



Railtalk Magazine

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Content

- Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 49 - Pictures
Pg 163 - News and Features
Pg 177 - Did you Know
Pg 178 - Different View
Pg 180 - Preserved/Industrial
Pg 210 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 200

Well we've made it to issue 200! Many thanks to everyone over the year that has contributed, it is appreciated by all of us here, and all I can honestly say is that we still enjoy it as much now as we did when we started.

In the news this month... and this isn't April 1st, but Northern plans classical music to tackle anti-social behaviour at its stations. As part of measures to deter anti-social behaviour, Northern is set to pipe classical music inspired by Handel, Beethoven, Mozart, and Tchaikovsky into 23 stations across its network. Music will only be played at certain times of the day, which will vary from station to station to have the best impact on behaviour. The plan follows a pilot scheme conducted at nine stations across the North of England over that past year, which saw a significant reduction in the number of loitering, graffiti and vandalism-related incidents during the trial.

"Anti-social behaviour is a nuisance in its lightest form and nothing short of a criminal act at its worst," said Mark Powles, customer and commercial director, at Northern. "Unfortunately, railway stations – like many other public areas – can attract this sort of mindless behaviour – which is unfair and unsettling to our customers.

The classical music trials proved very interesting – and the results speak for themselves. We'll now begin

work on a roll-out programme across 23 targeted stations to spread that success far and wide."

The 23 stations include: Beverley, Cottingham, Fitzwilliam, Haltwhistle, Levenshulme, Maryport, Newton for Hyde, Penistone, Sunderland, Ulverston, and Whiston.

In other news... TransPennine Express (TPE) has unveiled a Eurovision wrapped train that will be used by passengers heading to and from the world's biggest singing competition in the host city, Liverpool. The TPE Nova 2 train, that features a 'Welcome to Liverpool' message along with iconic Eurovision livery, was serenaded by a soprano as it set off on its inaugural journey across the North. Morgan Carter, a Royal Northern College of Music student and award-winning soprano, ran through their repertoire of operatic classics, entertaining passengers and rail workers as it disembarked from Manchester Airport Station.

TPE, which provides direct services into Liverpool Lime Street from key cities across the north and into Scotland has also installed 'Eurovision Song Zones' at some of its stations across the network for local artists and musicians to show off their talents and entertain passengers waiting on the platform.

"We're delighted that the Eurovision

Song Contest is being held in such an iconic northern city that has music running through its veins," said Matthew Golton, managing director at TPE. "We're proud that Liverpool and the UK is stepping up in support of Ukraine and we wanted to get into the rhythm of the musical extravaganza by wrapping one of our Nova 2 trains in Eurovision livery. Listening to Morgan serenading the train and passengers as it departed on its first journey across the north was a fantastic experience and certainly built the excitement ahead of the main event."

Morgan Carter, who is completing an intensive Master of Music in Opera Performance at the Royal Northern College of Music said: "It was an absolute honour to perform some of the most iconic soprano arias for passengers boarding the TPE Eurovision train and celebrate the much-loved song contest. Watching the train depart whilst serenading it with my performance was truly a special moment!"

However with strikes planned for May 12th and 13th, its use on Eurovision weekend might be curtailed.

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

Andy

This Page

Class 40 145 working the 1Z79 Appleby to Coventry 'Northern Belle' heads through Pleasington on April 29th. [David Hollowood](#)

Front Cover

Class 6P No. 45690 'Leander' works 5Z34 ECS for 'The Great Britain XV' Carlisle to Blackpool North through Pleasington on April 20th. [Alan Naylor](#)





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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,

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Charter Scene UK Raitours

The Baker's Dozen

Hastings Diesels DEMU No. 1001 waits to depart London Paddington with the 1Z21 16:53 to London Waterloo leg of 'The Baker's Dozen' tour of London stations on April 15th.

Chris Morrison



Charter Scene UK Raitours

The Baker's Dozen

No. 1001 passes Lillie Bridge on the West London line with the 16:53 London Paddington - London Waterloo leg of 'The Baker's Dozen' raitour on April 15th. *Chris Morrison*



Charter Scene InterCity

Deltic Charter

An ailing Class 55 No. D9000 arrives at Doncaster on a damp April 21st with the LSL operated one way trip from London King's Cross to Edinburgh but still rekindling memories of their heyday in the 1960's and 1970's. *Lee Stanford*



Charter Scene Pathfinder Railtours

The Cambrian Coast Express

Class 97 302 and 37 254 are seen on Barmouth Bridge on April 21st working the 1Z67 05:33 Bristol Temple Meads - Pwllheli. *Phil Martin*

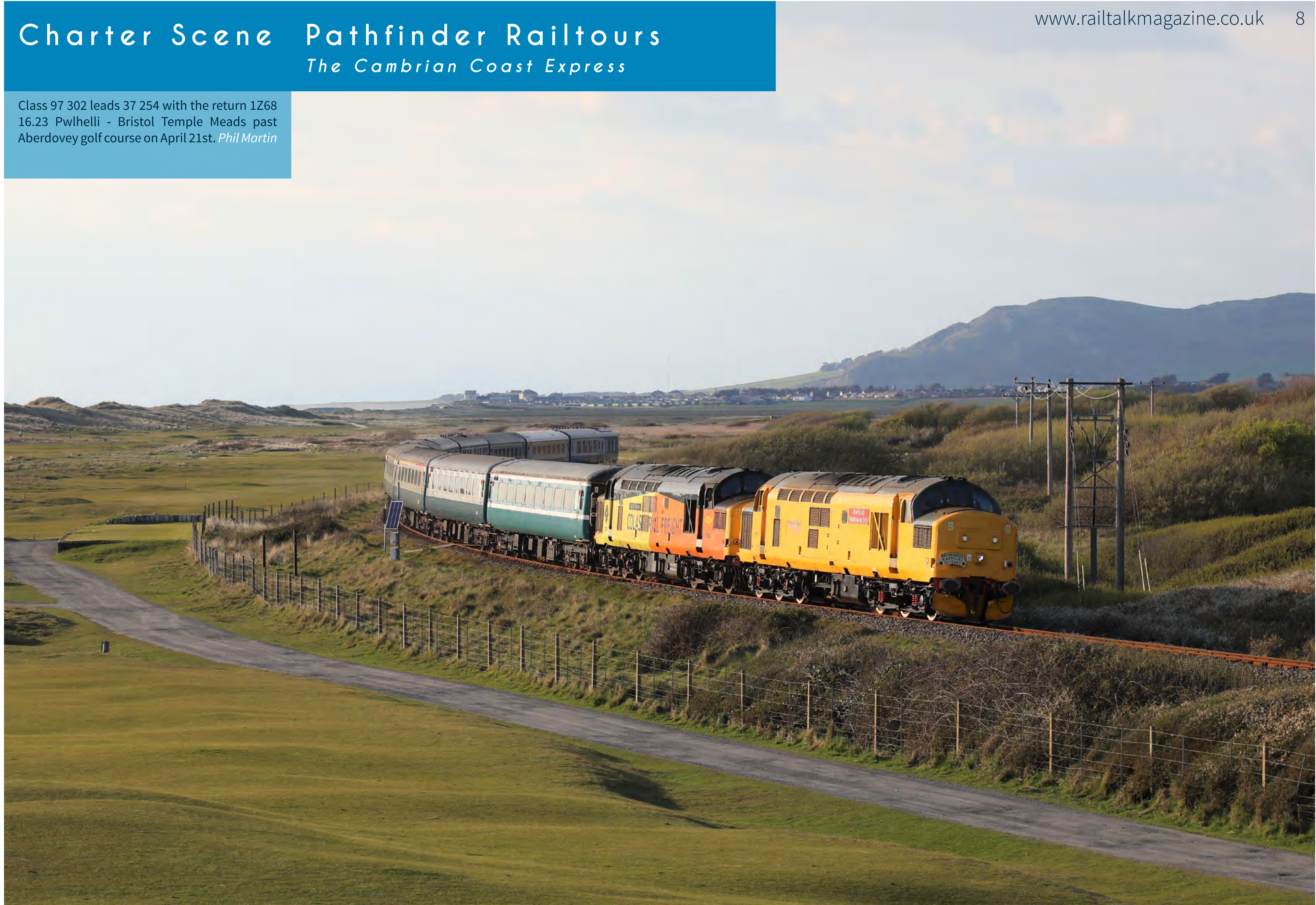


Charter Scene

Pathfinder Railtours

The Cambrian Coast Express

Class 97 302 leads 37 254 with the return 1Z68
16.23 Pwllheli - Bristol Temple Meads past
Aberdovey golf course on April 21st. *Phil Martin*



Vintage Trains

Cumbrian Mountain Express

▶ Having climbed Ais Gill and Shap in one day, GRW No. 7029 'Clun Castle' finds life a little easier as it races south through Winwick on the evening of April 22nd. *Jeff Nicholls*

▶ Class 47 No. D1755 (47 773) is seen on the rear of the return charter as it heads away from Balshaw Lane Junction on April 22nd. *John Sloane*

▶ On a wet April 22nd, 'Clun Castle' drags the 'Cumbrian Mountain Express' past Helwith Bridge. *Jeff Nicholls*



Vintage Trains

Cumbrian Mountain Express

On April 22nd, GWR Castle Class No. 7029 'Clun Castle' works 1Z31 Appleby to Birmingham New Street through Village Croft, Euxton.

Alan Naylor

On April 21st, GWR Castle Class No. 7029 'Clun Castle' working from Tyseley to Hellifield runs through Charnock Richard cutting.

John Sloane

Class 47 773 arrives at Hellifield as 1Z30 Cumbrian Mountain Express railtour from Birmingham New Street - Appleby where 'Clun Castle' will operate the final leg of the tour.

Michael Lynam



Charter Scene

Vintage Trains

Cumbrian Mountain Express

In rather dreich conditions, GWR Castle Class No. 7029 'Clun Castle' works the 'Cumbrian Mountain Express' through Selside heading to Appleby. *Shep Woolley*



Charter Scene

Vintage Trains

Cumbrian Mountain Express

With the return leg of the 'Cumbrian Mountain Express' No. 7029 'Clun Castle' speeds through Shapbeck Gate heading back to Birmingham.
Shep Woolley



Charter Scene

Vintage Trains

Cumbrian Mountain Express

GWR 4-6-0 No. 7029 'Clun Castle' heads southbound at Winwick with a returning excursion from Appleby to Birmingham on April 22nd. *Brian Dobbs*



Charter Scene Saphos Trains

The Cotswold Explorer

LNER B1 No. 61306 'Mayflower' passes Purton Common foot crossing just north of the site of Purton station on April 8th with a Norwich - Worcester - Norwich charter. *Ken Mumford*



Charter Scene InterCity

Cumbrian Mountain Anniversary

On April 14th, Class 47 712 pushes the 1Z10 Crewe to Carlisle via WCML and Shap past Red Bank. *Jeff Nicholls*



InterCity

Cumbrian Mountain Anniversary

▶ DBSO No. 9707 leads the restored ScotRail set propelled by Class 47 712 into Leyland on April 14th. *John Sloane*

▼ On April 14th, Class 47 712 pushes the 1Z10 Crewe to Carlisle via WCML and Shap past Moore. *Mark Enderby*



Charter Scene Northern Belle

Northern Belle

On April 21st, Class 57 313 and 47 812 pass
Hebden Bridge with the 1Z47 Manchester
Victoria - Skipton/ 1Z48 Skipton - Brighouse.
Jeff Nicholls



Charter Scene Northern Belle

Northern Belle

Class 40 145 (No. D345) works 1Z79 Appleby to Coventry through Pleasington on April 29th.
Alan Naylor



Charter Scene Northern Belle

Northern Belle

Class 57 313 passes Balshaw Lane Junction with an Appleby to Telford return excursion on April 22nd, Class 47 812 brings up the rear.
John Sloane



