett Marine on March 16th. *Ian Callander*

On March 7th, Class 60 010 is seen at Swindon working the 6B33 Theale to Robeston oil train. *Ken Mumford*

Class 66 199 'bottoms out' in the dip between Tolworth and Malden Manor at the head of the 6Y08 service to Cliffe Brett Marine on March 9th. *Ian Callander*



DC Rail Freight

Just before sunset, Class 60 028 crosses Carr Mill Viaduct with 6M89 Middleton Towers to Ravenhead Sidings sand train on March 25th.

Brian Dobbs



DC Rail Freight

Class 60 055 slowly approaches Hoo Junction as it is about to take the Isle of Grain branch hauling the Willesden DC Rail Sidings to Foster Yeoman Grain Sidings on February 13th.
Charlie Robbins



DC Rail Freight

▶ Cappagh liveried Class 60 028 passes Warrington Bank Quay with the 6M89 09:01 Middleton Towers - Ravenhead Sidings sand train on March 25th. *Chris Morrison*

▶ On March 22nd, Class 60 055 'Thomas Barnardo' with 6Z22 Tythrington to Appleford passes under Marston footbridge. *Ken Mumford*

▶ On April 4th, Class 60 055 heads through Swindon working the 6Z32 Tythrington to Appleford Sidings. *Ken Mumford*



Direct Rail Services

▶ Class 68 008 leads 88 003 through Acton Bridge on March 17th working the 4S44 Daventry – Mossend. *Mark Enderby*

▶ Class 66 031 passes Balshaw Lane Junction on March 10th hauling a Shap to Crewe stone train. *John Sloane*

▶ Class 66 426 is seen at Euxton with a Carlisle to Crewe engineers train on March 10th. *John Sloane*



Direct Rail Services

▶ Class 57 304 works the Carlisle to Crewe engineers train through Bradley on March 15th.
John Sloane

▶ Class 66 126 with a Daventry - Grangemouth working heads through Stafford on March 11th.
Richard Hargreaves

▶ A lucky shot as Class 57 312 and 37 401 hurry through running Stafford 148 minutes late with 0Z57 08:15 Crewe Gresty Bridge (DRS) to Reading Traincare Depot on March 14th.
Derek Elston



Direct Rail Services

▶ Class 68 005 with the 6K06 Shap – Crewe passes Acton Bridge on March 17th. *Mark Enderby*

▶ The 05:40 Mossend to Daventry was unusually hauled by Class 68 004 on March 28th and is seen passing Stafford in dismal lighting conditions. *Lee Stanford*

▶ Class 66 422 passes Abbey Foregate with 4V38 10:13 Daventry DRS (Tesco) - Wentloog on March 25th. *Keith Davies*



Direct Rail Services

Wakefield is pretty much a nuclear free zone when it comes to trains so the very short term plan 10:00 Crewe DRS to Leeds Balm Road move was an unusual visitor on March 27th. Class 37 401 and 57 309 cross Shay Lane viaduct with two nuclear flask wagons, accelerating away from Hare Park Junction where the train (already 3 hours late) had come to a halt, having been incorrectly signalled in the direction of Calder Bridge Junction instead of via Westgate. *Tim Saunders*



Direct Rail Services

▶ Class 88 010 approaches Leyland with the Daventry to Mossend 'Tesco' train on March 22nd. *John Sloane*

▶ Class 66 091 and 66 433 pass Bayston Hill with 4V44 07:59 Daventry DRS (Tesco) - Wentloog on March 27th. *Keith Davies*

▶ Chiltern liveried Class 68 015 passes Charnock Richard with the Carlisle to Crewe engineers train on March 17th. *John Sloane*



Direct Rail Services

TPE liveried Class 68 027 passes Euxton with the Carlisle to Crewe engineers train on March 24th. *John Sloane*

Class 66 432 is seen at Bradley hauling a Shap to Crewe stone working on March 30th. *John Sloane*

TPE liveried Class 68 027 leads 66 126 at Coppull Moor hauling the Carlisle to Crewe engineers train on March 27th. *John Sloane*



Direct Rail Services

▶ Class 66 122 passes Euxton on March 24th hauling a Shap to Crewe stone train.
John Sloane

▶ On March 24th, Class 68 014 passes Daresbury working the 4S43 Daventry - Mossend.
Mark Enderby



East Midlands Railway

▶ On March 28th, Class 170 515 passes Howsham Grange working the 2L62 Grimsby Town - Leicester service. *Steve Thompson*

▶ After working the Barton service, Class 156 411 on 5F86 Cleethorpes - Nottingham Eastcroft Depot, passes Howsham Grange on March 28th. *Steve Thompson*

▶ Class 158 847 arrives at Manchester Oxford Road with a service from Liverpool to Norwich on March 8th. *John Sloane*



Having run around its train on March 14th, Class 66 546 departs the goods loop at Crewe on an unknown working. *Barry Longson*

Class 59 205 passes alongside platform 4 at Swindon on April 4th with 6C48 Appleford Sidings to Whatley Quarry. *Ken Mumford*

Class 90 049 and 90 046 pass Standish with a Crewe to Coatbridge intermodal on March 3rd. *John Sloane*



▶ Class 59 004 with the 6C31 Theale to Whatley Quarry is seen at Hungerford on April 4th.
Michael Bennett

▶ Matching liveried Class 90 013 and 90 015 lead 90 004 dead in train and a long rake of empty Freightliner flats through Northampton station with train 4L90 13:58 Crewe Basford Hall to Felixstowe on March 14th. *Andy Pratt*

▶ On March 7th, Class 66 572 heads through Swindon working the 6C48. *Ken Mumford*



Freightliner

▶ Class 66 501 hauling the 6A24 Whatley Quarry to Appleford passes Hungerford on April 4th.
Michael Bennett

▶ Class 59 104 'Village of Great Elm', at the head of the 7002 service from Acton, stands at Tolworth station on February 20th, awaiting permission to proceed into the headshunt.
Ian Callander

▶ Class 66 621 has charge of 6Z93 09:55 Tunstead to Northampton Castle loaded stone, seen passing Stafford on a bright but cold March 7th.
Barry Longson



Freightliner

Class 66503 passes through Haltwhistle on March 17th hauling a Carlisle - Tyne S.S. engineers. Haltwhistle station is almost a museum piece in itself. *Charlie Robbins*



Freightliner

On March 7th, Class 90 016 and 90 005 glide under the bridge at the south end of Stafford station, with 4L90 13:58 Basford Hall to Felixstowe North liner. *Barry Longson*

Class 66 585 and 66 596 working the 4M38 Felixtowe to Garston liner head through a dull Stafford on March 4th. *Richard Hargreaves*

On February 15th, Class 59 205, still carrying un-branded DB colours, catches some late afternoon sunshine as it brakes the 7002 Acton - Tolworth aggregates service approaching its destination. *Ian Callander*



Freightliner

On February 21st, Class 66 545 snakes off the North London line into Stratford station, heading an intermodal past the Olympic Stadium (now home to West Ham Utd FC) and 'The Orbit' structure, visible in the background.
Ian Callander

Class 59 202 working the 7A77 Merehead Quarry to Theale passes Little Bedwyn on April 4th.
Michael Bennett

Class 66 564 with the Brentford to Merehead Quarry empties passes Little Bedwyn on April 4th.
Michael Bennett



Freightliner

▶ Class 66 506 'Crewe Regeneration', having passed through Malden Manor station, tackles the climb towards Knollmead Bridge with its load of aggregates on March 20th, forming the 7002 service to Tolworth from Acton.

Ian Callander

▶ Class 66 587 'As One We can' trundles through Northampton at the head of the 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. on March 13th. *Derek Elston*

▶ Class 70 004 working the 4029 Crewe to Southampton liner passes through Stafford on March 4th. *Richard Hargreaves*



Freightliner

▶ With its train stretching as far as the eye can see, Class 66 413 brings up the rear of its train at Crewe on March 26th. Another class 66 was at the far end, out of sight!. *Jeff Nicholls*

▶ Class 47 830 stands out in the rain at Crewe at the head of 6Q98 Donnington to Crewe LNWR working on March 28th. *Colin Kennington*

▶ On March 13th, Class 66 537 heads through Swindon working the 7B12 Merehead Quarry to Wootton Bassett. *Ken Mumford*



Freightliner

▶ Class 47 830 passes Battlefield with 6Q98 10:16
Donnington RFT - Crewe CS on March 28th.
Keith Davies

▶ Class 66 620 approaches Charnock Richard
with a Hardendale to Tunstead working on
March 15th. *John Sloane*

▶ Class 66 528 passes Walcot with 6Q97 13:10
Donnington RFT - Crewe Basford Hall on March
7th. *Keith Davies*



Freightliner

▶ Class 66 551 passes Southampton with the late running 07:06 Westbury - Southampton Up Yard stone train on April 4th. *John Goodrich*

▶ On March 23rd, Class 66 544 passes Stratton Green with 4L36 Wentloog to Felixstowe liner. *Ken Mumford*

▶ On March 21st, Class 66 506 'Crewe Regeneration' crests the rise into Tolworth Station, heading the 7002 service from Acton, braking to await permission to proceed into the Day Aggregates yard. *Ian Callander*





▶ Class 66 594 working the 7C77 Wembley to Merehead Quarry is seen near Crofton on April 4th. *Michael Bennett*

▶ Class 66 534 'OOCL Express' eases through Northampton with 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. on March 3rd. *Derek Elston*

▶ After travelling light from Crewe to Carlisle, Class 90 006 'Roger Ford' makes its lonely way south past the soggy fields of Winwick on the last leg of its return journey. March 30th. *Jeff Nicholls*



Freightliner

On March 30th, Class 70 004, 70 010 and 70 014 pass light engine through Stafford running as 0Z70 Crewe Basford Hall - Leeds (Balm Road).
Michael Lynam

On April 5th, Class 66 507 heads through Swindon on 4L32 Wentloog to London Gateway.
Colin Pidgeon

Class 66 511 passes through Northampton on March 24th with 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner.
Derek Elston



Freightliner

On March 22nd, at Leeds Midland Road depot, plenty of Class 66s and 70s on hand along with Aggregates liveried 59 002 which was visiting for wheel turning.
Michael Lynam



▶ Class 60 076 crosses Carr Mill Viaduct with 6F65 Ashton-in-Makerfield to Tuebrook sidings on March 27th. *Brian Dobbs*

▶ Class 66736 passes Woolascott with 6G72 14:30 Wrexham Exchange - Bescot Up Engineers Sidings on March 12th. *Keith Davies*

▶ Class 66 725 is seen at Kempsey on February 29th with 6V84 07:38 Clitheroe Cement Works - Avonmouth Hanson Sidings. *Keith Davies*





RAIL FREIGHT COULD CONTRIBUTE ALMOST DOUBLE ITS ECONOMIC VALUE BY 2050, NEW RESEARCH FINDS

Research published by Rail Partners, the trade body representing five of the UK's biggest rail freight companies, earlier this month, outlines the economic and environmental achievements of the rail freight industry so far and the heights it could reach by 2050 with further policy support from UK government.

John Smith has recently attended a Rail Partners parliamentary reception to present the Freight Expectation report to, Rail Minister, Huw Merriman and a group of MPs and Lords.

When comparing rail and road freight, rail freight already has a number of advantages.

With each freight train taking up to 129 heavy goods vehicles (HGVs) off the road, rail freight plays a key role in reducing the congestion on our roads. This easing of our road networks strengthens the country's net zero efforts, with the typical freight service producing 76% less CO2 per tonne than the equivalent movement by road, the research finds.

At a time when the UK is searching to speed up economic growth, the sector plays another important role by contributing £2.45bn in economic value annually. With 90% of this value reaching areas outside of London and the Southeast, this bolstering of the economy also goes along way to bolstering the UK's Levelling Up ambitions.

However, the research shows the industry could have more to contribute to the UK's strategic objectives if the Government were to aim to treble rail freight by 2050. This ambition would see the sector contribute almost £5.2bn to the UK economy, whilst removing the need for over 20 million HGV journeys per year.

John Smith, GB Railfreight CEO, said: "Rail freight has long been the backbone of the UK's economy. Over recent years our industry has grown and adapted in the face of global challenges. We've demonstrated the ambition and resilience needed to futureproof the UK logistics sector.

"With our industry already leading the push to decarbonise supply chains, thanks to innovations like our hybrid Class 99 locomotives, this research illustrates how much further rail freight can go in shaping robust climate friendly supply chains and business operations. For our industry to reach the more sustainable vision outlined in this report, a real commitment and long-term investment from the UK government is needed."

▶ Class 60 021 passes Acton Bridge on March 7th with the 07:27 Liverpool to Drax Biomass service. *Lee Stanford*

▶ Class 66 749 passes Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on March 22nd. *Keith Davies*

▶ Class 66 762 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on March 10th. *Keith Davies*



On March 24th, Class 47 749 on 5Q70 Eastleigh TRMSD to Long Marston with South Western Railway's Class 701004 passes through Swindon. This unit is the first of a few scheduled to go to Long Marston from Eastleigh for storage prior to being accepted into service by SWR.