Charter Scene Steam Dreams

London to Winchester

West Country Pacific No. 34046 'Braunton' was back on it's old stomping ground at Clapham Junction on April 22nd working 1Z82 08:43 London Victoria to Winchester with Class 47 593 'Solway Princess' tagged on the rear.
Derek Elston



Charter Scene Saphos Trains

The Great Western Envoy

No. 34046 'Braunton' with two tone green Class 47 No. D1924 (47810) on the rear, heads through Great Bedwyn on April 15th working from Rugby to Bristol Temple Meads. Of note is that D1924 worked the last down 'Bournemouth Belle' on July 9th 1967. *David Lindsell*



Charter Scene Saphos Trains

The Great Western Envoy

No. 34046 'Braunton' working the 1Z40 Rugby - Bristol passes Great Bedwyn on April 15th.
Michael Bennett



Charter Scene Saphos Trains

The Great Western Envoy

'West Country' Class Pacific No. 34046 'Braunton' races along the level near Edington with 'The Great Western Envoy' from Rugby on April 15th. *Gerald Nicholl*



Charter Scene Saphos Trains

The Great Western Envoy

In challenging early evening sunlight, 'West Country' Class Pacific No. 34046 'Braunton' approaches Thingley with returning 'The Great Western Envoy' on April 15th. *Gerald Nicholl*



Charter Scene

UK Railtours

The Last Chance

On April 8th, a sunny morning greeted 1Z22 Finsbury Park - Barnetby charter as it passed through Scunthorpe top'n'tailed by Class 60 015 and 66 004. The tour was meant to run via E Line, avoiding the station, but that route is currently out of use so the train was routed through the station and onto the Up Goods at Frodingham Junction. *Steve Thompson*



UK Railtours

The Last Chance

After a short break at Barnetby, the tour, now recoded as 1Z23, continued eastwards to Immingham East Junction, then via the Grimsby/Immingham Light Railway to Marsh Junction to rejoin the former GC main line, which it followed all the way to Sheffield and on to Stocksbridge Works at Deepcar. With the Class 60 still leading, the train arrives at Gainsborough Central for its booked ten minute break, which was reduced to three because of late running. *Steve Thompson*

Class 66 004 is seen on the rear of 1Z22 Finsbury Park-Barnetby as it heads through Scunthorpe. *Steve Thompson*



Railway Touring Co.

The Great Britain XV

▶ On April 18th, No. 46115 'Scots Guardsman' approaches Shap with the Carnforth-Edinburgh leg. *Shep Woolley*

▶ No. 45596 'Bahamas' passes Charnock Richard on April 18th working the Llandudno to Carnforth leg of the Great Britain tour. *John Sloane*

▶ On April 16th, day two of nine, No. 45596 'Bahamas' stands at Chester with 1Z13 Bristol Temple Meads - Chester leg. *Brian Battersby*



Railway Touring Co.

The Great Britain XV

On April 21st, No. 45690 'Leander' passes through Pleasington with the Blackpool to York leg of the Great Britain XV tour.

John Sloane

Class 47 802 is seen on the rear of the Blackpool to York leg as it passes through Pleasington on April 21st. *John Sloane*

On April 15th, 'The Great Britain XV' from London Paddington to Bristol Temple Meads via Plymouth passes Great Bedwyn behind Black Five No. 44932 assisted at the rear by Class 47 802. *David Lindsell*



Charter Scene Railway Touring Company

The Great Britain XV

No. 45596 'Bahamas', running forty minutes late, approaches Frodsham Junction signal box with the first half of the Llandudno - Edinburgh leg of the 'Great Britain XV' on April 18th. Worse was to come for passengers as 'Scots Guardsman' failed with a hot box near Lockerbie, delaying the train by another three hours. *Jeff Nicholls*



Charter Scene Railway Touring Company

The Great Britain XV

It was originally planned that the Blackpool to Scarborough leg of 'The Great Britain XV' tour on April 21st would be hauled by double headed Jubilees but following a problem 'Leander' worked solo and is seen passing through Wakefield Kirkgate on the centre road.
Lee Stanford



Charter Scene Railway Touring Company

The Great Britain XV

With the majestic Wild Boar Fell as a backdrop, No. 45690 works day six of the tour towards Aisgill summit. *Shep Woolley*



Charter Scene Railway Touring Company

The Great Britain XV

Black 5 No. 44932 working the 1Z10 London Paddington to Plymouth passes Great Bedwyn on April 15th. *Michael Bennett*



Charter Scene Railway Touring Company

The Great Britain XV

On April 18th, No. 45596 'Bahamas', is seen speeding through Bay Horse with the Llandudno - Edinburgh leg of 'The Great Britain XV'.

Shep Woolley



Railway Touring Co.

The Great Britain XV

▶ On April 18th, No. 45596 'Bahamas' passes Mickle Trafford with the Llandudno - Edinburgh leg of 'The Great Britain XV'. *Mark Enderby*

▶ Class 47 802 runs light engine past Mickle Trafford as backup loco for the tour. *Mark Enderby*

▶ Having taken over from 'Bahamas' on April 18th, No. 46115 'Scots Guardsman' gets underway from Carnforth heading for Edinburgh. *Shep Woolley*



Statesman Rail

Settle & Carlisle Circular

Class 47 828 and 47 810 pass Acton Bridge on April 22nd working the return 1Z73 Appleby - Worcester Shrub Hill. *Brian Battersby*

Class 47 828 and 47 810 are seen at Hellifield on April 22nd working 1Z72 from Worcester Shrub Hill - Appleby. *Michael Lynam*



Charter Scene LSL Private Charter

LSL Private Charter

Class 37 667 and 37 521 working the 1Z31 Kingswear to London Euston are seen near Little Bedwyn on April 11th. *Michael Bennett*



Charter Scene LSL Private Charter

LSL Private Charter

Class 37 667 and 37 521 pass The Oaks, Hadnal working the 1Z24 15:39 Crewe - Bristol East Depot on April 7th. *Phil Martin*



Charter Scene LSL Private Charter

LSL Private Charter

Class 90 001 'Royal Scot' leads the 1Z21 09:02 London Euston to Kidderminster S.V.R. with 40 013 'Andania' DIT on the rear through Northampton on April 6th. *Derek Elston*



Charter Scene LSL Private Charter

LSL Private Charter

Class 37 521 and 37 667 pass Craven Arms with a private charter from Crewe to Bristol on April 7th. *Chris Morrison*



Charter Scene LSL Private Charter

LSL Private Charter

Class 37 No. D6851 leading the LSL managers special with No. D6817 on the rear approaches Burngullow Junction whilst working the return leg to Kingswear for Dartmouth on April 8th.
Barry Beeston



Charter Scene

ECS and Light Engine Moves

▶ ‘Scots Guardsman’ and ‘Sierra Leone’ (Galatea) wait to depart for Carnforth at Hellifield on April 12h. *Eddie Emmott*

▶ Class 67 005 and 67 024 with the ECS from the London Victoria - Liverpool Pullman passes Fiddlers Ferry marina on April 15th. *Jeff Nicholls*

▶ Class 47 826 and 47 270 work 0Z47 Carnforth to Burton past Winwick Junction on April 5th. *Steve Chapman*



On April 15th, Class 67 005 and 67 024, in British Pullman livery, takes 5Z39 Liverpool South Parkway - Warrington Arpley empty stock along the freight only line from Ditton. The service was in association with the Grand National from London Victoria. *Dave Harris*



Charter Scene

ECS and Light Engine Moves

▶ Class 55 009 'Alycidon' and 57 012 heading from Carnforth to Barrow Hill pass through Euxton on March 30th. *Alan Naylor*

▶ Class 67 005 and 67 024 with the ECS from the London Victoria - Liverpool Pullman passes Hall Nook on April 15th. *Jeff Nicholls*

▶ On April 22nd, No. 45690 'Leander' calls at Hellifield on a loco move as 5Z46 from York - Carnforth Steamtown. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 805 (D1935) and 47 593 pass Handnall with 5Z93 15:22 Bristol East Depot DBC - Crewe H.S. on April 2nd. *Keith Davies*

▶ On April 12th, with no improvement in the weather No. 46115 'Scots Guardsman' pilots No. 45627 'Sierra Leone' over Capernwray viaduct towards Carnforth. *Shep Woolley*

▶ West Coast's owned Stanier Black 5 No. 44932 chuffs slowly down to a red signal as it arrives at Northampton running as 5V42 10:40 Carnforth Steamtown to Southall WCR on April 13th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ An immaculate Deltic, No. D9000 'Royal Scots Grey' passes Northampton with 5Z54 07:10 Crewe H.S. to London King's Cross ECS working on April 21st. *Derek Elston*

▶ West Coast's Class 47 802 pilots Black 5 No. 44932 approaching Wilson's Crossing, running 95 minutes late, with the 5M43 10:19 Southall WCR to Carnforth Steamtown ECS on April 25th. *Derek Elston*

▶ Class 47 593 'Solway Princess' is seen on the approach to Northampton working 5Z81 08:31 Crewe H.S. to Southall Loco Services Ltd ECS move on April 21st. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

Class 67 005 and 67 024 are seen at Arpley on April 15th with the empty stock from the Belmont British Pullman on Grand National day. *Brian Battersby*

Class 47 810 speeds northwards through Acton Bridge on March 28th. *Brian Battersby*

On April 15th, Class 67 005 and 67 024 working the 5Z40 Arpley - Liverpool South Parkway ECS Nagex passes Penketh. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

▶ GWR 4073 Class No. '7029 Clun Castle' works 5Z29 Tyseley Steam Trust to Hellifield Goods Loop through Leyland station on April 21st.

Alan Naylor

▶ Class 37 No. D6851 'Flopsie' leads 5Z31 15:59 London Euston to Crewe H.S. through Northampton with D6817 out of sight on the rear on April 11th.

Derek Elston

▶ The Blue Pullman with power cars Nos. 43059 and 43046 are seen near Scremerston on March 26th working 5Z56 ECS Dundee back to Crewe.

Steve Chapman



Charter Scene ECS and Light Engine Movements

Class 47 805 and 47 593 pass Condoover on April 2nd with the 5Z93 15:22 Bristol East depot - Crewe ECS move. *Phil Martin*



Avanti West Coast

Class 805 001 works 5Q90 Oxley to Glasgow through Leyland station on April 25th. *Alan Naylor*



Avanti West Coast expands low-cost Superfare for flexible travel on cross-border journeys

Avanti West Coast has extended its innovative low-cost ticket to customers making cross-border journeys on its Anglo-Scot route that can be flexible with their travel plans. The Superfare ticket, which enables customers to book a journey for a specific date with the choice of morning, afternoon, or evening slots at a cheaper fare – with the exact time of travel being selected by the intercity operator – can now be purchased for journeys between London and Glasgow.

With around 24 hours' notice, Avanti West Coast will match customers to an empty seat on a quieter train

and advise them of their reservation details and train's departure time. Available for single journeys between the capital and Glasgow, the one-way ticket costs £30 and comes after the launch of the cheaper fare to other destinations on the West Coast route, including Birmingham, Liverpool, Manchester, and Preston.

Weekday travel dates from Monday April 24th are available to book now. From May 20th, Superfare tickets will be available seven days a week, when tickets for Saturdays and Sundays from June 10th are released following the completion of major upgrade work by

Network Rail in Carstairs, Scotland. Bookings can be made at least seven days and up to 21 days before travel, and the number of tickets available each day will vary.

The fare, currently being trialled by Avanti West Coast, is aimed at people who would not normally opt to travel by train to their favoured destination. As part of the trial, the train operator has partnered with discount website, Student Beans, to promote the offer to its members.