Colin Pidgeon

Class 60 076 is seen at Standish Boars Head hauling a Ribblehead to Tuebrook train on March 3rd. *John Sloane*

On March 30th, Class 66 777 passes through Stafford with the 6X43 Dagenham Docks - Garston Car Terminal car train. *Michael Lynam*



▶ Class 60 002 'Graham Farish' with the 6E10 11:10 Liverpool Biomass to Drax Aes (GBRf) crosses Gauxholme Viaduct on April 3rd. *Colin Irwin*

▶ On April 5th, Class 47 749 heads through Swindon with 5Q66 Willesden Jct. to Long Marston conveying South Western Railway's Class 701 030 for store. *Colin Pidgeon*

▶ Class 66 771 'Amanda' passes under Bletchley flyover working 6X43, the 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf Ford car train on March 22nd. *Derek Elston*



▶ Class 60 087 hauls a loaded Biomass from Liverpool to Drax across Gauxholme Viaduct on March 15th. *Jeff Nicholls*

▶ Class 50 007 'Hercules' stands at Bletchley with 5Q68 10:22 Derby Litchurch Lane to Willesden T.M.D. with 720 123 on delivery for testing on March 22nd. *Derek Elston*

▶ On March 7th, Class 66 783 'The Flying Dustman' makes a fine sight as it passes Stafford at speed, working 4H61 10:35 Small Heath to Hindlow empty box wagons. *Barry Longson*





Class 56 098 with 701 033 and 50 007 pass Pot Bridge with the 5Q10 Derby Litchurch Lane to Eastleigh on March 28th. *Michael Bennett*

It is rare for freight to traverse the Lowton Curve from Parkside Junction to Golborne Junction, connecting the Chat Moss line with the WCML. On March 8th, sleet and snow were braved to catch Class 66 760 on a Rylstone - Leyland stone working. *Jeff Nicholls*

Class 66 747 working the 4M18 Felixtowe to Trafford Park intermodal passes through Stafford on March 4th. *Richard Hargreaves*



▶ Class 66 724 with the 4M46 Southampton to Trafford Park passes Worting on March 10th.
Michael Bennett

▶ Class 50 049 'Defiance' pictured on the rear of a departing 5Q68 10:22 Derby Litchurch Lane to Willesden T.M.D. delivering Class 720 123 for testing on March 22nd with Class 50 007 leading.
Derek Elston

▶ Class 66 754 'Northampton Saints' passes through Northampton with 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf on March 3rd.
Derek Elston



▶ Class 66 734 runs light engine through Ais Gill with Wild Boar Fell still showing a dusting of snow on March 15th. The loco was running in the empty path of the Clitheroe cement.

Charlie Robbins

▶ Class 66 711 with the 6X43 Dagenham – Garston passes Acton Bridge on March 17th.

Mark Enderby

▶ Newly converted Class 69 008 shares space with long time withdrawn Class 66 048 at EMD Longport on a dull March 15th. The class 69 was still awaiting its main line test, before going to Eastleigh for painting.

Barry Longson



▶ Class 66 799 hauling euro sheds 66 307 and 66 308 pass Worting Junction working from Doncaster Up Decoy to Eastleigh on March 27th. *Michael Bennett*

▶ Class 66 304 working the 6V32 Tilbury to Trostre Works heads through Swindon on March 24th. *Ken Mumford*

▶ On March 3rd, Class 60 076 passes through Pleasington working the 6F69 loaded Aggregates train from Ribbleshead - Tuebrook Sidings. *Michael Lynam*



▶ Having run down Vulcan Bank, and crossed Winwick Junction, Class 60 021 coasts passed Alder Lane Bridge with the 11:05 Liverpool Biomass Terminal to Drax on March 7th.
Paul Senior

▶ Class 66 736 passes through Altrincham on March 2nd with an Aggregates train from Hindlow - Small Heath. *Michael Lynam*

▶ Class 66 711 'Sence' hammers through Bletchley laden with new Ford cars as it works 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf on March 17th.
Derek Elston



▶ Class 66 752 on the Mountfield to Southampton empties passes Pot Bridge on March 28th.
Michael Bennett

▶ Class 66 713 'Forest City' leads the 6G92 08:29 Hindlow to Small Heath Lafarge aggregates train through Stafford on March 14th.
Derek Elston

▶ Class 66 716 is in charge of the 4L68 13:53 Birch Coppice to London Gateway as it passes through Northampton on March 14th.
Andy Pratt



▶ Class 66 784 on 6M28 Rylstone to Leyland Motors coasts through Mill Hill on April 6th.
David Hollowood

▶ On March 17th, Class 66 723 passes Charnock Richard with a Rylstone to Leyland aggregates train.
John Sloane

▶ Class 60 026 working the 6E09 Liverpool - Drax Biomass passes Daresbury on March 24th.
Mark Enderby



Greater Anglia

▶ Class 720 124 heads for home after a mileage accumulation run with 5Q35 13:19 Rugby Udt Signal RN4184 to Willesden T.M.D. passing Northamptonon March 3rd. *Derek Elston*

▶ Class 720 123 and 720 125 are seen at Stafford on March 25th with a test run. *Richard Hargreaves*



Great Western Railway

▶ On March 15th, Class 150 219 is seen departing Falmouth Town with the 11:36 service to Falmouth Docks. *Allison Twycross*

▶ On March 8th, a Swansea bound service awaits departure from snowy Swindon. *Ken Mumford*

▶ On March 8th, Class 800 035 arrives at Swindon with a service to Cheltenham. *Ken Mumford*



Great Western Railway

▶ Class 158 units can still be seen on Cardiff - Portsmouth Harbour trains, though most are Class 165s or 166s. However on April 4th, Class 158 951 calls at Southampton on 07:28 Cardiff - Portsmouth Harbour service. *John Goodrich*

▶ On March 7th, Class 800 016 stands at Swindon with a service to London Paddington. *Ken Mumford*

▶ Class 800 030 working the 1A77 Plymouth to London Paddington express passes Hungerford on April 4th. *Michael Bennett*



Great Western Railway

On March 9th, power cars Nos. 43172, with 43097 on the rear, working 2U14 07:40 Penzance – Cardiff Central, whilst 43187 works the rear with 43094 leading 2C05 05:40 Bristol Temple Meads – Penzance are seen sat in Bodmin Parkway. *Barry Beeston*



Great Western Railway

▶ Power car No. 43162 is seen on the rear with 43155 leading the 2P13 11:50 Penzance – Plymouth, passing 43290 with 43272 on the rear working 1Q18 06:11 Reading Triangle Sidings – Paignton via Penzance seen at Marazion on March 10th. *Barry Beeston*

▶ Power car No. 43158, with 43093 on the rear, working 2C77 13:00 Cardiff Central – Penzance whilst Class 166 214 works 2F23 14:52 Paignton – Exmouth pass through Starcross on March 15th. *Barry Beeston*

▶ Power car No. 43010 is sat waiting to work 2U20 10:50 Penzance – Cardiff Central, whilst 43009 has just arrived with 2C06 08:47 Plymouth – Penzance at Penzance on March 10th. *Barry Beeston*





ON-TRACK FOR CONTINUED CUSTOMER GROWTH AS LNER LEADS THE WAY

London North Eastern Railway (LNER) continues to lead the way when it comes to passenger growth and usage, topping the table for franchised operators for the seventh consecutive quarter.

Between October and December 2022, passenger journeys were at 96 per cent when compared with the same period for 2019, according to new data published today by the Office of Rail and Road (ORR). The figures include eleven days of strike action and several consecutive days of engineering upgrade works at both Newcastle and York, affecting the number of services LNER could run. During the quarter, LNER recorded 5.4 million passenger journeys, an increase of 15 per cent on the same period in 2021.

LNER data shows that more than 23 million passenger journeys were made on its services between March 2022 and the beginning of February 2023. Fridays and Sundays are now proving to be the most popular days for people to travel. Meanwhile, LNER maintains its lead over the share of the air market with more than 50 per cent of journeys between Edinburgh and London as people increasingly look to travel in a more sustainable way.

The ORR data has been published just ahead of English Tourism Week. LNER is proud of the many destinations it serves along the 956-mile East Coast route which stretches between London and Scotland.

David Horne, Managing Director at LNER, said: “Our investment, innovation and dedication in putting our customers first, doing everything we can to ensure they enjoy the best possible experience, have been key to our success in attracting more and more people back to travel with LNER over the past couple of years.

We have invested in our fleet and in improvements across our stations, added new destinations introduced new services and have pioneered a digital revolution, making travel smarter, simpler, accessible, and attractive. Our award-winning app enables customers to book journeys, reserve their seat and sign up to live journey updates and One-Click Delay Repay, while enjoying the benefits of our LNER Perks loyalty scheme – all at the touch of their fingertips.”

LNER’s ongoing investment and digital innovations means hundreds of thousands of tickets have already been put on sale for travel up to September 8th 2023, enabling more customers to plan ahead for great value fares for their summer getaways.

Exclusive research revealed by LNER shows memory-making leisure travel is still high on the agenda this year,



despite the rising cost of living. The survey conducted for LNER by Ipsos, shows that travel remains top-of-mind with 65 per cent of people planning to take a leisure trip within the UK during 2023.

Visit England Director, Andrew Stokes, said: “With spring upon us, the Easter break just ahead and as we come together to celebrate English Tourism Week, it is timely to highlight the ease and convenience of rail travel to access the outstanding visitor attractions and destinations here on our doorstep, and in an environmentally friendly way too.”

Malcolm Roughead, Visit Scotland Chief Executive, said: “The return of rail travel and growth in LNER passenger numbers is welcome news for Scottish tourism as our industry continues to recover from the effects of the pandemic. Providing a direct route between London

and Scotland, and many parts of the UK, rail provides a convenient and sustainable way to explore a variety of destinations in Scotland from the rural Highlands and seaside towns on the North East coast to our vibrant cities.”

Maureen McAllister, Head of Tourism at Visit Northumberland, said: “It’s great to see people returning

to rail in such strong numbers. The East Coast Main Line is truly spectacular as it sweeps along cliffs that ride above the Northumbrian coast and it’s a wonderful way for our visitors to arrive. As people make a welcome return to travel, we anticipate the number of visitors travelling to Northumberland by train will continue to rise.”

Ian Thomas, Destination Director, Newcastle Gateshead Initiative, said: “This latest data is both positive and very encouraging. In addition, we know that of the 11.51m visitors to Newcastle in 2021, 16% travelled here by rail (1.8m). These facts prove the continued popularity of rail travel and are in line with our own aim to increase levels of sustainable travel – a huge factor in achieving our Net Zero ambitions. “

Michelle Gorman, Visit County Durham Managing Director, said: “Visit County Durham welcomes the news that LNER’s passenger numbers continue to grow. We look forward to continuing to work closely with LNER to promote rail as a sustainable and convenient way to travel to our destination, and to inspire passengers to choose Durham for their next day visit or staycation.”

Sarah Loftus, Managing Director at Make It York, said: “Travelling to York by train is one of the fastest and most environmentally friendly ways to make your journey to our historic city. Our Annual Visitor Survey revealed that in 2022, 36% of visitors travelled to York by train, vs. 31% in 2020 and 2021. With the return of international travel, we anticipate that visitors travelling by train will only continue to rise over 2023 and 2024.”

Julia Lumley, Place Marketing Manager at Destination Harrogate, said: “We are big supporters of train travel at Destination Harrogate, so it is great to see that there has been a positive return to rail following the pandemic, and we hope it will continue. With a railway station located in the heart of Harrogate town centre with easy connections from York and Leeds, and a direct route from London King’s Cross six times a day with LNER, getting to Harrogate by train is not only easy, it is more relaxing, and a greener way to travel to the area.”

Charlotte Goy, Chief Executive at Destination Lincolnshire, said: “This insight from LNER further echoes the post-pandemic recovery trends we’ve seen across the visitor economy across Lincolnshire. To see even more people arriving in the city by rail shows that the efforts that are still being driven to rebuild the sector are working. From a sustainable point-of-view, to see more people embracing travel by rail, and consciously choosing to explore Lincoln and Lincolnshire in a more environmentally friendly way, is really encouraging for the future we want to build for the county.”

Network Rail

On March 17th, Class 97 303 and 37 405 are seen at Shrewsbury working the 6C55 15:50 Aberystwyth - Chirk loaded timber.

Phil Martin

On March 13th, Class 37 254 is seen stabled in the bay at Manchester Piccadilly.

Steve Stepney

On March 22nd, Class 37 116 top'n'tailed with 37 254 passes Marston footbridge working 1Z22 Derby - Weymouth via the world [including Swindon]. *Ken Mumford*





Network Rail

▶ Harry Needle's Class 37 405 is seen passing Stafford on March 13th running 20 minutes late running as 0Z30 11:43 Crewe Basford Hall S.S.M. to Rugby D.E.D. *Derek Elston*

▶ Power car No. 43277 leads test train 1Q47 10:55 Derby R.T.C.(Network Rail) to Carlisle into Stafford where it will wait time before proceeding. on March 14th. *Derek Elston*

▶ On March 14th, power car No. 43272 is seen on the rear of 1Q47 10:55 Derby R.T.C.(Network Rail) to Carlisle as it departs Stafford. *Derek Elston*



Network Rail

Class 97 302 and 97 303 hammer it past Water Orton on April 1st running 103 minutes late working 0Z96 Coleham Isu (CEe) to Derby R.T.C.(Network Rail). *Tom Blanpain*



Rail Adventure

▶ A cavalcade at Winwick on March 5th as Class 20 227 and 20 189 haul 777 016 and 777 012 from Crewe to Kirkdale with power cars Nos. 43480 and 43468 on the rear. *Jeff Nicholls*

▶ Power cars Nos. 43465 and 43484 are leading 777 006 and 777 002 with 43480 and 43468 at the rear as they pass Winwick with a working to deliver the units from Crewe to Kirkdale on March 26th. *John Sloane*

▶ On March 5th, having been held at Earlestown for a planned break, Class 20 227 and 20 189 erupt across Sankey Viaduct hauling 777 016 and 777 012 from Crewe to Kirkdale for service with Merseyrail. Two Rail Adventure power cars were on the rear. *Jeff Nicholls*



Rail Adventure

▶ Class 20189 Ltd owned Class 20 189 and 20 142 'Sir John Betjeman' round the curve out of platform three at Earlestown with 6Q77 Crewe - Kirkdale Depot stock move. The consist included Class 777 012 and 777 016. The whole set was propelled by power cars Nos. 43480 and 43468 on March 5th. *Dave Harris*

▶ Rail Adventure run their HSTs in back to back pairs. Here Nos. 43468 and 43480 sit in the freight loop at Crewe with Merseyrail EMUs No. 777 005 and 777 014. Out of sight on the rear were power cars Nos. 43465 and 43484, working 6Q77 14:46 Crewe CS to Crewe Down refuge sidings on a very overcast March 15th. *Barry Longson*

▶ On March 24th, the Rail Adventure power cars Nos. 43465, 43484, 43480 and 43468 pass Acton Bridge working 6Z80 Walton Old Jct. to DB Fan A and B sidings. *Russell Clarke*



Rail Adventure

▶ Power cars Nos. 43480 and 43468 pass Northampton with 6Z80 08:07 Walton Old Junction M.S.C.Sidings to DB Cargo Fan A and B Sidings on March 24th. *Derek Elston*

▶ Power cars Nos. 43468, 43480, 43465 and 43480 head light engine through Northampton on March 24th as 0Z81 15:01 DB Cargo Fan A and B Sidings to Kings Norton OT Plant Depot. *Derek Elston*

▶ Power cars Nos. 43468, 43480, 43465 and 43484 along with Merseyrail's Class 777 142, 777 144 and 777 146 form the 6Q77 Willesden - Walton Old Jct. seen passing Acton Bridge on March 22nd. *Mark Enderby*



Rail Adventure

▶ Power cars Nos. 43468, 43480, 43465 and 43484, hauling Merseyrail's Bi-mode Class 777 142, 777 144 and 777 146 pass Acton Bridge on March 22nd. *Brian Battersby*

▶ More Merseyrail units on delivery from Crewe to Kirkdale. Leaving Crewe later than planned, power cars Nos. 43465 and 43484 lead 43480 and 43468 with 777002 and 777006 sandwiched between them on March 26th. *Jeff Nicholls*

▶ On March 5th, Class 20 142 and 20 189 lead Merseyrail's Class 777 012 and 777016 past Moore with power cars Nos. 43468 and 43480 on the rear running as 6Q77 Crewe - Kirkdale. *Mark Enderby*



Rail Adventure

On March 5th, Class 20 142 and 20 189 lead Merseyrail's Class 777 016 and 777 012 through Acton Bridge working from Crewe Carriage Shed to Kirkdale EMU Depot. *Brian Battersby*



Rail Operations Group

Class 37 800 hauling Southern Class 313s Nos. 313 202, 313 214 and 313 227 as 5Q86 Lovers Walk to Eastleigh passes Worting on March 10th. *Michael Bennett*



Rail Operations Group

▶ Rail Operations Group's Class 37 800 grows it's way through Northampton light engine as 0V72 13:10 Oxley Car. M.D. to Wembley H.S. on March 24th. *Derek Elston*

▶ Class 37 884 'Cepheus' heads through Stafford on the up main light engine running as 0M67 07:20 KilmarnockBonnyton Depot to Derby R.T.C. (Network Rail) on March 14th. *Derek Elston*

▶ On March 15th, Class 37 800 hauls units 317 337 and 317 338 from Papworth Sidings [Ely] to Newport [Sims] roughly 2 minutes early as it passes Marston footbridge. *Ken Mumford*



TransPennine Express

▶ Class 185 151 on a diverted 1P76 13:51 Saltburn to Manchester Victoria service crosses Gauxholme Viaduct, diverted due to engineering works around Stalybridge. *Colin Irwin*

▶ Class 397 009 stands at Manchester Oxford Road with a service from Carlisle to Manchester Airport on March 8th. *John Sloane*

▶ Class 397 012 heads away from Manchester Oxford Road on March 8th with a service from Manchester Airport to Carlisle. *John Sloane*



TransPennine Express

▶ On March 27th, a Class 802 working the 9M09 08:43 Newcastle to Liverpool Lime Street service passes the ELR triangle at Castleton. *Colin Irwin*

▶ As a consequence of the route upgrade work at Stalybridge all TransPennine services were diverted via the Calder Valley route during March and on a sunny March 27th, Class 802 211 passes Clegg Hall with the 09:43 Newcastle to Liverpool Lime Street. *Lee Stanford*

▶ On March 27th, the 9M11 10:43 Newcastle to Liverpool Lime Street service (running 42mins late) passes 9E13 12:54 Liverpool Lime Street to Newcastle (running on time). Obviously this wasn't the intended passing point, but it could have been worse. The Class 802s are currently being diverted via the Calder Valley due to engineering works around Stalybridge. *Colin Irwin*



TransPennine Express

▶ Class 802 213 working the 9M15 14:47 Newcastle to Liverpool Lime Street crosses Gauxholme Viaduct with a diverted service due to engineering works at Stalybridge.

Colin Irwin

▶ Ascene that will shortly change forever as Class 185 139 and 185 151 pass Stalybridge on March 10th, working the 12:44 Manchester Airport to Saltburn service. The station was closed the following morning, for a 25 day period, allowing OHL equipment and new signals to be installed. *Barry Longson*

▶ Seen halfway between Hebden Bridge and Todmorden, Class 802 205 working the 1P33 15:54 Liverpool Lime Street to Newcastle service, diverted due to engineering works at Stalybridge. *Colin Irwin*



TransPennine Express

▶ The diverted 11:01 Manchester Victoria - Saltburn service exits Winterbutlee tunnel, near Todmorden, with Class 185 103 leading 185 126 on March 15th. *Jeff Nicholls*

▶ Running on diesel power for obvious reasons Class 802 216 exits Winterbutlee tunnel, near Todmorden, with the diverted 07:43 Newcastle - Liverpool Lime St. service on March 15th. *Jeff Nicholls*

▶ Class 802 213 stands in Edinburgh Waverley ready to work 9N09 09:33 to Newcastle on March 1st. *Derek Elston*



TransPennine Express

Stalybridge was due to be closed for a 25 day engineering possession from March 11th, as part of the TransPennine Upgrade. The day before the closure, bi-mode Class 802 205 is seen passing with the 12:24 Liverpool to Newcastle service. *Barry Longson*



TransPennine Express

Since the timetable change, IEPs now serve both Manchester Piccadilly and Victoria stations. Here Class 802 206 arrives into platform 1 at Piccadilly with the 09:43 service from Newcastle. *Barry Longson*

Off their usual route, Class 185 126 leads 185 103 through Hebden Bridge with the 07:48 Saltburn - Manchester Victoria service on March 15th. *Jeff Nicholls*

Using the Calder Valley route because of the closure of Stalybridge, Class 802 201 passes the famous but closed signal box at Hebden Bridge with the 08:43 Newcastle - Liverpool Lime Street service on March 15th. *Jeff Nicholls*



Transport for Wales

▶ March 14th sees TfW Class 230 007, share space on Birkenhead North TMD with Merseyrail Class 508 139. *Barry Longson*

▶ Class 67 015 stands at Crewe on March 28th having arrived with the 10:52 Cardiff to Manchester Piccadilly. The train was terminated at Crewe (the line was blocked at Holmes Chapel due to overhead wire problems) and instead of waiting until its next booked working (14:30 Manchester Piccadilly to Cardiff) it formed the 14:10 to Tenby. *Colin Kennington*

▶ Class 67 020 departs from Shrewsbury on March 24th with the 11:33 Holyhead to Cardiff service. *Lee Stanford*



Transport for Wales

▶ Class 67015 working the 1V37 08:30 Manchester Piccadilly to Cardiff service is seen at Crewe on March 11th. *Richard Hargreaves*

▶ Class 153 369 and 153 926 working the 1D55 11:21 Crewe to Chester service await departure time at Crewe on March 4th. *Richard Hargreaves*

▶ Photographed from the Mostyn Dock side (and with a warning from dock security!), Class 158 839 passes the signal box with the 09:08 Birmingham International - Holyhead service on March 28th. *Jeff Nicholls*



Transport for Wales

It's not easy to photograph the disused but listed signal box at Mostyn. Class 175 009 passes with the 10:40 Holyhead - Llanelli service on March 28th. *Jeff Nicholls*

Class 175 103 passes Bayston Hill with 1V39 11:10 Crewe - Cardiff Central on March 27th. *Keith Davies*

On April 4th, Class 756 002 is seen at Swindon working the 3Q34 to Cardiff Canton Sidings, mileage accumulation trip. *Ken Mumford*



Transport for Wales

▶ DVT No. 82200 is seen at Shrewsbury on March 17th leading the Cardiff Central - Chester with Class 67 014 on the rear. *Phil Martin*

▶ On March 20th, Class 756 001 arrives at Swindon with a mileage accumulation run from Newport. *Ken Mumford*

▶ Beached near Mostyn since 1979, 'Duke of Lancaster' is seen with Class 150 245 passing by in charge of the 11:48 Holyhead - Birmingham International service on March 28th. *Jeff Nicholls*



Transport for Wales

▶ Class 197 017 calls at Helsby on March 5th working a Manchester Piccadilly - Chester service. *Brian Battersby*

▶ Class 175 003 stands at Shrewsbury on March 17th, working the 1D65 15:05 Swansea - Chester service. The Class 175 units are quite a rare sight here now. *Phil Martin*

▶ Class 158 819 passes Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on March 31st. *Keith Davies*



Transport for Wales

▶ Class 158 821 passes Bayston Hill with 1V38 09:31 Manchester Piccadilly - Cardiff Central on March 10th. *Keith Davies*

▶ Class 67 017 with DVT No. 82201 passes Kempsey with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on March 7th. *Keith Davies*

▶ On March 27th, Class 67 013 is seen at Kempsey with 1W54 10:52 Cardiff Central - Crewe service. *Keith Davies*



Transport for Wales

▶ Class 67 020 passes Bayston Hill with 1V46 14:31 Manchester Piccadilly - Cardiff Central service on March 24th. *Keith Davies*

▶ Class 158 820 plus an unidentified Class 153 are seen at Winwick on March 26th working a Manchester to Llandudno service. *John Sloane*

▶ Class 67 017 passes Hadnall with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on March 10th. *Keith Davies*



Units: DMUs and EMUs

▶ On March 10th, Class 37 800 took 313 202, 313 214 and 313 217 from Brighton to Eastleigh for scrapping. In overcast conditions, Class 313 217 is the rear unit entering Eastleigh Works. *John Goodrich*

▶ On March 27th, SWR's Class 450 100 working the 2T42 London Waterloo to Portsmouth Harbour stopper passes Worting. *Michael Bennett*

▶ West Midland's Class 730 018 takes the Marston Vale line at Bletchley with 5Q06 11:05 Oxley Car. M.D. to Bletchley T.M.D. on March 22nd. *Derek Elston*



Units: DMUs and EMUs

▶ SWR's Class 444 019 had its rainbow livery revised at the end of March. It is seen at Southampton Central on 08:20 Weymouth - London Waterloo on April 4th. *John Goodrich*

▶ South Western Railway's Class 450 097 with a Portsmouth to London Waterloo service passes Worting on March 10th. *Michael Bennett*

▶ South Western Railway's Class 444 028 and 444 040 working the 1W20 13:30 Weymouth to London Waterloo service passes Worting on March 10th. *Michael Bennett*



Units: DMUs and EMUs

▶ Northern's Class 156 427 passes Plumley on March 22nd. *Jeff Nicholls*

▶ The driver of Northern's Class 150 137 is seen giving up the 'Staff' to the signalman at Rainford Jct. on March 25th whilst working the 2N97 11:45 Kirkby - Blackburn service. *John Balaam*

▶ Still in blue livery, SWR's Class 450 116 is seen at Southampton working the 08:50 Poole - Winchester service on April 4th. *John Goodrich*



Units: DMUs and EMUs

▶ Northern's Class 156 455 and 150 144 pass Plumley on March 22nd. *Jeff Nicholls*

▶ On March 10th, the 1T41 London Waterloo to Weymouth service passes Worting worked by SWR's Class 450 059 and 450 099. *Michael Bennett*

▶ Northern's Class 150 225 leads sister 150 140 away from Smithy Bridge on March 27th working the 11:19 Blackburn to Kirkby. *Lee Stanford*



Units: DMUs and EMUs

▶ West Midland's Class 196 006 and 196 005 pass Upton Magna on March 12th working the 2G06 10:40 Shrewsbury - Wolverhampton service. *Phil Martin*

▶ Northern's Class 150 131 is the leading unit as a pair crosses Crow Nest Junction with a service to Kirkby on March 2nd. *John Sloane*

▶ West Midland's Aventura unit Class 730 010 stands at Northampton working test run 5Q80 10:02 Bletchley T.M.D. to Bletchley T.M.D. on March 22nd. *Derek Elston*



Units: DMUs and EMUs

Merseyrail's Class 777 012 and 777 003 rest at Southport on March 19th. *David Hollowood*

On a sunny afternoon on March 7th, matching original liveried LNWR Class 350 233 and 350 264 accelerate away from Acton Bridge working the 12:33 Liverpool to Birmingham New Street service. *Lee Stanford*

South Western Railway's Class 159 101 and 159 016 with the 1L41 London Waterloo to Exeter service pass Worting on March 10th. *Michael Bennett*



Units: DMUs and EMUs

SWR's Class 158 890 leads 159 001 and 159 002 with the 1050 Yeovil Junction to London Waterloo past Worting on March 10th.
Michael Bennett

On March 10th, the 1W29 London Waterloo to Weymouth working by SWR's Class 444 010 and 444 014 pass Worting.
Michael Bennett

Merseyrail's Class 507 028 stands at Kirkby station before working a service to Sandhills. In the background is a Northern unit waiting to head to Blackburn, this strange configuration is set to change once the new station at Headbolt Lane opens.
Lee Stanford



Units: DMUs and EMUs

Still in original (and best) livery, LNWR Class 350 233 and 350 264 depart Stafford on March 7th, working the 12:33 Liverpool Lime Street to Birmingham New Street service. *Barry Longson*

Northern's Class 769 458 crosses Crow Nest Junction with a Manchester Oxford Road to Southport service on March 2nd. *John Sloane*

Shortly after heavy rainfall Merseyrail's Class 508 103 arrives at Chester with a service from Liverpool on March 23rd. *Lee Stanford*



Units: DMUs and EMUs

▶ Basking in late winter sunshine at Shrewsbury on March 23rd, West Midland's Class 196 104 awaits to depart with the 14:40 Birmingham New Street service. *Barry Longson*

▶ Northern's Class 150 274 stands at Cleethorpes on March 25th before departing with the 15:11 to Sheffield, this service operates via Brigg and is one of only three return workings per week that operate via this route. *Lee Stanford*

▶ Former TPE EMUs, now LNWR units, pass at Stafford on March 7th as Class 350 408 brings up the rear of 11:33 Liverpool to Birmingham New St. while 350 403 is seen on the 11:52 Birmingham New St. to Crewe. *Barry Longson*



Units: DMUs and EMUs

▶ A plethora of Merseyrail units were to be found at Kirkdale on March 28th as (l-r) Class 508 126 and 508 127 arrive with a service to Southport as 777 140 and 508 125 await their next duties on the depot. In the background the cranes engaged on building Everton FC's new ground can be seen. *Lee Stanford*

▶ In a rare bit of sunshine on March 25th, Northern's Class 150 274 waits to depart from Gainsborough Central with the Saturdays only 11:54 from Sheffield to Cleethorpes. *Lee Stanford*

▶ New c2c units Nos. 720 602 and 720 603 make a surprise appearance at Crewe running under their own power on March 28th. The working was 5Q91 10:14 Wembley InterCity Depot to Crewe. *Colin Kennington*



Units: DMUs and EMUs

▶ On March 7th, Northern's Class 150 226 departs Wigan Wallgate on a service to Kirkby.
Michael Lynam

▶ Northern's Class 769 456 stands at Manchester Oxford Road with a service for Southport on March 8th.
John Sloane

▶ Northern's Class 156 415 and 150 114 approach Deansgate on March 8th with an empty stock working heading for Newton Heath.
John Sloane



Units: DMUs and EMUs

A lot of tree clearance has been done by Network Rail, between Orrell and Kirkby, one such place is the south side of Up Holland Tunnel. Northern's Class 150 141 and 150 226 exit the tunnel with the 11:05 Kirkby to Blackburn service on March 7th. *Paul Senior*



Units: DMUs and EMUs

▶ Northern's Class 319 386 passes Euxton with a Blackpool North to Liverpool Lime St. service on March 10th. *John Sloane*

▶ A Northern Class 195 DMU heads across Arnside Viaduct on its way to Barrow on March 27th. *John Sloane*

▶ On March 7th, Merseyrail's Class 507 005 arrives at Southport with a service from Hunts Cross. *Michael Lynam*



Units: DMUs and EMUs

On March 3rd, Northern's Class 150 121 departs Pleasington working a Preston - Colne service.