Sarah Copley, Executive Director for Commercial at Avanti West Coast, said: "We're excited to rollout our

Superfare ticket on our Anglo Scot route, so more customers who have flexibility around travel times can enjoy cheaper fares to another destination on the West Coast. Customers simply pick the date and time of day they wish to travel, then 24 hours before their journey we match them to an empty seat onboard a specific train with a reservation. By offering a quick and easy way to select even more cost-effective fares, we hope to make it simpler for customers to find the right ticket for their needs, while encouraging others to take the train."

Avanti West Coast

▶ Class 390 010 coasts passed Red Bank, Newton-le-Willows, with the 11:18 Preston to London Euston service on April 18th. *Paul Senior*

▶ Class 390 104 working a Carlisle to London Euston service passes Coppull Moor on April 14th. *John Sloane*

▶ Class 390 121, the COP 26 liveried Pendolino, heads north through Coppull on April 19th. *John Sloane*



Avanti West Coast

▶ Pendolino's Class 390 107 and 390 128 stand side by side at a sunny Manchester Piccadilly on April 4th with the 11:35 and 11:55 respectively departures for London Euston. *Lee Stanford*

▶ Class 805 001 working 5Q90 Oxley to Glasgow Central speeds through Leyland on April 25th. *David Hollowood*

▶ Class 390 107 stands at Manchester Piccadilly having arrived with 1H09 the 08:53 from London Euston on April 4th. *Derek Elston*



Class 68 014 wearing a new Chiltern Railways 'on track for a cleaner future' wrap passes Northampton as OZ68 07:35 Crewe Gresty Bridge to Wembley LMD on April 24th. *Derek Elston*



Chiltern Railways

▶ Class 68 010 'Oxford Flyer' emerges from the gloom of Birmingham's Snow Hill station into the evening sunshine at the head of 1K48 16:46 London Marylebone to Kidderminster service on April 20th. *Andy Pratt*

▶ 4 car DMU Class 168 106 awaits departure time at Leamington Spa on April 4th, while working the 13:55 Birmingham Moor Street to London Marylebone service. *Barry Longson*

▶ On April 4th, Class 68 012 gets under way from Leamington Spa with 1H53 14:55 Birmingham Moor Street to London Marylebone service. *Barry Longson*



Colas Rail

▶ Class 56 113 and 56 049 pass Frodsham with a loaded log working on April 12th.
Jeff Nicholls

▶ Class 70 814 is seen at Cefn Mawr on April 20th working the 6J37 14:02 Carlisle - Chirk loaded timber.
Phil Martin

▶ Usually a class 56 diagram but on April 25th, Class 70 812 was used on the 10:11 Longport Pinnox to Crewe Basford Hall Yard.
Barry Longson



Colas Rail

▶ Class 56 113 and 56 049 haul the logs through Helsby on April 13th. *Brian Battersby*

▶ Class 66 848 on the 6X02 point carrier working from Worting to Eastleigh is seen near Grateley on April 29th. *Michael Bennett*

▶ After many months out of traffic, Class 56 051 'Survivor' is seen at Chester on April 12th with a Chirk bound log train. *Brian Battersby*



Colas Rail

On April 17th, Class 70 801 working 6D43 Jarrow - Lindsey Oil Refinery discharged tank cars passes through Scunthorpe. *Steve Thompson*

On April 8th, Class 66 848 passes through Swindon working 6F23 Reading West to Westbury Down Sidings. *Ken Mumford*

On April 29th Class 66 848 is seen at Andover with the 6X02 engineers train from the work site at Basingstoke, conveying mainly point carriers. *David Lindsell*



Colas Rail

▶ Class 56 113 and 56 049 head southbound at Winwick on April 18th with 6J37 Carlisle New Yard to Chirk Kronospan logs. *Brian Dobbs*

▶ Class 66 846 and 66 849 top'n'tail a short rake of ballast wagons through Swindon on April 27th. *Ken Mumford*

▶ Class 70 801 working the 6M57 Lindsey Oil Refinery to Kingsbury loaded oil tanks passes Burton on April 14th. *Stuart Hillis*





Colas Rail

▶ Class 56 113 and 56 049 growl past Coppull Moor with a Carlisle to Chirk log train on April 13th. *John Sloane*

▶ Class 66 850 and 66 847 are seen stabled at Eastleigh on April 25th. *John Sloane*

▶ Class 70 814 is seen at Charnock Richard on April 3rd with a Carlisle to Longport working. *John Sloane*



CrossCountry

Seen passing the iconic Leamington Spa station sign on April 4th, Class 221 119 was working the 12:25 Manchester Piccadilly to Oxford service.
Barry Longson

Class 220 028 passes St. Cross with the 1274 Bournemouth to Reading service on April 17th.
Michael Bennett

A CrossCountry Voyager on a route learner from Basingstoke to Eastleigh passes Grateley on April 20th.
Michael Bennett



CrossCountry

▶ Class 170 618, waits to depart Derby with a Nottingham to Cardiff Central service on March 11th. *Paul Senior*

▶ Class 220 010 and 220 007 arrive at Derby on April 20th working the 1S35 Bristol - Edinburgh service. *Steve Thompson*

▶ On April 20th, Class 220 015 and 220 021 arrive at Derby working the 1V46 York - Plymouth. *Steve Thompson*





DB Cargo

▶ Class 66 035 works the 6C38 Seaforth - Mossend model through Euxton on March 30th.
Alan Naylor

▶ Class 66 169 passes Worting Junction with a Southampton to Birch Coppice intermodal on April 26th. *John Sloane*

▶ On April 13th, Class 66 154 passes through Altrincham in charge of a Knowsley Freight Terminal - Wilton EfW bin train. *Michael Lynam*



DB Cargo

On April 15th, Class 60 044 waits its departure slot with an aggregate train from Peak Forest - Attercliffe Sidings whilst Class 66 172 and 66 006 are seen stabled in the yard nearest the camera. *Michael Lynam*

Class 90 028 is seen at Stafford on April 12th on a Crewe - Stafford - Crewe test run. *Brian Battersby*

Class 67 016 runs light engine through Acton Bridge on March 28th. *Brian Battersby*



DB Cargo

▶ Class 66 143 in the new DB livery coasts through Pemberton with the 10:50 Knowsley to Wilton EfW, Industrial and Domestic Waste train on April 25th. *Paul Senior*

▶ On April 20th, Class 66 100 'Armistice 100 1918 - 2018', runs light engine through Doncaster as OD82 10:24 Wakefield to Belmont Yard. *Barry Longson*

▶ Class 66 025 passes through Northampton on March 18th working 4E94 07:34 Southampton Western Docks Berth No. 109 to Masborough F.D. *Derek Elston*



DB Cargo

Class 66 118 slows for the approach to Wigan Wallgate with the 05:40 Wilton to Knowsley Freight Terminal, Industrial and Domestic Waste train empties on April 4th. *Paul Senior*

Class 66 099 is seen at Doncaster on April 20th, working 6X09 12:52 York Engineers Yard to Up Decoy with point carriers in the consist. *Barry Longson*

Class 66 086 leads the 4021 09:20 Trafford Park Euro Terminal to Southampton Western Docks Berth No. 109 through Northampton diverted due to Oxford to Didcot being closed on April 19th. *Derek Elston*



DB
Cargo

Class 66 169 with the 6N02 Overton to Eastleigh Yard
engineers train passes Wyke Down on April 8th.
Michael Bennett



DB Cargo

Looking very work stained, and in need of a repaint, revised EWS livered Class 66 053 passes Pemberton foot crossing, with 6E26 10:50 Knowsley Freight Terminal to Wilton on April 4th. *Paul Senior*

Running one hour early, Class 66 097 leads the 6Y08 11:25 Tolworth Sidings to Hoo Junction Down Yard through Clapham Junction on April 22nd. *Derek Elston*

Class 66 086 approaches Eastleigh station on April 25th working a Trafford Park to Southampton intermodal. *John Sloane*



DB Cargo

▶ Class 66 174 is seen crossing Gauxholme Viaduct on March 22nd with 6E26 Knowsley to Wilton binliner. *Steve Chapman*

▶ Class 66 114 leads a diverted 4M71 08:21 Southampton Western Docks Berth No. 109 to Birch Coppice Exchange Sidings intermodal through Northampton due to the Banbury route being closed on April 6th. *Derek Elston*

▶ Class 60 059 'Swinden Dalesman' is seen stabled at Swindon on April 27th. *Ken Mumford*



DB Cargo

Class 66 185 approaches Euxton on April 15th with a Mossend to Daventry intermodal.

John Sloane

Diverted due to Didcot to Oxford being closed, Class 66 182 leads the 4E94 07:34 Southampton Western Docks Berth No. 109 to Masborough F.D. through Northampton on April 13th.

Derek Elston

On April 18th, Class 60 017 approaches Ashley with the 6H02 empty hoppers from Warrington Arpley Sidings - Tunstead. *Michael Lynam*



DB Cargo

▶ Maritime liveried Class 66 142 lays a trail of exhaust as it approaches Worting at the head of a Wakefield to Southampton service on April 26th. *John Sloane*

▶ On April 20th, late running Class 66 100 on the 12:43 light engine move from Doncaster Belmont Down Yard to Wakefield Europort rolls up to a red signal, having to wait for a Felixstowe to Leeds intermodal to clear the section ahead at Crofton West Junction. *Tim Saunders*

▶ On April 13th, Class 60 010 working the 6B33 Theale to Robeston oil train passes through Swindon. *Ken Mumford*



DB Cargo

▶ On April 17th, Class 60 074 passes through Scunthorpe station on 6E08 Wolverhampton - Immingham SS coil carriers. *Steve Thompson*

▶ The 4E68 Southampton Western Docks to Wakefield with Class 66 142 passes St. Cross on April 25th. *Michael Bennett*

▶ On April 13th, Class 60 062 is seen stabled at Swindon. *Ken Mumford*



DB Cargo

▶ Class 66 186 working light from Carlisle to Crewe passes Coppull Moor on April 13th.
John Sloane

▶ On April 15th, Class 60017 arrives at Peak Forest with empty aggregate hoppers from Warrington Arpley Sidings heading to Tunstead, passing Class 20 007 and 20 205 currently on shunting duties at Cemex. *Michael Lynam*

▶ On April 20th, Class 60 010 passes through platform 4 at Swindon with 6B33 Theale to Robeston empty oil tanks. *Ken Mumford*



DC Rail Freight

▶ Class 60 028 passes Winwick on April 1st with the Middleton Towers to Ravenhead sand train.
John Sloane

▶ Class 60 055 'Thomas Barnardo' hauling the 6Z22 Tytherington to Appleford Sidings heads through Swindon on April 20th.
Ken Mumford

▶ Class 60 028 growls past Garswood with the Middleton Towers to Ravenhead sand train on April 1st.
John Sloane



DC Rail Freight

Class 56 091 'Driver Wayne Gaskell'
crosses Carr Mill Viaduct with 6M89
Middleton Towers to Ravenhead
Sidings sand train on April 29th.
Brian Dobbs



Direct Rail Services

▶ Class 66 031 heads southbound at Winwick with 6K05 Carlisle New Yard to Crewe Basford Hall engineers train on April 20th. *Brian Dobbs*

▶ Class 68 005 hauls 4M27 Mossend to Daventry intermodal past Winwick Junction on April 5th. *Steve Chapman*

▶ Class 66 031 speeds through Stafford on April 12th with a Mossend to Daventry modal. *Brian Battersby*



Direct Rail Services

▶ Class 66 108 is seen at sunny Acton Bridge on April 4th with a Mossend to Daventry working. *Brian Battersby*

▶ Class 68 018 passes Bradley on April 12th with a Carlisle to Crewe engineers train. *John Sloane*

▶ Class 66 091 working 4M07 10:02 Tilbury 2 Container Terminal to Daventry DRS (Tesco) approaches Wilson's Crossing, Kingsthorpe on April 25th. *Derek Elston*