Michael Lynam

A Northern Class 156 stands at Lancaster on March 23rd working a service to Morecambe.

Mark Enderby

c2c units Class 720 603 and 720 604 arrive in platform one at Stafford on March 30th with a mileage accumulation run from Crewe - Nuneaton. *Michael Lynam*



Units: DMUs and EMUs

▶ LNER's Class 350 108 and 350 235 stand at Stafford on March 11th working a service to London Euston. *Richard Hargreaves*

▶ Northern's Class 158 909 arrives at Sheffield on March 25th with a service from Adwick. *Lee Stanford*

▶ Northern's Class 150 114 passes Lostock Gralam on March 22nd. *Jeff Nicholls*



Scotrail

On March 1st, powercar No. 43036 stands on the blocks at Edinburgh Waverley having worked in with 1B70 04:56 Inverness to Edinburgh. No. 43168 was on the rear. *Derek Elston*

On March 1st, Class 158 735 reaches its final call with 2G34 13:51 Cowdenbeath to Edinburgh Waverley. *Derek Elston*

Black 5s Nos. 45407 and 44871 head northbound at Bridge of Orchy on March 30th with an ECS of Jacobite stock. *Richard Jones*



Scotrail

▶ Power car No. 43138 departs Edinburgh Waverley ECS as 5B24 13:53 to Haymarket Depot on March 1st. *Derek Elston*

▶ Class 170 450 departs Edinburgh Waverley with 1L37 14:00 to Dundee on March 1st. *Derek Elston*

▶ Class 385 108 and 385 124 run into Edinburgh Waverley with the 1R64 13:15 from Glasgow Queen Street on March 1st. *Derek Elston*



Manchester Metrolink

On March 2nd, tram No. 3022 stands at Altrincham in Manchester Bee livery with a service for Piccadilly. *Michael Lynam*

Tram No. 3075 displaying an advert for The Trafford Centre seen at Deansgate-Castlefield. *Michael Lynam*

Trams Nos. 3022 and 3020 stand at Altrincham on March 2nd working services to Piccadilly and Bury respectively. *Michael Lynam*



Manchester Metrolink

Manchester Metrolink tram No. 3121 is seen at St. Peter's Square with a service to East Didsbury on March 8th. *John Sloane*



National Rail

It's not seen freight for a few years, but the Ravenstruther rail terminal in Lanark was used for the engineering trains that are working on the Carstairs blockade. Here we see DB Cargo's Class 66 124 and 66 096 (at the rear). *Greig Gibson*



Energy efficient lighting installed at Greater Anglia rail stations

Greater Anglia is installing LED lighting at six stations to help tackle its carbon footprint and reduce the impact on the environment.

The new lighting, which has been installed on platforms, on concourses and in car parks, is more energy efficient and will make stations look and feel brighter and more pleasant.

Old wiring has been replaced and new LED lighting installed at Trimley, Great Bentley and Brimsdown stations and at Brampton, Attleborough and Mistley station car parks.

Since 2018, Greater Anglia has replaced lighting with LED lights at 110 stations across its network.

Simone Bailey, Greater Anglia Asset Management Director, said: "We do all we can do reduce our impact on the environment and this is the latest scheme to tackle our carbon footprint. We aim to install LED lighting at all of the stations we manage. This will help save energy, create a

more pleasant atmosphere for our customers and improve safety and security."

Greater Anglia has been working to reduce its impact on the environment, reducing carbon emissions by over 25,000 tonnes over the last two years with a series of energy and carbon reduction measures.

Other green initiatives include introducing new more energy-efficient trains, cutting waste, increasing recycling, working with partners and communities on projects to improve sustainability and biodiversity at stations, offering free water refill points at stations, installing electric car charging points, increasing recycling and creating more cycle parking spaces.

The company has also installed wireless energy management systems at selected rail stations to ensure heating and lighting are used efficiently, and taken steps to reduce water consumption.

Fares Advice with RailUK

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

Advance on Heavily Delayed Train - What Can You Do?

Q: I had an Advance ticket for was delayed by over an hour. Under such circumstances, do I have an automatic right to catch the previous or next train, or in theory do I have to sit there watching multiple trains depart until my booked service shows up? As it was, I arrived at the station in time for the previous service and the guard said it was OK for me to board. But I am curious to know whether under such circumstances they could have said "No"

A: *You have the automatic right to take the previous train if operated by the same TOC as your ticket allows. If it's a different TOC involved, then although you have the right to be re-routed, this can be very complex in practice. If the delay in arrival at your final destination was anticipated to be more than an hour, you were entitled to require the operator in question to re-route you at the earliest opportunity under Article 16 of the PRO. In other words, they would have to make arrangements (e.g. ticket acceptance) for you to be able to travel on the next available service towards your destination. This re-routing is unfortunately not something that you can simply take into your own hands - you have to request it, and you may even have to buy a new ticket and then later claim back the cost if it's wrongly refused. This is a powerful right on paper, but the practicalities render it feeble in many circumstances.*

However, the Advance ticket conditions provide you with more assistance as they simply say:

5.1 ... If delays occur while travelling, you will be allowed to take the next available train(s) to complete your journey.

There has been some debate about exactly how this works, however it's clear that unlike the PRO right to re-routing, this isn't something for which you need to obtain prior permission. Certainly if I were taking an alternative train that complied with my ticket's route/operator restrictions, I would be happy to rely on this as justification. Whilst on the one hand, asking the guard before boarding may give you the peace of mind that they won't try and charge you extra for taking their train, there's always the chance that they don't know the rules and claim you can't take their train. That could

then lead to an awkward situation if you nevertheless board and they try and ching you for a new ticket. I would probably be less worried about that sort of situation arising on a regional service, such as ScotRail or Northern, than on the likes of LNER or Avanti, who seem to have quite a few Train Managers who are itching to tell people their tickets are invalid.

Obligations of the Railway to Walk Up Customers

Q: I have today been 'dismissed' in no uncertain terms by the Customer Relations Dept at Northern. Complaining about a 3-hour gap in service last Monday between Wigan Wallgate and Parbold late evening I've been told that Northern holds no responsibility at all because I didn't have a ticket. I discovered the cancellations on my Euston to Wigan Northern Western leg of the journey home so didn't buy a ticket on arrival at Wigan as there was no train due until 23.21 and I arrived at 21.35 into North Western. Does this mean that any walk up passenger has absolutely no redress when the railway lets customers down so badly? I realise I may have learned a hard lesson but it only goes to reinforce my perception that as passengers we really are at the bottom of the heap... If Northern are right then I'll take the medicine but I guess I'm just getting pushed more and more away from the railway in spite of a need to travel about 30,000 miles pa on business.

A: *Technically they are correct, and generally in the first instance this will be the response, they can't really provide compensation when no ticket was actually held, nor purchased. That isn't to say if you do give them some pushback on it that they won't give a better response. Advise them what you have here and request some kind of redress for the situation along with why it occurred and what they're going to do to prevent it again as you had to change travel plans and they may be more forthcoming. As silly as it is, no contract has been formed, if you bought a ticket and then there were no trains due to cancellations then you would be entitled to compensation.*

Ticket Advice for All

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

National Rail

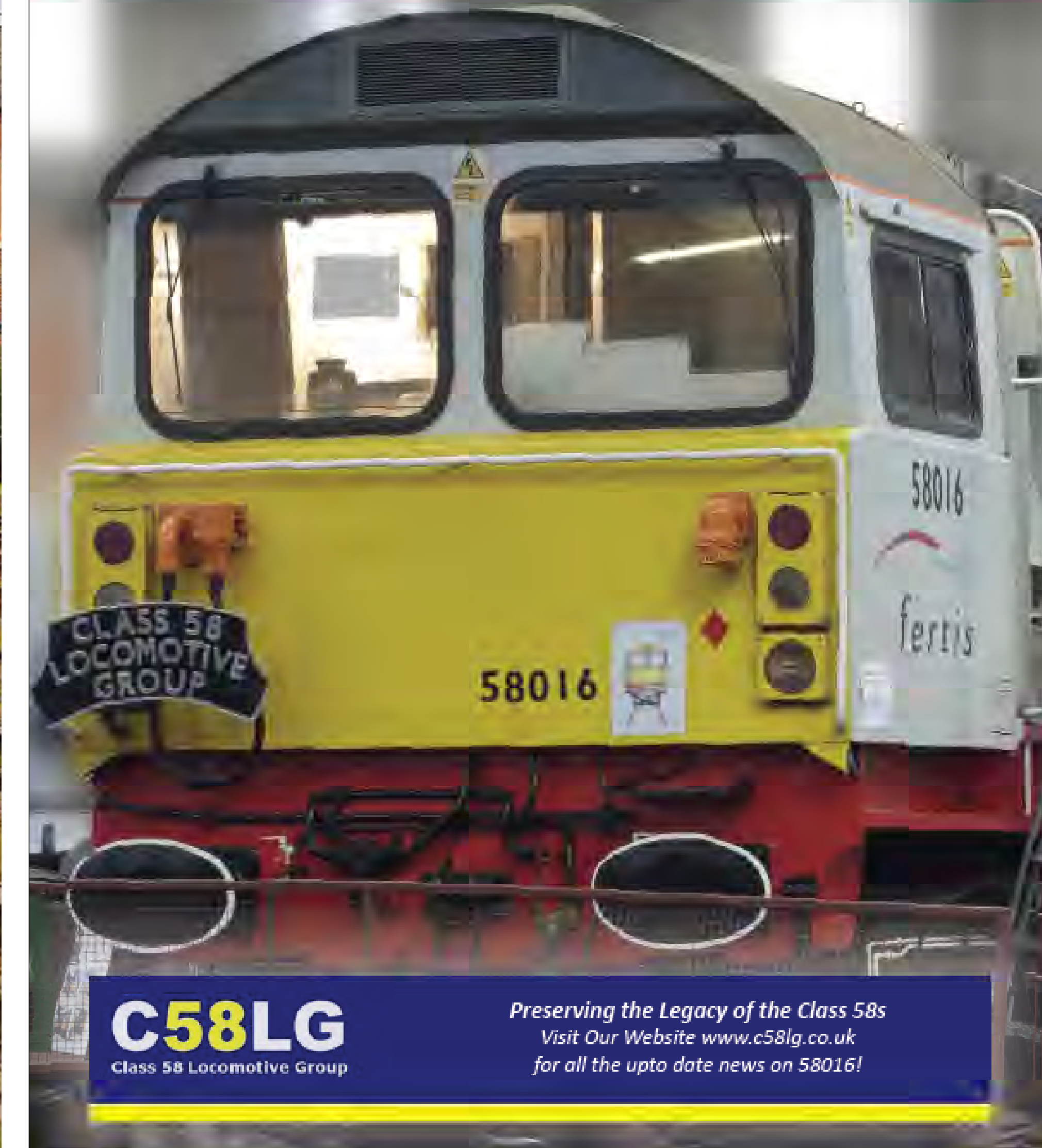
Still doing the job for which it was built at Crewe Works over 60 years ago, Wabtec's Class 08 724 shunts Arlington Fleet Group's Nos. 64707 'Labezerin' and 64664 'Liwet' outside Doncaster Works on March 29th. *Jeff Nicholls*



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

There are various ways to help the C58LG:

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



Final phase of Greater Anglia's new trains transition begins

The final phase of Greater Anglia's £1.4 billion fleet replacement programme began on April 3rd when the last pre-planned use of the remaining older Class 321 trains, after which just a handful of those electric trains will remain available for use, for a few more weeks, as short notice spare trains or to provide flexibility in the event of disruption or other unplanned developments.

April 3rd will see Class 321s scheduled to be used on services between Colchester and Walton-on-the-Naze throughout the day, so anyone wishing to take a last trip on one before they are withdrawn from regular service is encouraged to take a final trip whilst they can. From then on, any deployment of the Class 321 trains in normal service would only be on an ad hoc, short notice

basis, as appropriate.

Greater Anglia has already announced a Class 321 Farewell charity charter train on Saturday April 29th, to mark the upcoming withdrawal of the trains from use on the Greater Anglia network. The event, aimed primarily at rail enthusiasts, will raise funds for three charities relevant to the Greater Anglia operating area – East Anglia's Children's Hospices (EACH), Havens Hospices and the Railway Mission. It will run from London Liverpool Street to Clacton, Walton, Harwich Town, Stowmarket, back to Shenfield, to Southend Victoria and finally back to London Liverpool Street, covering many of the core routes with which the Class 321s have been closely associated for much of their life.

The price for this "one-off" trip is £70 (or £35 for children aged 5 – 15), with all profits from the event shared between EACH, Havens Hospices, and the Railway Mission. Bookings can only be made on-line at : <https://railplus.greateranglia.co.uk/class-321-farewell-charity-train-event.html>. The Class 321 electric units have been used on suburban and commuter services in East Anglia for over 30 years, but are now being replaced by Greater Anglia's brand-new Class 720 trains, which have a number of benefits for passengers, including more seats, plug and USB points, enhanced performance characteristics and better accessibility arrangements.