Direct Rail Services

▶ Class 66 434 works the 6K05 Carlisle Yard to Crewe Basford Hall through Euxton on March 30th. *Alan Naylor*

▶ Class 88 009 passes Acton Bridge on March 21st with a Carlisle to Carlisle via Crewe outing. *Brian Battersby*

▶ Class 66 431 heads northbound at Winwick with 4S44 Daventry to Mossend intermodal on April 18th. *Brian Dobbs*



Direct Rail Services

▶ Class 68 006 'Pride of the North' works 6K06 Shap Summit Quarry to Crewe Basford Hall through Leyland station on April 21st.
Alan Naylor

▶ Class 88 003 heads through Acton Bridge on March 21st with a Daventry - Mossend intermodal.
Brian Battersby

▶ Class 68 005 is seen at Acton Bridge on March 28th with a Daventry - Mossend intermodal.
Brian Battersby



Direct Rail Services

Class 68 006 in its new 'Powering a Greener Britain' vinyls, passes Alder Lane Bridge at Winwick, with the 6K06 11:40 Shap Summit to Crewe Basford Hall stone train on April 18th.
Paul Senior



Direct Rail Services

▶ Class 66 091 and 66 433 pass Burgs Lane on March 27th working the 4V44 07:59 Daventry - Wentloog (Tesco), diverted via Shrewsbury.
Phil Martin

▶ Class 66 422 passes through Northampton with 4M07 10:02 Tilbury 2 Container Terminal to Daventry DRS (Tesco) on April 6th.
Derek Elston

▶ Class 88 003 'Genesis' passes Northampton 54 minutes late with 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal on April 6th.
Derek Elston



Direct Rail Services

▶ Class 37 425 'Concrete Bob' with 'NB-PW' Ballast System Power Wagon No. DR92478 in tow passes Northampton as 6X86 10:18 Whitemoor Yard L.D.C to West Ealing Plasser Sidings on April 6th. *Derek Elston*

▶ Class 66 428 is seen at Coppull Moor with a Mossend to Daventry intermodal on April 14th. *John Sloane*

▶ Class 68 006 passes Coppull Moor with the Shap to Crewe stone train on April 19th. *John Sloane*



Direct Rail Services

▶ Class 88 003 'Genesis' passes Wilson's Crossing at Kingsthorpe working 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal on April 25th. *Derek Elston*

▶ Class 37 425 and 37 422 pass Euxton on April 15th whilst working from Doncaster to Crewe. *John Sloane*

▶ Class 66 431 passes Euxton hauling a Mossend to Daventry intermodal on April 15th. *John Sloane*





East Midlands Railway

Class 222013 is beautifully illuminated in Sheffield's platform 2 on April 20th, as it awaits departure with the 16:37 service to London St. Pancras.
Barry Longson



East Midlands Railway

▶ Class 170 271 waits to depart Derby with the 10:37 service to Matlock on March 11th.
Paul Senior

▶ Class 170 502 stands at Crewe on April 12th having arrived with a service from Derby.
Brian Battersby

▶ Class 158 889 departs Derby on April 20th working 2A12 Nottingham - Matlock service.
Steve Thompson



Freightliner

▶ Class 66 514 is seen on Stockport viaduct on April 20th, in charge of 6F33 09:16 Bredbury to Runcorn Folly Lane waste. *Barry Longson*

▶ A heavily delayed Class 70 002 approaches Manchester Piccadilly running 81 minutes late with 4M95 03:00 Southampton M.C.T. to Trafford Park F.L.T. on April 4th. *Derek Elston*

▶ Class 66 623 with the 6B11 Hayes & Harlington to East Usk Yard passes through Swindon on April 20th. *Ken Mumford*



Freightliner

▶ The 6A24 Whatley Quarry to Appleford with Class 66 603 passes Little Bedwyn on April 11th.
Michael Bennett

▶ Class 90041 in the old Freightliner livery, behind 90 049 in Powerhaul livery, passes through Northampton with 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. on April 13th.
Derek Elston

▶ On April 13th, Class 66 519 passes slowly on the UML at Swindon with 7B12 Merehead Quarry to Wootton Bassett. *Ken Mumford*



Freightliner

▶ Class 66 558 with the 6M20 Whatley to Churchyard passes Little Bedwyn on April 11th.
Michael Bennett

▶ Class 90 008 and 90 013 pass through a wet Stafford on April 12th with a Crewe bound liner.
Brian Battersby

▶ Class 59 005 working the 6C48 Appleford to Whatley Quarry heads west through Swindon on April 13th.
Ken Mumford



Freightliner

On April 4th, Class 47 830 passes Nuneaton at speed working 6Q50 Basford Hall to Wolverton works, with TfW Class 197 106 being taken for short term storage. *Barry Longson*

Class 66 613 works the 6H51 Hardendale Quarry to Tunstead Sidings through Euxton on March 30th. *Alan Naylor*

Class 66 596 with the 4E96 Southampton to Leeds liner is seen near Winchester on April 17th. *Michael Bennett*



Freightliner

▶ The 4M99 Southampton to Crewe Basford Hall passes St. Cross, Winchester with Class 66 560 on April 25th. *Michael Bennett*

▶ Class 70 001 'Powerhaul' is seen working through Northampton with 4M61 12:24 Southampton M.C.T. to Trafford Park F.L.T. on April 13th. *Derek Elston*

▶ Class 66 548 eases its way through Northampton with 4L46 12:16 Lawley Street F.L.T. to London Gateway liner on April 6th. *Derek Elston*



Freightliner

▶ Class 66 542 heads north through Leamington Spa with the 12:30 Oxford Banbury Road to East Usk empty box wagons on a bright April 4th. *Barry Longson*

▶ Class 66 606 passes Coppull Moor hauling a Hardendale to Tunstead aggregate working on April 14th. *John Sloane*

▶ On April 18th, Class 66 514 passes Mobberley with the 6H35 empty bin train from Runcorn - Northenden. *Michael Lynam*



Freightliner

On April 20th, Class 66 620 and 66 543 double head the 4E23 05:50 Felixstowe North to Leeds liner. *Barry Longson*

Class 90 008 and 90 013 working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. approach Wilson's Crossing on April 25th. *Derek Elston*

Class 90 044 and 90 010 double heading the 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. liner pass through Northampton on April 6th. *Derek Elston*



▶ Class 70 006 passes Eastleigh Yard with a Crewe to Southampton liner on April 25th.

John Sloane

▶ Class 66 532 passes Mobberley on April 18th with 6J34 an empty bin train from Runcorn - Brindle Heath. *Michael Lynam*

▶ Class 66 560 sets off from Eastleigh after a crew change with a Southampton to Crewe liner on April 25th. *John Sloane*



Freightliner

On April 20th, the 0E03 13:54 Earles Sidings to Leeds Balm Road was a Class 70 sandwich, with 70 011 between Class 66 594 and 66 602, seen here between Crofton West and Oakenshaw Junctions. *Tim Saunders*

Class 70017 is seen at Worting Junction on April 26th at the head of a Garston to Southampton liner. *John Sloane*

Class 90 042 and 90 014 'Over the Rainbow' glide through Manchester Piccadilly with 4L86 16:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on April 4th. *Derek Elston*



Freightliner

▶ Class 66 620 and 66 543 head down from Hare Park Junction with 4E23 05:50 Felixstowe to Leeds Freightliner Terminal on April 20th.

Tim Saunders

▶ Class 90 010 and 90 044 head through Northampton with 4L90 13:58 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. on April 14th. *Derek Elston*

▶ Class 66 541 moving TfW's Class 197 105 as 6Q50 10:38 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings for delivery to Wolverton Works passes Northampton on April 19th. *Derek Elston*



▶ Class 66 415 passes Condover on April 23rd, working the 6M39 15:39 Port Talbot - Crewe.
Phil Martin

▶ On occasions rain can help create a different image as happened at Stafford on April 11th with Class 90 049 and 90 016 creating a reflection in the wet platform as they pass with a Felixstowe to Trafford Park container train.
Lee Stanford

▶ Class 90 008 and 90 013 pass Wilson's Crossing working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on April 20th. *Derek Elston*



Freightliner

On April 26th, Class 70 003 arrives at Worting Junction with the Southampton to Garston service which is routed via the Laverstock Junctions at Salisbury. *John Sloane*

Class 66 622 passes Charnock Richard with a Hardendale to Tunstead working on April 21st. *John Sloane*

Class 66 514 runs light engine through Ashley on April 18th as 0F33 from Bredbury heading to Runcorn Folley Lane. *Michael Lynam*



▶ Class 66 768 powers through Hebden Bridge on April 21st with a Drax - Liverpool BT Biomass working. *Jeff Nicholls*

▶ Class 60 076 and 60 026 pass Warrington on April 15th with a Drax bound Biomass working. *Jeff Nicholls*

▶ With GBRf having taken over from DB, Class 66 702 'Blue Lightning' leads 6M45 06:53 Dollands Moor to Daventry International Railfreight Reception Rfd through Northampton on April 13th. *Derek Elston*





GBRF AGREE CONTRACT FOR STADLER TO PROVIDE SERVICE AND MAINTENANCE FOR ITS NEW CLASS 99 LOCOMOTIVES

GB Railfreight (GBRf) and Stadler have signed an agreement that will see Stadler Rail Services be responsible for all aspects of service and maintenance GBRf's latest hybrid locomotives from 2025. This news follows GBRf's contract with Stadler and Beacon Rail to manufacture and deliver 30 new Class 99 bi-mode Co-Co locomotives. This deal marks the start of a long-term partnership between the organisations.

Beacon Rail will own the new hybrid fleet, and GBRf will be the lessee. The UK government's electrification rollout, when complete, will enable the Class 99s to run on electricity across all UK routes and reduce emissions by 585,000 tonnes of carbon per year.

High quality and reliable servicing is critical to ensuring the fleet can deliver this impact.

GBRf has agreed with Stadler that they will maintain the 30 locomotives at a new depot in Leicester, where they will receive tailored maintenance solutions to ensure a high quality of service. Stadler will manage overhauls, spare parts, material supplies, vehicle repairs, mobile service support, data and maintenance software.

John Smith, CEO of GB Railfreight, said: "The service agreement with Stadler for the Class 99 locomotives brings together its design and maintenance divisions to ensure that rail freight continues to lead the

decarbonisation of supply chains.

Continued private sector investment in the industry-leading Class 99s and their maintenance facilities, demonstrates a commitment to modernising and growing the rail freight sector in the UK to help deliver the government's net zero ambitions."

Paul Patrick, Managing Director of Stadler Rail Service UK, said: "We have established a strong foothold in the UK over recent years, and are delighted to have been awarded another Service contract, based on our proven track record and expertise in this field.

The locomotives that Stadler will be responsible for will pave the way to a greener and more efficient rail network, supporting the industry's ambition of promoting modal shift from road to rail. We are pleased to be supporting the government's targets to decarbonise the UK railway by 2040, which will benefit our clients, British business and society alike."



GB RAILFREIGHT INSPIRES THE NEXT GENERATION WITH BACK ON TRACK

GB Railfreight is expanding its schools mentoring scheme. Back on Track launched as a pilot in Suffolk in 2022 and will be coming to Doncaster and Peterborough in 2023. The programme aims to inspire and support year 10 and 11 pupils, with advice on topics like CV writing and interview skills, as well as providing career insight into the rail freight and logistics industries.

The pilot, which partnered with Ipswich Academy, trained 13 mentors from GBRf and some of our customers at Uniserve and OOCL. They provided a one hour mentoring session on a fortnightly basis.

Back on Track is all about opening doors to an industry which is often overlooked or only known to those with family and friends who work in the sector. By targeting areas of low economic mobility, the scheme seeks to help rebalance the UK economy by showcasing the opportunities our industry offers. Students who complete the programme are guaranteed an interview for apprenticeships at GBRf and have an opportunity to take part in paid summer internships.