Already 101 of the new Class 720 suburban trains are in service, operating the vast majority of Greater Anglia's

commuter and local services in Essex and Hertfordshire, along with services between London Liverpool Street and Cambridge and stopping services between London Liverpool Street and Ipswich.

Now, as the last of the older trains are being phased out, the focus is on maintaining and, wherever possible further improving, those high service standards, which also saw Greater Anglia win three Golden Whistles awards for the highest performance standards at the annual industry event, organised by the Chartered Institute of Railway Operators and Modern Railways magazine and held earlier this month, which celebrates best practice in UK railway operations.

Class 66 066 'Geoff Spencer' passes through Rainford with 6E26 11:51 Knowsley Freight Terminal - Wilton on March 25th. *John Balaam*



Greater Anglia wins three national awards for train performance

Greater Anglia has won three national awards for train performance.

At the Golden Whistles Awards 2023 – an annual event organised by Modern Railways magazine and the Chartered Institution of Rail Operators to celebrate excellence in UK railway operations – the train operator won the award for Best London and South East operator (for its commuter and regional services), Best Long Distance operator (for its Norwich – Ipswich – Colchester – London intercity services) and Best Operational Performance (for minimising delays).

The awards are solely based on actual operational results and statistics, rather than any wider factors. They meant the company was both the most successful train operator at this year's awards and achieved its best ever results at the event.

They reflect Greater Anglia's sustained high levels of train performance over the last year. Annual performance for 2022 for Greater Anglia overall was at 93.27% using the longstanding public performance measure (PPM) which records train arrivals at destination within 5 minutes of schedule time (or 10 minutes for intercity services) and at 92.79% on the more demanding "Time to 3 minutes" measure which records train arrivals at every station they serve within 3 minutes of their scheduled time.

These results are at historically high levels and have been achieved despite the increasing challenges of severe weather (with the hottest summer yet in 2022 and more frequent damaging storms).

Some of the most notable more localised results for 2022 included annual PPM results on the operator's Norwich to London intercity route and its rural routes of over 94.0%, Great Eastern commuter routes at over 93% and West Anglia routes at just under 93.0%.

Individual route highlights included Norwich to Great Yarmouth at 97.9%, Norwich to Lowestoft at 96.9%, Norwich to Sheringham at 96.7%, London to Harwich at 95.9%, Ipswich to Felixstowe at 94.2%, and both the London to Chelmsford/Colchester/Clacton line and the Ipswich to Lowestoft line at 93.9%.

These consistently good results, and associated recognition at the awards event, are testament to a number of factors, including the positive impact of

the new trains being introduced across Greater Anglia (which accelerate quicker, brake quicker, are more reliable and enable better recovery from delays than the trains they replaced); a real focus from teams across Greater Anglia on improving performance, and joint work between Greater Anglia and Network Rail to raise punctuality and reliability standards. It means that GA is now frequently one of the top three best-performing operators in the UK, despite operating over one of the more complex and congested networks.

Jamie Burles, Managing Director, Greater Anglia said: "We're really proud to have received three major awards at this year's national Golden Whistles awards. It's deserved recognition for our teams and the excellent performance being delivered across Greater Anglia over the past year. Customers consistently rate a punctual and reliable service as their key priority for rail travel, so we have been focusing relentlessly on meeting those expectations and, with the help of our new trains and targeted work by colleagues across our company, day in, day out, we have been delivering performance at the highest standards ever seen in our region, on an ongoing basis, for three years now."

We pledged that with the help of our new trains we would transform the rail travel experience in East Anglia, both in terms of the on-train environment and performance standards. We're achieving that aim and we are fully focused on maintaining and further improving service standards in the years ahead to deliver an even better, more consistent service."

Loco Fleet List Ten

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

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

Features:

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

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

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

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



National Rail

After reversing just outside Doncaster station, No. DR79231 'Pete Erwin', a very noisy Volker rail grinding machine, is about to enter Platform 3 from whence it will head to the Sheffield line. *Jeff Nicholls*



East Midlands Railway's Class 170 270, still carrying the previous Greater Anglia colours passes New Barnetby on March 20th with a Leicester - Grimsby Town service. *Michael Lynam*



Luton DART officially opened on March 27th

The Luton DART connecting London Luton Airport with national rail services in under four minutes has officially open for business on Monday March 27th. The announcement was made by Councillor Hazel Simmons MBE on behalf of Luton Council and Luton Rising, its company that owns the airport and has built the new automated people mover. The Luton DART seamlessly and sustainably connects the airport terminal and the mainline railway at Luton Airport Parkway station where there are direct services to more than 60 stations.

The journey from London St. Pancras International to London Luton Airport terminal will take as little as 32 minutes on the twice-hourly, non-stop Luton Airport Express, connected by East Midlands Railway (EMR), and from around 40 minutes on Thameslink's frequent services. The Luton DART replaces the existing bus service, which will be terminated, and the transfer is included in any rail ticket where customers choose 'Luton Airport' as the start or end point of the journey.

Tickets are available now from all national rail retailers. Using EMR's advance tickets a family of four will be able to secure travel between St Pancras International and the London Luton Airport terminal for as little £48.60 and individual tickets start from £10. All passengers holding a concessionary bus pass, such as pensioners, people with a disability or acting as companion travellers, will be entitled to register to use the Luton DART for free, along with Luton Airport staff. Residents of Luton are

also entitled to register for half-priced travel. For all these concessionary fares, go to www.lutondart.com and register at least 72 hours before travel.

Cllr Hazel Simmons MBE, Leader of Luton Council, said: "It was as long ago as 2014 that we first began thinking about how we could improve our airport's rail passenger transfer, how it could be a world-class experience to tempt people away from their cars, and how it could be future-proofed to support onward growth. Here we are now, on the cusp of an exciting new era for our town, our airport, and the people of Luton who benefit from its success."

Cllr Javeria Hussain, Chair of Luton Rising, said: "Since 1998 Luton Rising has already earned its position as by far the most socially impactful airport owner in the UK, providing the council with more than £300m for the front-line services that local people rely on, and the charitable sector with a further £180m that supports some of our most vulnerable residents. The Luton DART helps secure this support, and the economic and employment growth of the airport, for future generations. We also want to be known as an environmental exemplar, and the Luton DART is significant evidence of the environmental thinking that has also led to our development of a unique Green Controlled Growth framework for the airport's long-term proposed expansion."

Graham Olver, Chief Executive Officer of Luton Rising,

added: "The Luton DART provides new speed, reliability and convenience for rail passengers. In improving the connectivity between the national rail network and our airport system, it's also a game-changer for our airport's competitive position in the London and UK aviation systems – and that secures and enhances prospects for everyone who relies on our airport for their own prosperity."

At the launch celebration, Mayor of Luton Councillor Sameera Saleem was joined by Luton Town Football Club legend Mick Harford and Grammy Award-winning Luton-born film composer David Arnold to cut a ribbon. The highly-acclaimed Luton Youth Funk Orchestra serenaded guests with live performances of 'Come Fly With Me', immortalised by Frank Sinatra, on the Luton DART.

Alberto Martin, CEO of London Luton Airport, commented: "The DART is a transformational development for London Luton Airport. Luton Rising's investment in the DART will fundamentally enhance the simple and friendly passenger experience we work hard to deliver each day - offering a faster, more convenient airport transfer for rail passengers and supporting our commitment to deliver enhanced connectivity to the airport. But the impact of the DART will go beyond the enhanced ease and convenience for passengers. It will also be instrumental in the airport's plans for future sustainable growth, encouraging passengers away from their cars and onto

public transport. We look forward to welcoming the many thousands of passengers who will choose to arrive at our terminal via the DART."

Simon Pready, Commercial Director of East Midlands Railway, said: "The DART represents the beginning of an exciting new chapter for Luton and we are proud to be part of such an environmentally and economically important project. EMR's Luton Airport Express will provide customers travelling from the capital and the south, a convenient, fast and environmentally friendly way to get to the airport – with a trip taking as little as 32 minutes and costing from just £10 – it's a great option. I'm personally looking forward to speaking to our customers to find out where they are jetting off to."

Keith Jipps, Infrastructure Director for Govia Thameslink Railway, said: "DART is great news for Luton and for our customers. It means we can offer a faster, more frequent, easier and more environmentally friendly airport transfer. And with up to eight Thameslink trains an hour, passengers have direct links to and from our airport station with five central London stations and 50 local stations between Bedfordshire, Sussex and Kent. Rail is the most sustainable public transport available, yet just one in five trips are made by train. With DART, working closely with Luton Rising and the airport, we hope to grow that number significantly for everyone's benefit."

National Rail

Network Rail rail milling machines Nos. DR79102, DR79103, DR79104 and DR79105 trundle through Northampton working 6Q01 10:30 Rugby D.E.D. to Southall Isu (S&Te) on March 3rd.
Derek Elston



Station platform canopies to be restored at Worcester Shrub Hill



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Platform canopies are being renovated at Worcester Shrub Hill station to preserve their heritage and improve passengers' journeys.

Overhead glazing will be replaced and the ironwork will be repainted as part of a £5.8m investment by Network Rail.

The Grade II listed Georgian-style station was built between 1850-54 by nineteenth century railway engineer Edward Wilson and was first given listed building status in 1971.

Despite being 173 years old, the station has retained many of its original features.

The project to restore the canopies is expected to be complete by Spring 2024.

The work won't impact on train services but passengers are advised the look and feel of the station will be different while the careful restoration work takes place.

Cathleen Meehan, Network Rail scheme project manager, said: "It's great to be returning to Worcester Shrub Hill and investing a significant amount to improve this historic station and secure its future for the next generation.

"Working on the canopy roofs and repainting the ironwork will not only benefit local people but also tourists who travel to Worcester. I'd like to thank passengers for their patience while we complete this essential work to keep the station looking its best for years to come."

Jonny Wiseman, West Midlands Railway customer experience director, said: "I am delighted that Worcester Shrub Hill's heritage will be preserved by the renovation of its Victorian platform canopies. Retaining the features of this historic station is important for all generations of passengers who travel through Worcester.

"Trains will not be impacted by these renovation works so passengers can continue travelling on our services as usual."

The work on the platform canopies follows the major restoration of the station's historic luggage bridge between platforms 1 and 2 in 2021.

Photo: Aerial shot of Worcester Shrub Hill station - ©Network Rail Air Operations

£4.7m project to improve Clyde Viaduct near Dalmarnock now complete

Network Rail has completed its £4.7m improvement project to refurbish Clyde Viaduct between Rutherglen and Dalmarnock.

During the year-long programme, engineers undertook essential work to install new track and waterproofing system, steel strengthening and repair work and repainted the structure which carries services between Glasgow and Lanark, Larkhall and Motherwell.

Originally built in 1897 and widened in 1923, the improvements to the century-old structure have been delivered as part of a rolling programme of refurbishment and renewals designed to keep Scotland's Railway safe and reliable.

Suzanne McKay, scheme project manager, said: "This significant investment not only improves the look of the structure but will help to extend its lifespan as work on this scale won't be required for at least another 25 years. Some of our work had to be carried out at night when trains were not running and we are very grateful to the community for their understanding and patience during this time."

Over the course of the project, approximately 300m of track was renewed and 1100m² of waterproofing was installed. Grit blasting eliminated old paint and rust before engineers installed more than 10 tonnes of new steelwork to the bridge deck and parapets to strengthen the structure.

More than 12,000 hours were worked to complete the project, with around 225 tonnes of grit and more than 5,000 litres of paint used.

The project was delivered by Story Contracting on behalf of Network Rail.



Seven thousand applications for one-off Birmingham signal box tours

Organisers of one-off public tours of the former Birmingham New Street signal box have revealed that they received more than 7,000 applications for just 60 places on offer. Network Rail thanked those who applied but missed out on the opportunity to attend. Emails have now been sent to everyone to commiserate the thousands of people who were unsuccessful.

The North West and Central communications team, which is organising the tours in conjunction with signalling staff, has been overwhelmed by the level of interest to get the chance to go inside the Brutalist building. The team also wanted to gently remind people not to turn up with any Eventbrite raffle ticket, which ceased to be valid after the random draw was made and the ballot closed on Friday March 17th.

Bethanie Hayton, Network Rail senior communications manager, said: "The response to our rare tours inside this important piece of railway architecture has been fantastic and has completely blown us away. We have spoken to everyone who was lucky enough to be randomly selected for a place on the tours and we are looking forward to welcoming them in person. We thank everyone who took the time to apply but weren't lucky enough to be drawn in the ballot. However, I'd please urge people who have not been phoned in person to please not to



come on the day with any form of ticket. They are now void and we'd hate for anyone to make a wasted journey and be disappointed when we have to turn them away."

At the building's peak up to 1,200 trains were directed by its team of dedicated signallers every day – that's tens of millions of trains over its operational life. But last Christmas the 1960s analogue technology

made way for digital when responsibility for all train movements through Britain's busiest station outside of London was passed over to the West Midlands Signalling Centre in east Birmingham.

After the tours take place work will start on the next phase of the building's life to become a training centre for the next generation of railway signallers.

Something different, signage depicting Altrincham on the station. *Michael Lynam*





Platform canopies to be renovated for passengers at Lancaster station

Station platform canopies are being renovated at Lancaster to improve passenger journeys on the West Coast main line. Network Rail is investing £9.5m to restore and upgrade the station building for the future.

The work involves:

Replacing all glazing in the platform canopies

Repairing and strengthening the structure of the canopy structures

Repainting across the station

The work won't impact train services but passengers are advised the look and feel of the station will be different while the renovations take place. Because some of the work will need to take place when trains aren't running, Network Rail has written to people living nearby to let them know when work could be noisy. The Grade II listed station was built in 1846 by nineteenth century architect William Tite and was first given listed building status in 1990.

Before the listing alterations were made across the station including the current platform canopies which were changed in the 1960s and 70s. These are now being overhauled to make them brighter, weatherproof and more attractive for passengers.

Joanna Fielding, Network Rail scheme project manager, said: "Lancaster station is one of the jewels of the West Coast main line so I'm delighted we're able to make this significant investment into the platform canopies and make them fit for the future. The work will not only benefit local people but also tourists who travel to the city and wider region. I'd like to thank passengers and local people for their patience while we carry out this essential upgrade to keep the station safe and attractive for decades to come."