Suzannah Rockett, Project Lead “Back on Track’s ethos is that whilst talent is spread evenly, opportunity is not. The programme looks to address this for the benefit of

both young people and rail freight logistics.”

Sarah Whurr, Project Lead “When we asked most of the students at Ipswich Academy what apprenticeship/training opportunities that they knew of at GBRf they identified ‘train drivers’ but other than that they draw a blank, so this programme has been great to sell us, and our industry to help to attract new, local, and diverse talent, with a view to tackling the ageing workforce and in supporting succession planning.”

As well as seeking to support young people, Back on Track also seeks to benefit our industry by diversifying our workforce and providing training and leadership experience to early careers staff. The programme showcases that the industry offers great careers in finance, IT, commercial and HR as well as rail operations.

The pilot scheme has been a roaring success at Ipswich Academy, here’s what some of the mentors and mentees had to say.

“I thought it was an interesting experience with learning being fulfilled on both sides, it has helped to improve my confidence in communicating with other people no matter the age. I think this has the potential to be

beneficial to the student in getting assistance in their next steps”

Quotes from Mentees – James, Tayon & Ella – working with Bruce Poole, Steve Grimley (Uniserve) and Megan Claydon: “I have enjoyed getting to know my mentor, they have helped me design a CV, cover letter and shown me how to look for an apprenticeship.”

“Thank you for giving up your time to support me.”

“My mentor has been amazing, I am going to miss seeing them. Having a mentor has made me feel listened to and has helped me understand what a workplace is like.”

Quote from Victoria Addis, Careers Leader, Ipswich Academy: “Working with GB Railfreight mentors on their back on track programme has been a positive addition to our Careers Programme. The mentors have encouraged students to think about their future pathways and individual career goals.

Their practical advice and guidance have enabled realistic conversations about the world of work and how to improve our students’ career management skills. All the mentors have been supportive, proactive and a

pleasure to work with.”

The expansion of the scheme to Peterborough and Doncaster, GBRf’s other regional hubs, is already underway. Like Ipswich, these areas have higher than average indices of social deprivation so by working here, we can have a significant impact on people’s opportunities. We see Back on Track as a way of helping the next generation with their next career move and hopefully inspiring them to take on a career in rail freight.

Volunteers for the scheme need to be based within a commutable distance to Ipswich, Doncaster or Peterborough, be able to dedicate 2 days for training, plus two hours a month consistently throughout the school year. We particularly welcome early careers staff – if you’re on an apprenticeship or graduate scheme, or only recently joined the industry, you have a lot to offer which pupils can relate to! We welcome our customers and suppliers staff joining the scheme: the more mentors we have, the more lives we can impact. We do ask that participating businesses also consider offering paid work experience and apprenticeship programmes as part of the scheme.

▶ Making an impressive sight on April 4th, is Class 66 703 with the new yellow Wascosa box wagons working the 11:48 Cliff Hill Stud Farm to Bescot. *Barry Longson*

▶ The 6X01 Scunthorpe to Eastleigh engineers train with Class 66 302 leading 66 761, 66 755 and 66 125 passes St. Cross, Winchester on April 17th. *Michael Bennett*

▶ Class 60 095 is seen with 6E10 Liverpool to Drax Biomass at Winwick Junction on April 5th. *Steve Chapman*



▶ Class 66 723 is seen at Leamington Spa on April 4th with a full load of stone, while working 6G99 06:45 Tunstead to Banbury Reservoir.
Barry Longson

▶ Class 66 707 working the 6Y83 Southampton to Tonbridge gypsum train passes St. Cross on April 17th.
Michael Bennett

▶ Class 66 721 passes through Acton Bridge on April 28th.
Brian Battersby



▶ Class 66 302 with an 0Z82 Salisbury to Basingstoke training run is seen near Grateley on April 20th. *Michael Bennett*

▶ Class 66 725 is seen at Acton Bridge on March 21st with an Avonmouth - Clitheroe working. *Brian Battersby*

▶ Class 66 784 'Keighley & Worth Valley Railway 50th Anniversary 1968-2018' works 6M28 Rylstone to Leyland Motors through Euxton on April 6th. *Alan Naylor*



▶ Class 73 128 and 73 212 working the 6Y42 Hoo Junction to Eastleigh Yard pass St. Cross near Winchester on April 25th. *Michael Bennett*

▶ Class 66 775 works 6M37 Arcow to Pendleton stone past Hall Royd Junction on March 22nd. *Steve Chapman*

▶ Class 66 783 passes Gobowen on April 20th, working 0Z43 18:20 Wrexham - Bescot light engine move. *Phil Martin*



▶ Class 66 703 passes under Horseshoe Bridge at St. Denys whilst working a Southampton to Trafford Park liner on April 26th. *John Sloane*

▶ On April 13th, Class 66 735 passes through Altrincham working a Hindlow - Small Heath Lafarge aggregate train. *Michael Lynam*

▶ Class 73 141 stands in Eastleigh Works Yard on April 26th. *John Sloane*



By happy coincidence, on April 20th, as DB's Class 66 100 was passing through Crofton West Junction with 4L08 15:23 Wakefield Europort to London Gateway, Class 66 758 'The Pavior' crossed overhead with the twice weekly sand train from Middleton Towers to the glass works at Monk Bretton. *Tim Saunders*

Class 66 737 passes Newcraighall on March 27th while working 6E45 Fort William to North Blyth alumina empties. *Steve Chapman*

On April 20th, Class 47 749 passes Oaksey road bridge hauling another SWR Class 701 for storage, running as 5Q66 Willesden to Long Marston. *Ken Mumford*



▶ Class 69 003 'The Railway Observer' is seen stabled at Kings Norton On Track Plant Depot on April 20th. *Derek Elston*

▶ Class 66 708 'Glory to Ukraine' passes Micheldever with a Southampton to Trafford Park intermodal on April 26th. *John Sloane*

▶ On April 6th, Class 66 304, still in DRS blue, passes through Eastleigh with a container train from Trafford Park - Southampton. *Michael Lynam*



Class 66 725 'Sunderland' crosses the River Nene working 6X43 11:44 Bletchley Relief No. 1 to Garston Car Terminal on April 28th.

Derek Elston

Class 66 793 with cranes Nos. DR78219 and DR78215 in the consist pass Northampton running 70 minutes late with 7G51 10:34 Wembley Receptions 1-7 to Crewe Basford Hall S.S.M. on April 13th. *Derek Elston*

Former DRS and Fastline Class 66 305 passes through Northampton with 6O55 the 14:39 Daventry International Railfreight Reception Rfd to Dollands Moor on April 6th. *Derek Elston*



▶ Class 47 749 'City of Truro' stands amongst Class 701s at Eastleigh depot on April 26th.

John Sloane

▶ An interesting four locos on the Eastleigh - Hoo engineers on April 17th as Class 73 213, 73 109, 66 848 and 66 850 are seen approaching Micheldever. *Dennis Rowland*

▶ Class 66 770 working 6M45 06:53 Dollands Moor to Daventry Intenational Railfreight Reception Rfd heads through Northampton on April 21st. *Derek Elston*



▶ On April 12th, Class 66 762 waits in the loop at Hellifield for two hours before it take it's load of aggregate to Leyland Motor plant sidings.
Eddie Emmott

▶ Class 66 707 'Sir Sam Fay - Great Central Railway' passes through Northampton working 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal on April 19th.
Derek Elston

▶ Class 66 703 'Doncaster PSB 1981-2002' works a diverted 4M19 11:50 Southampton Western Docks (GBRf) to East Midlands Gateway Terminal through Northampton on April 13th.
Derek Elston



▶ Class 66 779 'Evening Star' heads northbound at Winwick with 4F62 East Midlands Gateway GBRf to Seaforth CT on April 20th. *Brian Dobbs*

▶ On April 12th, Class 47 749 passes Purton foot crossing hauling a South Western Railways Class 701 unit and running as 5Q66 Willesden to Long Marston. *Ken Mumford*

▶ The late running 6041 Westbury to Eastleigh engineers is seen passing Dunbridge running 132 mins late hauled by Class 66 792 and 66 304 on April 10th. *Dennis Rowland*



▶ A trip to Worting was on the cards on April 12th to see Class 73 109, 73 213 and 73 119 on the evening Hoo - Eastleigh engineers. A rare sight to see ED's on this working. *Dennis Rowland*

▶ On April 8th, Class 66 792 passes through Swindon working 6G72 Westbury to Reading West. *Ken Mumford*

▶ Class 66 748 'Burton 50' powers the 4M47 12:18 London Gateway GBRf to Hams Hall GBRf through Northampton on April 6th. *Derek Elston*



▶ Class 66 752 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on a sunny April 4th. *Keith Davies*

▶ Class 66 767 'Kings Cross PSB1971-2021' approaches Northampton with 4L68 13:53 Birch Coppice GBRf to London Gateway GBRf on April 1st. *Derek Elston*

▶ Class 66 785 eases the 4M47 12:18 London Gateway GBRf to Hams Hall GBRf through Northampton on April 13th. *Derek Elston*



▶ The heat haze can be seen coming from Class 66 758 as it powers through Doncaster on the down fast, working 6E86 08:20 Middleton Towers to Monk Bretton sand on April 20th. *Barry Longson*

▶ Class 69 003 and 69 006 pass Preston Boats with 0Z69 08:33 Bescot Up Engineers - Bescot Up Engineers. *Keith Davies*

▶ Class 66 720 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on April 13th. *Keith Davies*





GB RAILFREIGHT INVESTS IN NEW HEALTH AND WELLBEING CENTRES

GB Railfreight (GBRf) is pleased to announce the opening of new health and wellbeing centres in its London and Doncaster offices.

GBRf aims to be the safest and most supportive rail freight business in the industry. This announcement delivers preventative, convenient healthcare for all employees helping to create a safer, healthier and happier work environment.

The centres cost £22,000 to build and are equipped with the latest technology to check hearing, vision, blood pressure, and complete electrocardiograms (ECGs) as part of GBRf's industry-leading health and wellbeing

onboarding for all Train Managers and Rail Operators.

The same health checks will also be offered to all existing drivers as part of their annual checkup, and will be made available to HQ staff undergoing their Personal Track Safety training. All medical tests will be overseen by GBRf's Chief Medical Officer, Dr Manuel Fernandes, who brings with him over 30 years of medical experience.

Health & Wellbeing is core to GBRf's sustainability strategy. The introduction of two new will deliver the important checkups needed to ensure the health and safety of GBRf's frontline staff are supported and prioritized, confirming they are fit to operate

locomotives and ultimately decreasing the number of accidents caused by ill health.

John Smith, CEO of GB Railfreight, said: "We're delighted to be delivering further on our commitment to the health, safety, and wellbeing of our employees.

The introduction of these two medical centres is about more than just new healthcare facilities – it signals our continued commitment to keeping the physical and mental wellbeing of our employees at the forefront of what we do – ultimately protecting our people and our services. We have intentionally invested in providing accessible, convenient healthcare solutions that make

it easier for all staff to receive the medical attention they want."

Dr Manuel Fernandez, Chief Medical Officer for GB Railfreight, said: "These new centres provide state of the art equipment allowing us to bring more preventative medical care in house than ever before. This means reduced waiting times, greater convenience and more flexibility for our people – helping to put them in the driver's seat of their own health and wellbeing, no matter what journey they're on."

Grand Central

Class 180 107 heads through Doncaster on April 20th, working 1A65 12:30 Sunderland to London King's Cross service. *Barry Longson*



Great Western Railway

Great Western Railway Turbo Class 165 122 forms the 2T65 09:44 Bedwyn to Newbury shuttle train on April 15th. *David Lindsell*

Power car No. 43094 leads the 1C71 07:00 Gloucester - Penzance with 43092 on the rear, seen sat waiting departure time in Truro on April 27th. *Barry Beeston*

Power car No. 43172 leads the 2U24 12:50 Penzance - Cardiff Central with 43194 on the rear into St. Austell on April 10th. *Barry Beeston*



Great Western Railway

On April 26th, power car No. 43155 leads the 2N05 15:10 Newquay - Par with 43170 on the rear passing through Mountjoy. The Castle set was covering for 150 221 which had failed earlier in the day. *Barry Beeston*

Power car No. 43158 leads the 2C27 14:18 Plymouth - Penzance with 43154 on the rear into Bodmin Parkway on April 10th, whilst Bodmin & Wenford Pannier Tank No. 6412 performs its run around manoeuvre. *Barry Beeston*

Class 166 212 working the 2M25 Swindon to Westbury service is seen departing Swindon on April 8th. *Ken Mumford*



Great Western Railway

▶ Class 802 101 'Nancy Astor' working a London Paddington to Paignton service is seen at Dawlish on April 24th. *Allison Twycross*

▶ Class 387 143 and 387 163 working the 1L13 Bristol Parkway to London Paddington service are seen at Swindon on April 8th. *Ken Mumford*

▶ Class 150 207 working an Exeter St. Davids to Paignton service departs Dawlish on April 24th. *Allison Twycross*



Great Western Railway

Class 150 207 approaches Falmouth Town from the overgrowth working a Truro - Falmouth Docks service on April 10th. *Michael Lynam*



▶ Class 801 202 forms the 08:45 Newcastle to Edinburgh as it passes over the Royal Border Bridge at Berwick on March 26th.

Steve Chapman

▶ Looking smart in revised IC livery, Class 91 127 slows for its Doncaster stop on April 20th, while working 1D10 10:33 London King's Cross to Leeds.

Barry Longson

▶ Class 801 224 runs non stop through Doncaster, working 1E09 09:30 Edinburgh to London King's Cross service on a bright April 20th.

Barry Longson





FEELING BLOOMING MARVELLOUS - UK'S TOP SPRING SCENES TO BOOST WELLBEING REVEALED

New research has revealed that the historic York City Walls that surround York's city centre, the picturesque green woodland of Kew Gardens and the idyllic glades of Hampshire's New Forest are some of the best spring scenes in the UK according to recent findings from train operator London North Eastern Railway (LNER).

These locations were uncovered as some of the most peaceful settings in the UK (56 per cent) according to recent findings from train company London North Eastern Railway (LNER).

Ullswater, the second largest lake in the Lake District and St James's Park and Richmond Park in England's capital were also amongst the top 10 spots for beautiful displays of spring.

Providing a beautiful backdrop to help clear the mind (42 per cent), helping people feel at ease (34 per cent) and being underrated areas of natural beauty (32 per cent) were cited as reasons when Brits were questioned on why these natural hotspots ranked highly.

Whilst half (51 per cent) of Brits said they notice an

improvement in their mood when they are in the great outdoors, a third (34 per cent) intend to get into nature more this year after a long winter. A further 32 per cent are keen to discover and share 'hidden gems' with their loved ones this spring. Almost half (43 per cent) admit to less feelings of stress (43 per cent) or anxiety (31 per cent) and having more time to process their thoughts (27 per cent) when they're immersed in natural surroundings.

The research, commissioned to launch the third instalment of LNER's free downloadable tourist 'Green Guides' series, also discovered that even small bursts of time in nature can help, with Brits reporting it takes just 14 minutes to feel the benefit.

The Green Guides series showcases eco-friendly places to eat, drink and stay, with the latest edition focusing on Dundee, Durham and York, with previous editions highlighting recommendations in Inverness, Harrogate and Lincoln, as well as London, Edinburgh and Newcastle. As the findings revealed over a third (38 per cent) of Brits believe it's important to preserve and protect natural scenes, these destinations are all easily accessible via train, the most sustainable mode

of transport, to help reduce the impact on the environment.

David Horne, Managing Director at LNER, said: "Getting out into nature whether near to home or further afield makes us all feel better and our research has shown that your physical and mental wellbeing can decline if you don't venture outside for at least 23 minutes a day, on average. For those looking to explore the UK this spring, our LNER Green Guides feature distinctive natural hotspots and historic and cultural attractions that are working hard in their pursuits to become more environmentally friendly. We know trains are the most sustainable form of transport, so visitors to Dundee, Durham and York can use these free, downloadable tourist guides and be safe in the knowledge that they're also having a positive impact on the environment, as well as their own personal wellbeing, when out exploring. For those who really want to see the environmental impact of their travel through different modes of transport – LNER's carbon footprint calculator calculates the CO2 emissions for each trip, showing the difference that a journey made by rail could have."

LNER's world-class Azuma trains, which run under electric power on most of its network, could see carbon emissions reduce by a staggering 331kgs if half of planned leisure car and plane journeys were completed by rail.

Taking a break from screens (45 per cent), breathing in the fresh, cool air (67 per cent), spending quality time with family and friends (45 per cent) and spotting animals in their natural habitat (44 per cent), were among the top reasons why Brits love to immerse themselves in the great outdoors.

The 'Green Guide' includes contributions from LNER colleagues and customers, Dundee City Council, Visit Durham and Make it York, revealing local hotspots and hidden gems, and can be downloaded for free here: www.lner.co.uk/greenguides

L.N.E.R.

Class 801217 is seen near Scremerston on March 26th with the 11:30 London King's Cross to Edinburgh service.
Steve Chapman



LNER LAUNCHES NAMED SERVICE TO CELEBRATE THE CORONATION OF KING CHARLES III

London North Eastern Railway (LNER) is proud to launch a new named service to celebrate the Coronation of King Charles III on Saturday May 6th.

From May 6th, the daily 11:00 service between London King's Cross and Edinburgh Waverley will be called the 'Carolean Express', with the inaugural service departing the iconic London station at 11:00 on the day of the King's Coronation. The era of British history under King Charles III will be known as the Carolean era, the same name that was given to the eras of both King Charles I and II.

The 'Carolean Express' will join formal service names

such as 'Highland Chieftain' and 'Northern Lights' which are popular daily services on the LNER route, operating between London and Inverness and London and Aberdeen. The weekday 'Flying Scotsman' service operates in the opposite direction, taking customers to London King's Cross from Edinburgh Waverley at 05:40, stopping only at Newcastle. The 'Carolean Express' operates Monday-Sunday calling at York, Darlington, Newcastle, Berwick Upon Tweed and Edinburgh Waverley.

LNER is celebrating 100 years of proud service on the East Coast Main Line this year, connecting the English and Scottish capital cities and a line which is popular

with the Royal Family. Over the century, LNER has named trains and services to mark important royal occasions including 'Coronation', 'The Elizabethan', 'Silver Jubilee' and 'Queen of Scots'.

David Horne, Managing Director at LNER, said: "We're delighted to be continuing the tradition of royal recognition through our fleet of Azuma trains and services with the introduction of the 'Carolean Express'.

We know that our customers like to hear about our named services and fleet and we're sure this new addition will prove popular.

In our 100-year history we've had services to celebrate important occasions in royal history and we are proud to mark the reign of King Charles III."

Customers travelling in First Class can enjoy our onboard complimentary menu with locally sourced food. Customers in Standard can order a range of food and drinks directly to their seats using our pioneering at-seat service.

▶ Class 803 004 rushes past Scremerston on March 26th with the 12:09 London King's Cross to Edinburgh service. *Steve Chapman*

▶ Spotless Lumo IEP Class 803 001 speeds through Doncaster on April 20th, working 1E82 09:24 Edinburgh to London King's Cross service. *Barry Longson*



▶ Colas power car No. 43277 is seen on the rear of a test train at Waverton on April 20th. No. 43290 was leading. *Brian Battersby*

▶ Network Rail's Class 97 302 leads 37 254 past Hadnall on April 28th with 6C55 15:49 Aberystwyth - Chirk Kronospan. *Keith Davies*

▶ On April 11th, power cars Nos. 43274 and 43290 call at Swindon working the 1Q15 Derby RTC to Swansea via Swindon test train. *Colin Pidgeon*



On April 11th, a bit of a treat with the 3Q99 Doncaster Wood Yard to Immingham and Cleethorpes weed killing train worked by Class 69 007 top and tailed with 69 001, the first working examples of the type in this area. The pair are seen braving the cold wind and the drizzle at Scunthorpe. *Steve Thompson*

Class 97 302 leads 37 254 through Hadnal on April 28th, with the 6C55 15:49 Aberystwyth - Chirk Kronaspan loaded timber. *Phil Martin*

Class 37 610 with 3Q64 Cardiff Canton Vale Sidings to Cardiff Canton Vale Sidings via the 'world' calls at Swindon on April 13th. *Ken Mumford*



▶ On April 20th, Class 37 099 and 97 304 depart Derby on 0Z10 Derby RTC - Nottingham Eastcroft depot. *Steve Thompson*

▶ On April 23rd, Class 37 421 shatters the Sunday afternoon peace climbing up from Wakefield Westgate to pass through Sandal & Agbrigg with 1Z83 08:00 Mossend to Derby RTC. *Tim Saunders*

▶ Class 37 099, 37 405 and 97 304 working the 6Z20 Coleham - Barrow Hill passes Oakengates on April 18th. *Carl Grocott*



Rail Adventure

▶ Power cars Nos. 43468, 43480, 43465 and 43484 pass Woolascott with 6Z97 13:25 Chester DMUD to Kings Norton OT Plant Depot on April 18th.
Keith Davies

▶ Rail Adventure HST power cars Nos. 43468 and 43480 pass through Birmingham New Street with 0Z45 15:48 Kings Norton On Track Plant Depot to Kings Norton On Track Plant Depot on April 20th.
Derek Elston



Rail Operations Group

▶ Class 37 800 and 321 302 speed through Acton Bridge on April 6th. *Brian Battersby*

▶ Class 37 884 heads Grand Central's Class 180 003 through Crofton East Junction on April 21st, near the end of its 8 hour journey in the form of 5Q1823:38 Wembley Terminal Complex Wheel Lathe to Crofton Depot. *Tim Saunders*

▶ Class 37 800 and 321 319 head through Acton Bridge on April 21st with a Clacton to Walton Sidings move. *Brian Battersby*



Rail Operations Group

▶ In its shiny new ROG livery, 37 611 draws 5Q18, the 23:38 Wembley Terminal Complex Wheel Lathe to Crofton Depot, out of Crofton East spur and into Crofton Depot. *Tim Saunders*

▶ Class 37800 taking 317 884 and 317 886 on their last journey as they head for Kingsbury and breaking as 5Q68 08:59 Ely Mlf Papworth Sidings to Kingsbury Sidings on April 19th. *Derek Elston*

▶ Class 37 800 leads 317 502 and 317 504 for their appointment with the scrapman as 5Q68 08:59 Ely Mlf Papworth Sidings to Kingsbury Sidings as they pass Wilsons Farm Crossing on April 28th. *Derek Elston*



TransPennine Express

▶ Around Scunthorpe we tend to see one of these about once a week, even earning a bit of revenue on occasions. In this instance, on April 25th, it's just another training run as Class 68 021 leads set TP12 out of Scunthorpe on 5B74 Doncaster - Cleethorpes. *Steve Thompson*

▶ A Class 397 speeds through Coppull Moor with a Liverpool to Oxenholme working on April 14th. *John Sloane*

▶ Class 802 218 forms the 09:43 Newcastle to Liverpool seen at Eastwood on March 22nd. *Steve Chapman*



TransPennine Express

▶ Work at Stalybridge station meant that Liverpool - Newcastle services were diverted via the Calder Valley, this produced hourly Class 802 sets through Todmorden a rare sight indeed! On March 23rd, a Class 802 effortlessly passes through Walsden as it climbs to Summit tunnel. *Don Chadwick*

▶ On April 5th, the last day of scheduled TransPennine diversions, Class 185 105 crosses Gauxholme Viaduct with the 12:01 Manchester Victoria - Saltburn service. *Jeff Nicholls*

▶ With the ongoing work at Stalybridge station meaning that Liverpool - Newcastle services were diverted via the Calder Valley, on March 23rd a Class 802 is seen near Todmorden station. *Don Chadwick*



TransPennine Express

Class 802 214 working the 14:21 Edinburgh to Newcastle service is seen near Scremerston on March 26th.
Steve Chapman



TransPennine Express

▶ On a dreary, wet April 5th, the last day of scheduled diversions away from the Diggle route, Class 802209 rides high above Todmorden and its impressive Town Hall with the 10:44 Newcastle - Liverpool Lime St. service.