Michael Byrne, Avanti West Coast Station Manager at Lancaster, said: "We're proud to be working with Network Rail to refurbish the canopy roofs and would like to remind customers our staff will be on hand to assist them during their journeys while the work takes place. Once complete, the project will enhance and protect key features of this beautiful station, so they can be enjoyed by customers travelling to and from Lancaster for many years to come."

Lancaster is a key destination on the West Coast main line for commuters and visitors to the historic city. Latest figures show that 1.6 million passengers used the station between April 2021 and March 2022. The project is expected to be complete by Spring 2024. This latest investment follows a significant upgrade last year which saw the opening of a new public house in a previously derelict part of the station building.



National Rail

A visit to EMD Longport on March 15th, saw Class 56 009, 69 004, 66 432 and 08 523 at the North end of the yard. *Barry Longson*



Class 56 097 still has its coal sector markings intact as it sits outside EMD Longport on March 15th, awaiting conversion to a Class 69. *Barry Longson*



£6m project to strengthen Camps Viaduct set to start

Network Rail is set to begin work on a £6 million investment, carrying out crucial improvement work to Camps Viaduct rail bridge near Motherwell.

The 13-month programme, from March 2023 to April 2024, will see our teams undertake essential repairs to extend the lifespan of the structure as part of Network Rail's commitment to running a safe and reliable railway.

Camps Viaduct is around 160 years old and towers 35m above the River Clyde between Ferniegair and Motherwell, serving passengers travelling between Glasgow and Motherwell.

While we're there, our teams will carry out metalwork repairs, painting, masonry repairs to all piers (including underwater repairs where required and install rock armour on the riverbanks to prevent erosion.

Residents in the area have been advised of the work, some of which will involve noisy 'rivet-busting' and 'grit-blasting' activities.

Suzanne McKay, Scheme Project Manager at Network Rail, said: "Vital maintenance and renewals work such as the work at Camps Viaduct helps Network Rail continue to run a safe and reliable railway.

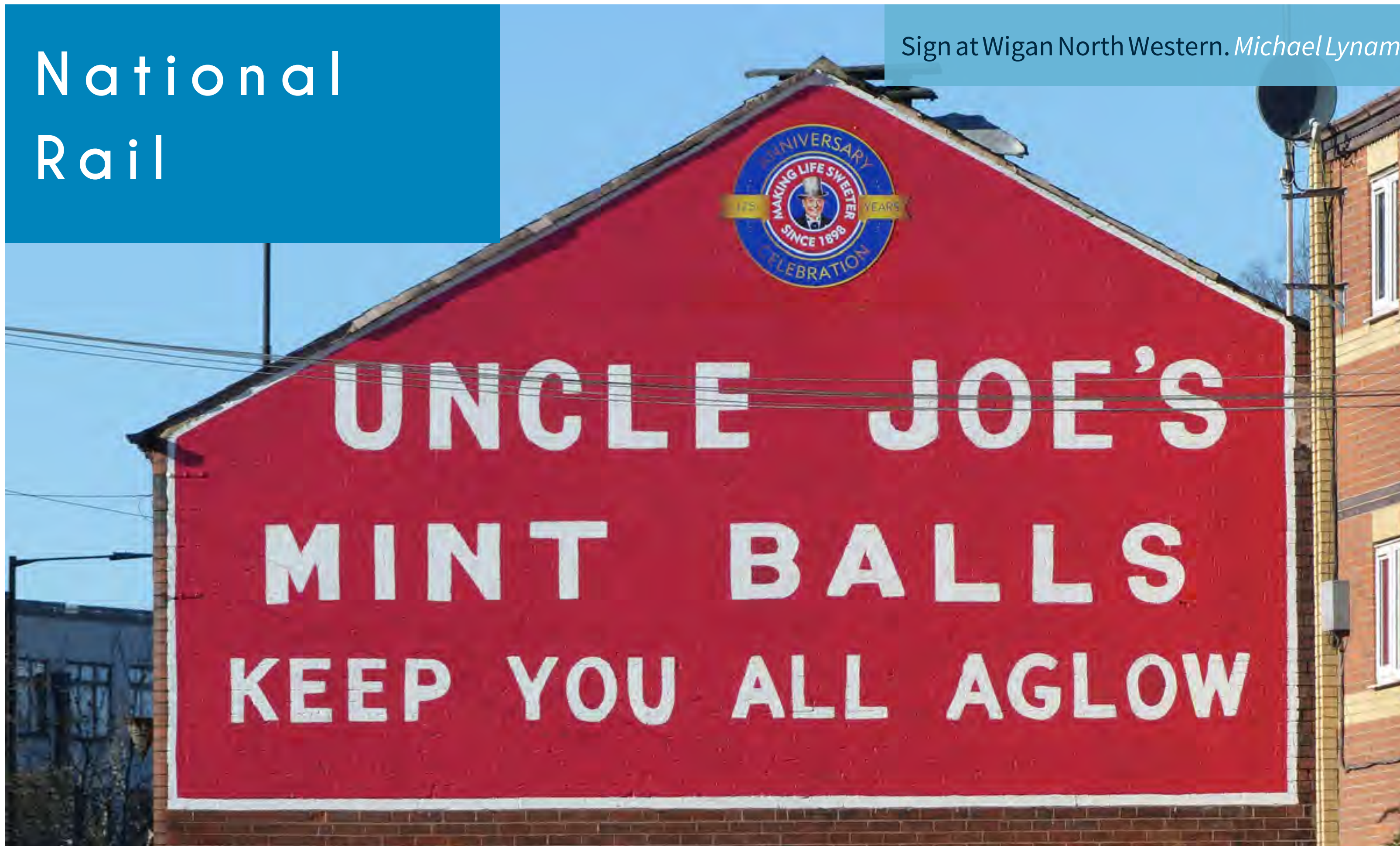
This essential work will not only greatly improve the look of the structure but will extend its lifespan for up to two decades.

We appreciate the impact of our activity will have on those living closest to the bridge and while we will do all we can to minimise this, we are limited in terms of what measures can be put in place to mitigate against some of the noisier elements generated by the heavier engineering. We are grateful to the community for their patience while we complete this vital improvement work."

The project is part of a wide-ranging bridge modernisation programme aimed at protecting and improving Scotland's Railway, with over £4 billion being invested to increase reliability and improve performance.



Sign at Wigan North Western. *Michael Lynam*



Class 68 015 'Kev Helmer' runs light engine through Stafford on March 14th running as 0G94 12:22 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings. *Derek Elston*



Dates announced for the final phase of Barmouth Viaduct restoration

Network Rail will close the historic viaduct for up to 13 weeks this Autumn so teams can continue a like-for-like restoration. Along with principal contractors, Alun Griffiths, Network Rail will work on carefully reconstructing the metal sections of the Grade II* listed structure, as well as renewing the tracks near to Barmouth Toll House, on the northern edge of the viaduct.

Work began on this iconic structure back in 2020 in order to protect the well-loved bridge for future generations and to maintain its magnificent appearance. The multi-million-pound investment has already seen teams replace the timber beams that support the 154-year-old structure, as well as additional timber strengthening work.

The restoration has been split across several years to reduce the impact on rail services, the community and local economy. Network Rail has also carefully planned the work to avoid the busy summer season when tourism in Barmouth and the local area is at its peak.

The railway over the viaduct will be closed on the following dates:

Saturday September 2nd to Friday November 24th – This

12-week closure of the line has been confirmed. During this period, engineers will be working to refurbish the metal sections of the bridge.

Saturday November 25th to Saturday/Sunday December 2nd/3rd – Network Rail teams are planning to renew the tracks near to Barmouth Toll House, on the northern end of the viaduct, during this period. These dates haven't yet been confirmed but will be announced as soon as they are. While the viaduct is closed, Transport for Wales are expecting to operate a combination of bus replacements and train services along the Cambrian Coast line.

The footpath over the viaduct will also be closed from Saturday September 2nd to Friday November 24th. This is so teams are able to have full access while they safely carry out the essential restoration. Preparation work has already started and will be ongoing until September. Engineering teams and contractors are currently grit blasting the steel caissons (the large steel cylinders that support the metal parts of the bridge), ready for painting.

Nick Millington, interim route director for Network Rail Wales & Borders said: "We are excited to begin work on the final phase of restoring this iconic viaduct. There is no other like it in Britain, so we have meticulously and

carefully brought this structure back to life so it can serve passengers for future generations.

"We would like to thank the local community for their support and patience while we have and continue to safely carry out this project. We know that there is never a perfect time to close the railway, but we are happy that

we have managed to do so in the least disruptive way – for the community and the tourism that means so much to Barmouth."

Photo: Barmouth Viaduct ©Dom Vacher



National Rail

Merseyrail's Class 777008 departs Southport on March 7th on driver training duties to Hunts Cross. *Michael Lynam*



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



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



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



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



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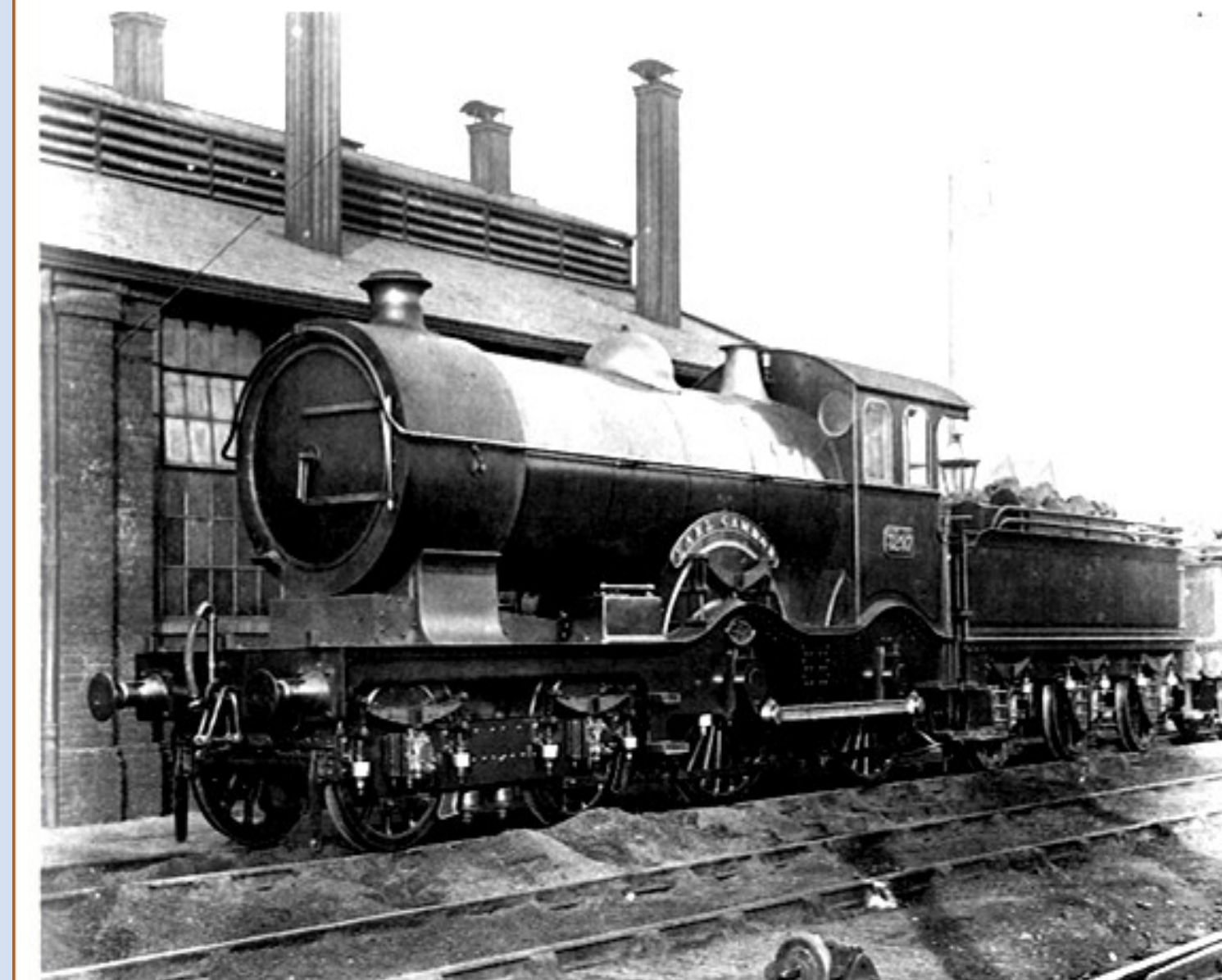


Did you Know - Ken Mumford

Some more of the nations oddities this month:

Progress for Great Western?

Was this progress for the Great Western?



window cab that was similar to that of some North Eastern locomotives.

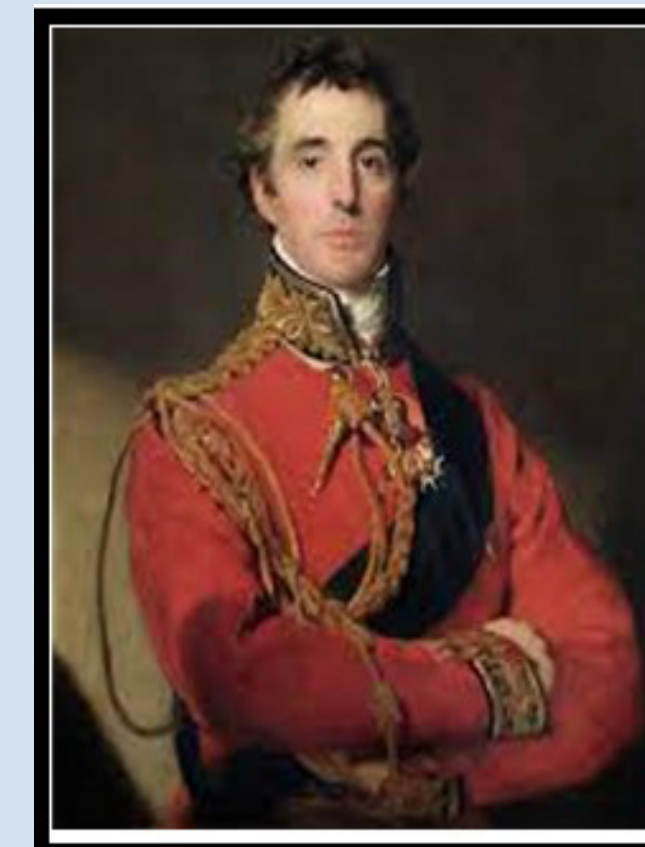
The cabside numberplate and the curved nameplate over the front driving wheel gave 3297 a 'sort of' Great Western appearance, BUT when one looks at a 100% looking Great Western look, need one give a second look to this Churchward 'experiment'

When out on the tracks, this 'experimental appearance' made no improvement to performance, though the footplate crews might have 'enjoyed' its commodious cab in comparison with the 'fresh-air' cabs of many Great Western locomotives.