Jeff Nicholls

▶ Class 802 204 passes Hall Royd Junction with the 12:54 Liverpool to Newcastle on March 22nd. *Steve Chapman*

▶ Class 802 215 passes over Gauxholme Viaduct on March 22nd with the 12:38 Newcastle to Liverpool service. *Steve Chapman*



Transport for Wales

Always a welcome sight at Frodsham, the steam tug 'Daniel Adamson' is moored at the river bank as Class 197 019 passes above with the 10:43 Chester - Liverpool Lime St. service on April 18th. *Jeff Nicholls*

Class 153 926 passes Waverton on April 20th with a Crewe - Chester shuttle. *Brian Battersby*

On April 18th, Class 175 108 passes Mobberley as 5B22 ECS from Chester - Longsight. *Michael Lynam*



Transport for Wales

On April 20th, Class 153 926 stands at Chester about to depart on the 14:54 service to Crewe.
Steve Stepney

Class 197 004 and 197 012 form the 10:43 Llandudno to Manchester Airport service passing Winwick Junction on April 5th.
Steve Chapman

Looking over the footbridge at Manchester Piccadilly, a 24mm angle shot sees Class 67 025 ready to depart with 1V46 14:30 to Cardiff Central service on April 6th.
Barry Longson



Transport for Wales

▶ DVT No. 82200 leads 1W55 08:49 Cardiff Central to Manchester Piccadilly through Cheadle Hulme on April 8th. Class 67 014 was providing the power. *Barry Longson*

▶ On April 20th, Class 197 017 is ready to depart Chester on the 14:43 service to Liverpool Lime Street. *Steve Stepney*

▶ Class 153 922 and 153 318 pass The Oaks, Hadnall on April 7th working 2J60 15:19 Crewe - Shrewsbury local service. *Phil Martin*



Transport for Wales

▶ Class 197018 is seen at Helsby on April 18th with a Liverpool to Chester service. *Brian Battersby*

▶ On April 8th, Class 175 102 speeds through Cheadle Hulme with 1V41 11:30 Manchester Piccadilly to Carmarthen service. *Barry Longson*

▶ Class 67 014 powers the 1W55 08:49 Cardiff Central to Manchester Piccadilly through Cheadle Hulme on April 8th. *Barry Longson*



Transport for Wales

▶ Class 67 012 is seen at Cefn Mawr on April 18th working the 1V98 16:34 Holyhead - Cardiff Central service. *Phil Martin*

▶ Class 158 834 is seen at Barmouth on April 21st working the 2I24 13:38 Pwllhelli - Machynlleth service. *Phil Martin*

▶ Class 158 821 passes Llanaber foot crossing on April 21st working the 2J11 14:56 Machynlleth - Pwllhelli service. *Phil Martin*



Transport for Wales

▶ Class 197 017 crosses the Weaver Navigation at Frodsham with 1H84 Llandudno to Manchester Piccadilly service on April 18th. 1903 built steam vessel 'Daniel Adamson' is moored up in its usual location. *Brian Dobbs*

▶ Class 197 112 is seen parked up in the station sidings at Chester on April 20th, alongside a Class 175. *Steve Stepney*

▶ Class 175 003 is seen at Condober on April 2nd working 1W92 Cardiff Central - Holyhead service. *Phil Martin*



Transport for Wales

▶ Class 158837 and 158821 working the 110607:30 Aberystwyth to Birmingham International service is seen at Wellington on April 8th.
Richard Hargreaves

▶ Class 150 235 passes Kempsey on April 13th working 1W5508:49 Cardiff Central-Manchester Piccadilly. *Keith Davies*

▶ Class 158 839 and 158 832 working the 1108 07:15 Holyhead to Birmingham International service are seen at Wellington on April 8th.
Richard Hargreaves



Transport for Wales

▶ Class 67 012 is seen at Kempsey on April 20th with 1V46 14:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

▶ Class 150 256 is seen at Kempsey on April 7th with 1V38 09:30 Manchester Piccadilly - Carmarthen. *Keith Davies*

▶ Class 756 004 stands at Swindon on April 11th whilst working 3Q34 Swindon to Cardiff Canton mileage accumulation run. *Colin Pidgeon*



Transport for Wales

▶ Class 67 014 passes Bayston Hill with 1V42 12:30 Manchester Piccadilly - Cardiff Central on April 8th. *Keith Davies*

▶ DVT No. 82227 leads Class 67 012 at Kempseye on April 26th with 1V46 14:31 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

▶ Class 67 013 passes Kempseye with on April 21st working the 1V46 14:31 Manchester Piccadilly - Cardiff Central service. *Keith Davies*



Transport for Wales

On April 26th, Class 230 010 calls at Neston working a service from Bidston to Wrexham.

Brian Battersby

On April 20th, Class 158 835 departs Birmingham New Street running 43 minutes late with 1D15 15:08 Birmingham International to Chester which was terminated short having been due to run to Holyhead. *Derek Elston*

Class 756 004 is seen at Swindon on April 13th with a mileage accumulation run.

Ken Mumford



Units: DMUs and EMUs

▶ The once a week return service from Stalybridge to Stockport was operated by Northern's Class 150 122 on April 8th and is seen in platform 1 at Stockport before departing with the 09:04 to Stalybridge. *Lee Stanford*

▶ Merseyrail's Class 508 115 and 507 005 call at Maghull with 2G38 11:01 Ormskirk - Liverpool Central service on April 14th. *John Balaam*

▶ Merseyrail's Class 508 141 calls at Kirkdale on April 9th working an Ormskirk - Liverpool Central service. *Michael Lynam*



Units: DMUs and EMUs

▶ Taken from the high rise car park, overlooking Southport station, Merseyrail's Class 507 010 is moving from the sidings, to form the 13:27 service to Hunts Cross on April 20th.
Paul Senior

▶ Following the timetable change in December single Class 331 units now see daily use to and from Manchester Piccadilly and on a sunny April 8th, Northern's Class 331 019 departs with the 11:36 service to Crewe. *Lee Stanford*

▶ Northern's Class 195 127 waits to depart from Chester with a service to Leeds whilst in the background TfW Class 175 007 waits for the call to the depot for rectification work following the grounding of the fleet. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's Class 507 008 approaches Hooton with a service to Ellesmere Port on April 4th.
Lee Stanford

Recently delivered Merseyrail's Class 777 142 is seen stabled on Kirkdale depot on April 20th.
Michael Lynam

On April 18th, Northern's Class 150 114 calls at Ashley working a Manchester Piccadilly - Chester service.
Michael Lynam



Units: DMUs and EMUs

Merseyrail's Class 507 007 looks like its had a recent overhaul with new bogies and a clean up to its paintwork as it arrives at Southport with the 13:36 from Hunts Cross on April 20th.
Paul Senior

West Midlands Railway's Class 196 110 working the 2G09 Shrewsbury to Birmingham New St. service is seen at Wellington on April 8th.
Richard Hargreaves

Merseyrail's Class 507 014 and 507 033 are seen at Southport on April 20th. *Steve Stepney*



Units: DMUs and EMUs

On April 7th, SWR Class 159 006 and 159 007 working the 1L57 Andover to Exeter service, which started from Andover due to the line being closed for engineering work east of Andover. *Michael Bennett*

Merseyrail's Class 777 018 stands at Kirkby waiting to work 2G80 11:43 to Sandhills on April 14th. *John Balaam*

SWR Class 444 035 on an ECS from Woking passes St. Cross, Winchester on April 17th. *Michael Bennett*



Units: DMUs and EMUs

Northern's Class 158 868 departs Hellifield with the 12:18 Leeds - Morecambe service on April 22nd, passing No. 45690 'Leander' which was laying over whilst on a move from York to Carnforth. *Jeff Nicholls*

SWR's Class 450 122, 450 085 and 450 030 with a London Waterloo to Portsmouth Harbour service passes St. Cross on April 17th. *Michael Bennett*

Northern's Class 769 434 sits at Southport waiting to work a service to Manchester Oxford Road on April 20th. *Steve Stepney*



Units: DMUs and EMUs

▶ South Western Railway's Class 444 022 and 444 032 working the 1W70 Weymouth/Poole to London Waterloo service passes St. Cross, Winchester on April 17th. *Michael Bennett*

▶ Probably now in its last months of service, Merseyrail's Class 507 011 stands at Town Green, having been terminated here, because of a broken cable near Magull on April 7th. Services resumed after a hour. *Paul Senior*

▶ West Midland's Class 196 108 working the 2G11 10:40 Shrewsbury to Birmingham service calls at Wellington on April 8th. *Richard Hargreaves*



Units: DMUs and EMUs

▶ SWR's Class 159 003 is seen near Grateley on a Salisbury to Basingstoke local service on April 20th. *Michael Bennett*

▶ Merseyrail's Class 508 120 is seen at Chester on April 16th with a service to Liverpool Central. *Brian Battersby*

▶ Merseyrail's Class 777 008 sits at Kirkby on April 25th, ready to work the 14:58 to Liverpool Central service. *Barry Longson*



Units: DMUs and EMUs

Merseyrail's Class 508 131 and 508 137 pass the lush green fields at Sandy Lane, Aughton, with the 18:34 Ormskirk to Liverpool Central service on April 25th. *Paul Senior*

By the time this service is coming back out of Liverpool it will be rush hour, so the 16:12 Southport to Hunts Cross is formed of Merseyrail's Class 507 023 and 508 103 on April 25th and is seen on the approach to Ainsdale. *Barry Longson*

How long before the chop? as Merseyrail's Class 507 013 calls at Hall Road on April 25th with the 15:12 Southport to Hunts Cross service. *Barry Longson*



Units: DMUs and EMUs

SWR's Class 444 025 and 444 015 pass St. Cross on April 17th working the 1W77 London Waterloo - Weymouth service. *Michael Bennett*

SWR's Class 450 107 working the 5B96 Southampton to Winchester Baltic Siding passes St. Cross on April 17th. *Michael Bennett*

c2c's Class 720 603 stands at Stafford on April 12th with a Wembley to Crewe working. *Brian Battersby*



Units: DMUs and EMUs

West Midlands' Class 323 204 leads 323 216 approaching Alvechurch working 2U42 15:01 Redditch to Four Oaks on April 20th.

Derek Elston

Merseyrail's Class 507 026 and 507 031 sit at the buffer stops inside Southport station, awaiting their next turn of duty on April 25th.

Barry Longson

Stabled in Southport station throat, new Merseyrail units Class 777 002 and 777 003 bask in early evening sun on a bright April 25th.