3297 lost its large boiler after, in 1906, the cab was altered to a Churchward design.

In 1903 Churchward allowed the re-building of 'Badminton' class 4-4-0 no. 3297 'Earl Cawdor' in such a way that incorporated a large round-top boiler, smokebox and small chimney that had a 'slight' resemblance to Great Eastern locomotives. But more noticeable was the double side

The Duke's disgust



The Duke of Wellington was guest of honour at the opening of the Liverpool to Manchester railway in 15th September 1830. Asked what he thought of the new railway trains he said that he didn't approve of them because they encourage the 'lower orders' to travel about!

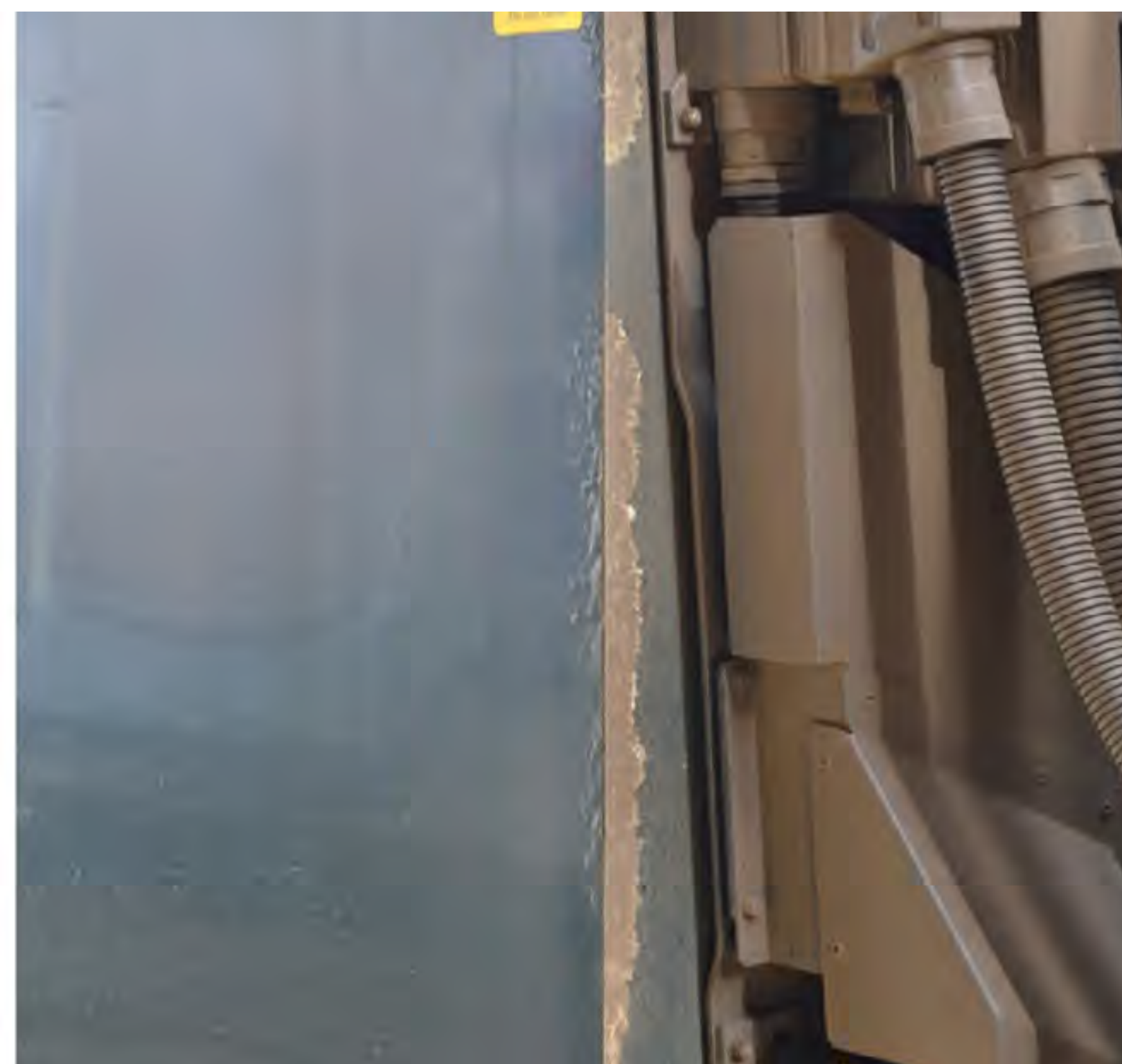


A Different View

▶ On March 5th, an old luggage/mail trolley is seen at Helsby. *Brian Battersby*

▶ An unusual shot of Class 66 097, at the head of the 6Y08 service to Cliffe Brett Marine, seen on March 20th March, as it crosses the Kingston Road at the 'town' end of Tolworth Station. *Ian Callander*

▶ Class 800 314 exhibits an amount of wear and tear on its paintwork. Viewed at Swindon on March 13th. *Ken Mumford*



A Different View

GWR 'Saint' Class 4-6-0 No. 2999 'Lady Of Legend' approaches Summerseat on March 12th. *Gerald Nicholl*



GREAT CENTRAL RAILWAY FULLY REOPENS AFTER TWO BRIDGES SUCCESSFULLY REPLACED

Great Central WELCOMES NEW GENERAL MANAGER



4 BRIDGES HAVE BEEN REPLACED ON THE HERITAGE LINE IN THE LAST 12 MONTHS.

Trains are returning to the full length of the award winning Great Central Railway. Visitors will once again be able to depart from Loughborough Central, Quorn and Woodhouse, Rothley or Leicester North stations for a full round trip of the line hauled by a heritage steam or diesel locomotive.

The line was partly closed in March, while 2 bridges - each around 125 years old and both near Quorn and Woodhouse station - had to be replaced. This meant temporarily lifting the track, removing old structures and craning in their replacements. Instead of travelling over the main line, passengers have still been able to ride trains, but over the much shorter Mountsorrel Branch Line, to the heritage centre near the village.

“Our Mountsorrel trains have proved extremely popular,” said the Great Central Railway’s new General Manager Malcolm Holmes, “and they have helped bring in visitors and income while the main line was shut. Our railway was built 125 years ago so it’s absolutely vital we continue

to keep everything in good condition. Investing in the line means it can be a vital asset to the East Midlands for years to come.”

The Great Central Railway has replaced 4 bridges in the last 12 months, a major undertaking for the visitor attraction. One of the bridges is essential for the Reunification scheme, a project to link two separate halves of the GCR back together. The other 3 were all on the main line between Loughborough and Rothley.

“I would like to thank so many people,” continued Malcolm. “Our staff and volunteers have worked really hard to complete these works on time and meanwhile keep trains running on the branch line. It’s an honour to be part of such a great team. Much of the finance has been provided by the David Clarke Railway Trust, the official supporting charity of the GCR, so I’d also like to thank everyone who has donated over the years. Together we’re keeping heritage alive and welcoming new generations of families to Leicestershire.”

Malcolm Holmes brings 30 years voluntary career plus transport and management experience.

The Great Central Railway’s new general manager Malcolm Holmes has taken up his role at the award winning Leicestershire heritage line. Malcolm brings a wealth of transport management and local government experience to the job and has been an active volunteer at the line for almost thirty years.

Malcolm said “I am delighted to be making a formal start at the railway. I’m looking forward to working with the talented team and driving forward our development. Heritage railways face increasing challenges, not least running safely and maintaining ageing infrastructure and equipment. We need to ensure a new generation of supporters get on board and help raise funds to expand and thrive in the twenty first century. I am really excited by the work ahead.”

Richard Patching, Chairman of the Great Central Railway PLCs board of directors said, “Malcolm is a great fit with our organisation which relies on a mix of paid employees and volunteers. He understands the nuts and bolts of operation and combines that with a good strategic vision. We celebrate fifty years of running heritage trains this year and Malcolm will move us into the next fifty.”

Meanwhile, work is almost complete, to replace two bridges on the Great Central line near Quorn. It means the line has now replaced four bridges in the last 12 months, with the support of the lines membership group (Friends of the

Great Central Main Line) and it’s official supporting charity (David Clarke Railway Trust). The railway was built in the 1890s and closed by British Rail in the 1960s and the structures which have been replaced were beyond economic repair. While the route between Loughborough Central and Rothley has been closed to trains, passengers have been enjoying trips between Leicester North and Mountsorrel running on the relaid branch line.

“The branch trains have been very popular,” said Malcolm, “and have helped keep an income flowing in, while the bridge repairs continue. It shows what a tremendously flexible asset the railway is. Meanwhile investing in repairs and maintenance is vital to our safe operation and protecting the tremendous tourist pulling power we offer the East Midlands.”

The bridge repairs are expected to be complete by the end of March in time for the full line to reopen for steam and heritage diesel passenger trains to resume for Easter 2023.



TRIAL TRAIN SERVICE FROM WAREHAM MAIN LINE INTO THE HEART OF PURBECK - THANKS TO WORKING IN PARTNERSHIP



Leave your car at home and travel by rail is the message from the Swanage Railway which is to operate a trial heritage diesel train service from the main line at Wareham into the heart of the Isle of Purbeck - thanks to working in partnership. Operating from April to September, 2023, tickets for the service will also be available from main line train operating company South Western Railway so its passengers can add tickets for Corfe Castle and Swanage to their main line tickets. It will be the first time in 51 years - since the last day of British Rail passenger trains between Wareham, Corfe Castle and Swanage on Saturday, January 1st 1972, before the branch line was controversially closed with most of the track lifted during the summer of 1972 - that such a main line ticket facility for travel to Swanage has been possible.

In another first, the Swanage Railway will be using its restored and upgraded 1950s heritage diesel trains, used by British Rail across its network from the 1950s to the 1990s, to operate the eleven mile service - one mile of which will be on the Network Rail main line from Worgret Junction and directly into Wareham station. The trial service will operate on Tuesdays, Wednesdays, Thursdays and Saturdays from April 4th to September 10th 2023, with the first train departing Wareham at 11:19 and the last train leaving Swanage for Wareham at 16:20 - giving visitors the opportunity to spend four hours in Swanage or Corfe Castle. The timetable is subject to change on special event days.

Gavin Johns, the volunteer chairman of the Swanage

Railway Trust, said: "This trial train service is the result of working in partnership with the Government's Coastal Communities Fund, the Department of Transport, the former Purbeck District Council, Dorset Council, British Petroleum, Perenco, Network Rail and South Western Railway.

"I would like to thank our valued stakeholders for their far-sighted investment of £5.5 million to re-connect Swanage and Corfe Castle with the main line at Wareham which included £1.8 million from the Government's Coastal Communities Fund so we could restore and upgrade our 1950s heritage diesel trains for running on the main line directly into Wareham station," added Gavin who is also a volunteer Swanage Railway signalman.

South Western Railway's regional development manager, Andrew Ardley,

said: "SWR is proud to support the Swanage Railway by giving customers the ability to buy tickets through to Corfe Castle and Swanage from any one of the 189 stations on our network. This is an historic moment for the Swanage Railway and we look forward to seeing the results of this highly anticipated trial."

On behalf of the Swanage Railway, the trains will be operated and staffed by West Coast Railways which is one of Britain's leading main line charter and special train operators with whom the Swanage Railway has worked on many occasions. The four trains a day service from Wareham will be formed of a three-carriage heritage Class 117 diesel multiple unit that can have a one-carriage heritage Class 121 diesel multiple unit added

at busy times, giving a total of 292 seats. The two heritage diesel trains have been restored and upgraded for the Swanage Railway by specialist contractors who fitted the same technical, signalling and safety equipment that is installed on all other trains running on the national railway network.

Trevor Parsons - the volunteer chairman of the Swanage Railway Company which runs the trains for the Swanage Railway Trust - explained: "I would like to say a big thank you to our valued stakeholders for their invaluable help and patience with a complicated and detailed project that has been as ambitious as it has been challenging. "This trial train service would not be possible without the former Purbeck District Council committing £3.2million from housing developers' transport improvement contributions for re-signalling improvements between Wareham, Worgret Junction and the Swanage Railway as part of Network Rail's Poole to Wool re-signalling scheme in 2013," added Trevor, a volunteer Swanage Railway signalman and train guard as well as a Swanage Railway Trust director.

The chairman of the Purbeck Community Rail Partnership, Councillor Mike Whitwam, said: "This trial train service to Wareham marks an important opportunity to return to a fully-functioning and sustainable rail service that meets the needs of local communities, visitors and businesses. "The trial service holds the prospect of Isle of Purbeck residents travelling anywhere possible by rail, leaving their cars at home and taking traffic off the congested A351 road," added Mike who is a Swanage Railway Trust trustee and Swanage town councillor.

During the summer of 2017, the Swanage Railway operated a 60 selected day trial train service from Wareham using hired-in diesel locomotives and carriages operated and staffed by West Coast Railways. The Swanage Railway had hoped to operate a second year 90 selected day trial train service from Wareham during 2018 but this was delayed and then the Covid pandemic hit with further delays caused its practical and economic effects.

Tickets for the trial heritage diesel train service between Wareham, Corfe Castle and Swanage will be available at swanagerailway.co.uk from Monday March 13th, 2023.

Photo: Class 117 DMU © Andrew PM Wright

SWANAGE RAILWAY STARTS FIRST DIESEL MULTIPLE UNIT HERITAGE TRAIN SERVICE TO MAIN LINE AT WAREHAM SINCE 1972



The first diesel multiple unit train service to the main line at Wareham since 1972 has been started by the Swanage Railway – with a dedicated volunteer who was among the first to start rebuilding the Isle of Purbeck heritage line in 1976 being the conductor driver of the first train. As a 13-year old growing up in Corfe Castle, Peter Frost rode on the last British Rail train from Swanage to Wareham on the evening of Saturday, January 1st 1972, composed of two three-carriage 1957 Eastleigh-built ‘Hampshire’ class diesel-electric multiple units.

Fifty-one years later, Peter Frost was in the cab of a former British Railways diesel mechanical multiple unit on Tuesday, April 4th, when the four-carriage train formed the 10:44 Corfe Castle to Wareham train and the return 11:19 Wareham to Corfe Castle and Swanage train.

That historic heritage diesel train marked the first day of the Swanage Railway’s 90 selected day trial, four-day a week, heritage diesel train service from the main line at Wareham into the heart of the Isle of Purbeck between April 4th and September 10th, 2023.

For the first time, the Swanage Railway is using its restored and upgraded 1950s heritage diesel trains, used by British Rail across its network from the 1950s to the 1990s, to operate the eleven mile service from Swanage - one mile of which is on the Network Rail main line from Worgret Junction into Wareham station.

From the end of April, tickets for the Swanage Railway’s Wareham service will also be available from main line train operating company South Western Railway so its passengers can purchase add-on tickets for Corfe Castle and Swanage with their main line tickets.

That will be the first time in 51 years - since British Rail controversially closed and lifted the Swanage branch line in 1972 - that such a main line ticket facility for train travel to Swanage has been possible.

On Tuesday April 4th 2023, the first train from Wareham, the 11:19 to Corfe Castle and Swanage was waved off by the Mayor of Wareham, councillor Malcolm Russell.

Later, Malcolm welcomed the Mayor of Swanage, Tina Foster, when she arrived at Wareham at 13:00 on the first train from the seaside terminal station at Swanage.

Now living in Swanage, Peter Frost, aged 65, said: “It was wonderful when the train left the Swanage Railway single line and ran on to the main line at Worgret Junction for the final mile of the journey into Wareham. I certainly felt the hand of history on my shoulder.

“That first passenger train into Wareham was something that several generations of dedicated and determined Swanage Railway volunteers have worked towards since 1972.

“I rode on the last British Rail train from Swanage to Wareham as a 13-year old on the cold evening of Saturday, January 1st 1972, before witnessing the sad sight of the track being ripped up for scrap during that summer. Most people thought that really was the end.

“After seven miles of track from Swanage through Corfe Castle to Furzebrook had been lifted in just seven weeks, it seemed the branch line would never come back. Rebuilding the Swanage Railway, and returning trains to Wareham, seemed impossible to most people but we had a dream and wanted to try and make it come true,” added Peter who has been driving steam locomotives on the Swanage Railway since the late 1970s.

The Swanage Railway’s trial 90-selected day Wareham service operates on Tuesdays, Wednesdays, Thursdays and Saturdays until September 10th 2023. With the first train departing Wareham at 11:19 - and the last train leaving Swanage for Wareham at 16:20 – visitors have the ability to spend up to four hours in Swanage or Corfe Castle. The timetable is subject to change on Swanage Railway special event days.

The Wareham trains are being operated and staffed for the Swanage Railway by West Coast Railways, one of Britain’s leading main line charter and special train operators.

A Swanage Railway conductor driver and conductor guard are required to be on the Wareham trains with the West Coast Railways driver and guard.

The four trains a day Wareham service is formed of a three-carriage heritage Class 117 diesel multiple unit that can have a one-carriage heritage Class 121 diesel multiple unit added at busy times, giving a total of 292 seats. The units are berthed and serviced at a depot built in the goods yard at Corfe Castle station.

The two heritage diesel trains have been restored and upgraded for the Swanage Railway by specialist contractors who fitted the same technical, signalling and safety equipment that is installed on all other main line trains running on the national railway network.

The conductor guard on the first day of the Swanage Railway’s Wareham heritage diesel train service was volunteer guard and signalman Trevor Parsons who is chairman of the Swanage Railway Company – which runs the heritage trains – and also a director of the Swanage Railway Trust which manages the volunteer-run heritage line.

Photo: Last day of BR trains Corfe Castle 13 yr old Peter Frost 2nd from right on January 1st 1972. © IAN NOLAN

Swindon and Cricklade Railway

Class 03s Nos. D2152 and 03 022 stand at Taw Valley Halt having arrived with the 10:30 from Blunsdon during the Class 03 running day on March 25th. *Derek Elston*



Swindon and Cricklade Railway

▶ Former Pressed Steel works Fowler 0-4-0 DM shunter No. FB7342 is now preserved at the Swindon & Cricklade Railway and is seen at Blunsdon on March 25th. *Derek Elston*

▲ Preserved Class 119 DMS No. 51104 sits at Blunsdon. *Derek Elston*

▼ Class 207 DEMU No. 1302 seen in the sidings at Blunsdon. *Derek Elston*



GWS Didcot

▶ Lurking out of sight in the Brunel replica station at Didcot on March 4th was steam powered Railmotor No. 93. *Lee Stanford*

▶ Inside Didcot on March 4th, GWR No. 6023 'King Edward II' is seen surrounded by GWR sisters. *Lee Stanford*

▶ The four Castles attending Didcot's excellent event are viewed from the coaling stage on March 4th. In numerical order from left to right they are Nos. 4079, 5043, 5051 and 7029, all except 5051 were in steam. *Lee Stanford*



Mid Hants Railway

▶ Class 20 No. D8059, 12082 and LSWR Urie S15 Class No. 506 are seen in Ropley Yard on March 18th. *David Lindsell*

▶ LSWR Urie S15 Class No. 506 is seen in steam in Ropley Yard on March 18th. *David Lindsell*

▶ S&D 7F locomotive No. 53808 departs Ropley with a service to Alton on March 18th. *David Lindsell*



East Kent Railway

Preserved Class 142 017 and DEMU Class 205 001 are seen in the yard at Shepherdswell on March 26th. *Derek Elston*

Preserved in as withdrawn condition, ex EWS Class 08 685 is seen stored at Shepherdswell on March 26th. *Derek Elston*

With former Gatwick Express stock in tow Class 08 676 sets off from Shepherdswell with the first train of the season. *Derek Elston*



East Kent Railway

Now reduced to just three vehicles, Class 365 524 is seen stabled at Eyethorne.
Derek Elston

Class 142 036 is seen stabled at Shepherdswell station on March 26th. *Derek Elston*

Class 457 DMSO No. 67300 is preserved at Shepherdswell on the East Kent Railway having arrived from the now closed Coventry Electric Railway Museum. *Derek Elston*



East Somerset Railway

On March 18th, GWR 2-6-2T No. 4555 arrives at Cranmore. The loco is on hire from the Dartmouth Steam Railway and was one of the original locos on the fledgling Dart Valley Railway. *Richard Hargreaves*



East Somerset Railway

GWR Large Prairie 2-6-2T No. 4110 is seen at
Cranmore on March 18th. *Richard Hargreaves*



East Somerset Railway

Ivatt Class 2MT No. 46447 and GWR Large Prairie 2-6-2T No. 4110 await departure time at Cranmore on March 18th. *Richard Hargreaves*

Class 108 DMU Nos. 51909 and 56271 are seen in the sidings at Cranmore on March 18th. *Richard Hargreaves*

Former Isle of Wight stock No. 10289 (10229) is seen at Cranmore on March 18th. *Richard Hargreaves*



Crewe Heritage Centre

On March 25th, Crewe Heritage Centre held a modern O gauge model show inside the main hall with many attractions for the larger scale fans. A few full size locos were also available for photography outside and seen between the showers are Class 87 035, 88 001 and 37 108.

Barry Longson

The forerunner in the race for tilting trains. Prototype BR APT-P Class 370 003 sits inside the compound at Crewe Heritage Centre under a stormy sky on March 25th.

Barry Longson

Former East Midlands HST power car No. 43081 is seen at Crewe Heritage Centre on March 25th.

Barry Longson



Crewe Heritage Centre

▶ DRS Class 37 401 is seen on display at the event on March 25th. *Richard Hargreaves*

▶ One of the original Manchester Metrolink trams, No. 1023, is seen in the yard at Crewe. *Richard Hargreaves*

▶ The cab of Class 86 247, in Anglia livery, looks like it has had a recent repaint. *Richard Hargreaves*



Crewe Heritage Centre

HST power car No. 43018 is seen on display alongside Class 47 712 at Crewe on March 25th.
Richard Hargreaves

Former east coast workhorse, Class 91 120 is seen getting prepared for a repaint at Crewe.
Richard Hargreaves

Former York based Class 03 073 is seen rusting away at Crewe on March 25th.
Richard Hargreaves



East Lancs Railway

On March 8th, LNER A3 No. 60103 'Flying Scotsman' travelled from Bury to Rawtenstall with an all female crew in recognition of 'International Womens Day'. Here the train is seen departing Ramsbottom heading for Rawtenstall.

Brian Dobbs



East Lancs Railway

▶ New build GWR No. 2999 'Lady of Legend', normally resident at the Didcot Railway Centre, is paying a short visit to the East Lancashire Railway. The loco is seen departing Ramsbottom on March 11th with the 09:48 service from Bury to Rawtenstall. The smokebox wreath was to remember a long standing working member.

Brian Dobbs

▶ The water level is clearly indicated by condensation on the tender of A3 Pacific No. 60103 'Flying Scotsman' heading for Rawtenstall on March 17th. *Gerald Nicholl*

▶ A3 Pacific No. 60103 'Flying Scotsman' celebrates its centenary on the ELR near Irwell Vale on March 12th. *Gerald Nicholl*



East Lancs Railway

▶ New build GWR 4-6-0 No. 2999 'Lady of Legend' crosses Brooksbottom Viaduct on March 18th with the 11:48 service from Bury to Rawtenstall. *Brian Dobbs*

▶ Viewed from the waiting shelter at Heywood, Peak Class 45 108 is captured running round its train on March 26th. *Lee Stanford*

▶ LNER A3 No. 60103 'Flying Scotsman' is seen arriving at Rawtenstall with a service from Bury. *Michael Lynam*



East Lancs Railway

▶ Visiting from Didcot Railway Centre, 'Saint' Class 4-6-0 No. 2999 'Lady Of Legend' approaches Summerseat on March 12th. *Gerald Nicholl*

▶ GWR No. 2999 'Lady of Legend', on loan from Didcot, passes Townsend Fold en route to Rawtenstall. *Michael Lynam*

▶ On March 11th, 'Scotsman' stands at Irwell Vale working a service to Rawtenstall. *Michael Lynam*







Keighley and Worth Valley Railway

The Spring Steam Gala was blessed with snow and sun and in fantastic winter conditions double headed Class 5s Nos. 44871 and 45212 storm through Oakworth on March 10th with the 13:05 service from Keighley to Oxenhope.
Lee Stanford



Keighley and Worth Valley Railway

Double headed Stanier Jubilees sees Nos. 45690 'Leander' lead 45596 'Bahamas' away from Damens loop and towards Oakworth with the 14:40 from Keighley on March 10th.

Lee Stanford



Keighley and Worth Valley Railway

On March 11th, during the winter gala, 0-6-2 tanks Nos. 1054 and 85 bring a train with a mix of vintage stock and Mk1s down from Oxenhope towards Keighley, and are seen between Damems and Ingrow. *Ben Bucki*



Keighley and Worth Valley Railway

On March 11th, during the winter gala, Black 5 No. 45212 heads an Oxenhope bound demonstration goods train towards Damems.
Ben Bucki



Keighley and Worth Valley Railway

On March 12th, the Sunday morning of the Keighley and Worth Valley Railway Winter Gala, No. 45596 'Bahamas' heads an Oxenhope bound demonstration goods train out of Keighley. *Ben Bucki*



From the Archives

On September 20th 1997, Class 33 019 pauses at Salisbury with slurry tanks heading for Quidhampton. *Dennis Rowland*

Class 37 707 passes through Andover with an engineers train on September 7th 1997. *Dennis Rowland*

Class 50 042 'Triumph' enters Bath Road depot having worked 'The Bristolian' Warrington - Bristol railtour from Birmingham New Street on April 30th 1983. *Jeff Nicholls*



From the Archives

Then unnamed, Class 86 433 is ex-works at Crewe on April 28th 1985. *Jeff Nicholls*

Class 31 512 passes Acton Bridge with an engineers working on June 8th 1995. *Brian Hewertson*

Class 33051 with slurry tanks from Quidhampton is seen at Andover on April 12th 1997. *Dennis Rowland*



From the Archives

Once named 'William Shakespeare', No. 70004 poses outside Oxley shed in 1966. The loco was on its way south to work a railtour, hence its relatively clean condition. *Jeff Nicholls*

Class 20 175 and 20 113 are seen in the yard at Brush Works on May 20th 1996. *Brian Hewertson*

Class 37 505 passes through Newport with an engineers train on July 9th 1998. *Dennis Rowland*



From the Archives

▶ Class 73 129 and 73 107 top'n'tail a mail train through Wandsworth Road on May 27th 1999. *Dennis Rowland*

▶ Class 50 049 'Defiance' is seen stabled at Penzance in the mid eighties. *Michael Bennett*

▶ Class 2MT Ivatt 2-6-2T No. 41204 is seen at Stockport on March 5th 1966. *John Sloane*



From the Archives

▶ Class 60 063 passes Wandsworth Road with hoppers on May 27th 1999. *Dennis Rowland*

▶ Class 50 016 'Barham' is seen running round its train at Salisbury in the eighties. *Michael Bennett*

▶ Hymek No. D7096 stands forlorn at the Railway Testing Centre site at Old Dalby on December 29th 1979. *John Sloane*



From the Archives

▶ Class 50 002 calls at Exeter with a Bristol to Plymouth parcels train in the mid eighties.
Michael Bennett

▶ Shortly after restoration at Vulcan Foundry 'Lion' waits to depart from the site of the former Wigan Central shed for a test working towards Burscough on March 21st 1980.
John Sloane

▶ Class 58 018 passes through Andover with a fertilizer train on January 14th 1999.
Dennis Rowland



From the Archives

▶ A Class 141 unit stands in Leeds City station with a working for Harrogate on September 19th 1986. *John Sloane*

▶ Class 73 134 and 73 141 stand in Andover yard with a fertilizer train on January 13th 1999. *Dennis Rowland*

▶ Res liveried Class 47 768 passes Andover with a VSOE working on a sunny February 25th 2000. *Dennis Rowland*