Barry Longson



Units: DMUs and EMUs

London NorthWestern's Class 350 242 working 1Y21 08:56 London Euston to Birmingham New Street 350 242 on the tail of 1Y26 09:06 Birmingham New Street to London Euston meet at Northampton on April 6th. *Derek Elston*

London Overground's Class 378 144 runs into Clapham Junction with a terminating 9G12 08:19 from Dalston Junction on April 22nd. *Derek Elston*

South Western Railway's Class 159 006 and 159 008 working the 1L37 Andover to Exeter St. Davids are seen near Grateley on April 29th. *Michael Bennett*



Units: DMUs and EMUs

▶ West Midlands' Class 730 010 and 730 005 ease through Northampton with VSTP working 5Q05 12:47 Bletchley T.M.D. to Oxley Car. M.D. on April 6th. *Derek Elston*

▶ West Midlands' Class 323 205 arrives at Alvechurch with a late running 2U56 18:31 Redditch to Four Oaks service on April 20th. *Derek Elston*

▶ West Midlands' Class 195 005 and 195 006 forming 1V22 17:20 to Hereford stand at Birmingham New Street on April 20th. *Derek Elston*



Units: DMUs and EMUs

▶ South Western Railway's Class 159 007 approaches Worting with a Salisbury line service as 701 040 follows up behind heading for Eastleigh on April 26th. *John Sloane*

▶ On April 18th, Northern's Class 150 105 and 150 148 meet at Mobberley working services to and from Manchester Piccadilly - Chester. *Michael Lynam*

▶ SWR's Class 458 501 and 458 511 stand at Clapham Junction working 2C1607:09 Reading to London Waterloo service on April 22nd. *Derek Elston*



Units: DMUs and EMUs

▶ A busy moment at Worting Junction on April 26th with South Western Railway's Class 450 031 coming off the Eastleigh route and 159 107 and 707 040 heading away towards Salisbury and Eastleigh respectively.
John Sloane

▶ SWR's Class 450 029 approaches Eastleigh station on April 25th with a service to Bournemouth.
John Sloane

▶ Northern's Class 319 383 calls at Garswood with a Wigan to Liverpool service on April 1st.
John Sloane



Units: DMUs and EMUs

▶ South Western Railway's Class 444 043 sweeps through St. Denys with a London Waterloo service on April 26th. *John Sloane*

▶ South Western Railway's Class 444 017 heads past Worting Junction on April 26th with a London Waterloo service. *John Sloane*

▶ Northern's Class 319 386 passes Coppull Moor working a Blackpool to Liverpool Lime St. service on April 13th. *John Sloane*



Units: DMUs and EMUs

Southern's Class 377 408 approaches St. Denys on April 26th with a Southampton to Brighton service. *John Sloane*

South Western Railway's Class 450 029 calls at Eastleigh on April 25th with a service to Bournemouth. *John Sloane*

South Western Railway's Class 158 884 departs St. Denys on April 26th with a service to Romsey. *John Sloane*



West Midlands Metro

Journey's end for tram No. 40 at Edgbaston Village on April 21st. The tram is ready to return to Wolverhampton St George's. *Andy Pratt*

West Midlands Metro tram No. 46 arrives at The Hawthornsworth working from Wolverhampton St George's to Edgbaston Village on April 21st. *Andy Pratt*

Tram No. 43 stands in front of Birmingham Town Hall with a working from Edgbaston to Wolverhampton St George's on April 21st. *Andy Pratt*



Manchester Metrolink

Trams Nos. 3051 and 3031 (which is displaying an advert for AJBell sponsors of the 'Great Manchester Run') are seen departing Radcliffe with a service to Bury on April 13th.

Michael Lynam

Trams Nos. 3051 and 3031 (which is displaying an advert for AJBell sponsors of the 'Great Manchester Run') are seen at Altrincham on April 13th. *Michael Lynam*

Tram No. 3107 displaying an advert for Raytheon careers is seen departing Radcliffe with a Bury service on April 13th. *Michael Lynam*



Going Underground

A Hammersmith & City train of London Underground 'S' stock arrives at Baker Street on April 15th. *Chris Morrison*



Island Line

Class 484 005 heads away from Brading with a service to Shanklin on April 29th.
John Sloane



On April 4th, Colas Rail's No. DR73910 is seen passing Nuneaton working 6J73 07:32 Bletchley to Watford London Concrete. *Barry Longson*



Waiting room transformed with community help at St. Margarets rail station

The waiting room at St Margarets rail station, Stanstead Abbots, has been refurbished in a collaboration between Greater Anglia, the New River Line Community Rail Partnership and the local community. A new mural, showing a stunning view of Stanstead Abbots by photographer Paul Wood, now adorns the waiting room, thanks to funding from the New River Line Community Rail Partnership (CRP), which worked with local people to select the perfect image.

The CRP also worked with Greater Anglia to create a book swap library in the waiting room, with books donated by the community and new shelving installed which can also be used by local businesses to display promotional leaflets. New benches have been fitted into the redecorated waiting room, with the old ones donated to St Andrews primary school, which is just down the road from the station.

Katie Goldthorpe, New River Line Community Rail Partnership officer, said, "I'm delighted that the refurbishment is now complete and the waiting room is

now open. It looks lovely – bright, smart and clean - and it's great that it now has a dual purpose as a community lending library. People will now be able to pick up a good read to enjoy on their journeys."

Simone Bailey, Greater Anglia's Asset Management Director, said, "Investing in upgrades to stations across the network is extremely important to Greater Anglia, demonstrating our commitment to providing excellent facilities and service to our customers. I am pleased that we have been able to work with the community on this project to deliver an improved waiting room with an additional community use to ensure that rail travel is attractive, convenient and meets the needs of local people."

The New River Line Community Rail Partnership works with Greater Anglia, Hertfordshire County Council and other local organisations to help keep local branch lines thriving for the benefit of their communities.

Fares Advice with RailUK

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

East Midlands Railway, platform ticket machines, Off-Peak Return validity and Mandatory Reservations

Q: Last week I bought an Off-Peak Day Return (CDR) from Blythe Bridge to Manchester. The new(ish) platform vending machine insisted on me giving it both outward and return times before it would sell me a ticket. Two issues: firstly I wasn't certain of my return time (outward was there and then, return required two bus connections working out), secondly it then reserved me a seat in both directions and printed a ticket with 'Mandatory Reservations' printed on it.

Taking it one step further, this coming week I need to stay overnight (or several nights) so shall be buying an Off-Peak Return (SVR).

Why can't I just buy a ticket?
Are reservations (on Avanti services) still mandatory? Will the SVR I buy this week still have CLEARLY printed on it the proper one month ahead expiry date rather than a return date the TVM forces me to enter?

On the day last week, a quick sprint from Chorlton Street meant I just made the train that I had been given the reservation on. Had I attempted to travel at a different time would the ticket barrier at Piccadilly have had a stop and refused to open?

Having had several frustrating encounters with ticket machines recently playing the same 'tell me your shoe size and inside leg measurement' game (EMR as above, Avanti and Northern when buying in the opposite direction at Piccadilly) I am thinking of simply getting on the train without a ticket and paying cash when challenged (The TVM at Blythe Bridge is card only). I could buy in advance but I will not know until the last minute whether I need to travel or not.

A: Most new TVMs are itinerary-based and so insist on you searching for a journey in order to buy a ticket. Unfortunately EMR have "joined the club" in replacing their perfectly serviceable existing, simple TVMs.

Avanti still falsely mark their trains as reservations compulsory in the timetable data, and thus journey planners (such as EMR's new TVMs) are forced to issue reservations if selling a ticket in conjunction with an itinerary involving one of their trains.

However, they have never been compulsory in practice and you will have no issue using a walk-up ticket on another service, even if it's ostensibly marked as a "compulsory" reservation.

The expiry date will still be shown correctly as it remains a walk-up ticket, even if you are forced to enter a return date/time.

In future, you may find it easier to buy your ticket online and obtain an e-ticket, or use ToD to collect a ticket.

Worth noting that Northern machines (certainly some of them if not yet all) do have a "quick buy" option which doesn't require any itinerary based nonsense for those who don't need to input one. It works really well. If it isn't on all the machines yet I'm sure it is planned.

Saturday Off Peak Travelcard - Avanti

Q: Many years ago I used a great ticket from Chester and maybe Crewe called the Saturday Off Peak Travelcard on Virgin Trains. Basically, you booked an advance ticket on a Saturday morning and could get any train back on the Saturday night, plus you got a travelcard. Great for a day out on a Saturday. It was hard to search for and not easy to find on the online booking systems.

I note that there are still details of it on National Rail - <https://www.nationalrail.co.uk/ticket-types/tickets/wdt/>

Does such a ticket still exist? If so, which stations can you use it from? If not, are there any other tips and tricks to get down to London cheaply at the weekend, bar standard Advance tickets, from say, Lancaster, or Oxenholme/Preston

A: *There are no flows in the fares data for which WDT features as an available ticket type. Sadly this excellent ticket was withdrawn by Avanti.*

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

Once a common sight all over the network, its rare to see, let alone photograph the humble class 08. Here Locomotive Services' Class 08 631 sits outside its home depot at Crewe on April 25th. *Barry Longson*



GTR's Class 387 is UK's first major commuter fleet to be retrofitted with digital ETCS in-cab signalling equipment

Govia Thameslink Railway's (GTR's) first Class 387/1 Great Northern Electrostar train has been retrofitted with ETCS in-cab signalling as part of the East Coast Digital Programme, designed to reduce delays and give passengers a more reliable service.

The Class 387 is the country's first major commuter fleet to have the technology retrofitted, and it lays the foundations for the upgrade to be applied to the rest of the UK's vast Electrostar fleet, for future expansion of ETCS across other routes.

Unit 387101 was installed with the latest iteration of ETCS in the UK (BL3 R2, also referred to as version 3.6.0), including equipment that will allow the in cab-signalling system to function.

Each new component was put through powered-down electrical testing to ensure correct installation of the ETCS system.

On April 13th, the train was hauled by GBR from Worksop to Alstom's Litchurch Lane manufacturing site in Derby, where Train Control Management System software will be installed and the onboard ETCS system (Alstom ATLAS 3) will be commissioned ready to start static testing, expected to take approximately five weeks. The unit will then be taken to Network Rail's RIDC test track at Melton Mowbray for dynamic testing.

This 'first-in-class' unit is set to return in December 2023, after which GTR will fit the remaining 28 387/1 units at its in-house depot in Hornsey, north London.

GTR's ERTMS Fleet Project Manager Aaron Meakin said: "We're delighted that our Class 387 train is the first commuter train to be retrofitted with the latest ETCS system – a key milestone for both us as GTR and the East Coast Digital Programme as we move towards digitally signalled operations on some of our key routes. We're looking forward to seeing how it performs in static and dynamic testing in the coming months."

Aaron Weeks, Project Director for Alstom said: "Alstom is proud to be supporting the East Coast Digital Programme and our partners at GTR and Porterbrook as they transition to a new, digital railway.

It is an important project milestone for the Alstom team completing the fitment of the ATLAS equipment on the first-in-class unit. We are now looking forward to static and then dynamic testing in the coming months, which will validate the system and give us the evidence required for authorisation of the unit."

The Government-funded East Coast Digital Programme will see traditional signals removed from the tracks on the Northern City Line to London Moorgate and the East Coast Mainline from London to Stoke Tunnels, south of Grantham. They will be replaced with state-of-the-art digital signalling technology. This will improve reliability, meaning a better performing rail service for customers using this key route.

In-cab signalling provided by ETCS Level 2 operation supplies continual speed information and movement authority to the driver via a computer screen in the driver's cab, rather than relying on fixed lineside signals.

Ed Akers, Principal Programme Sponsor, East Coast Digital Programme, said: "The Class 387 is the largest passenger fleet requiring retrofitting for the ECDP, so the move into static testing is an important step forward in the delivery of digital signalling on the East Coast Main Line and an enabler for future deployments across the network. Collaboration across all parts of the industry is enabling progress towards the benefits this will deliver for passengers and users."

Ben Ackroyd, Chief Operating Officer at Porterbrook, which owns GTR's Class 387 fleet said: "This critical project plays a key role in the transition to a digital railway, enabling a more reliable service with fewer delays, improved safety and reduced costs through the removal of lineside infrastructure. We're delighted to be playing our part in supporting Network Rail on this and commend the excellent collaboration across the industry to retrofit the UK's first commuter train with digital ETCS in-cab signalling equipment."

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

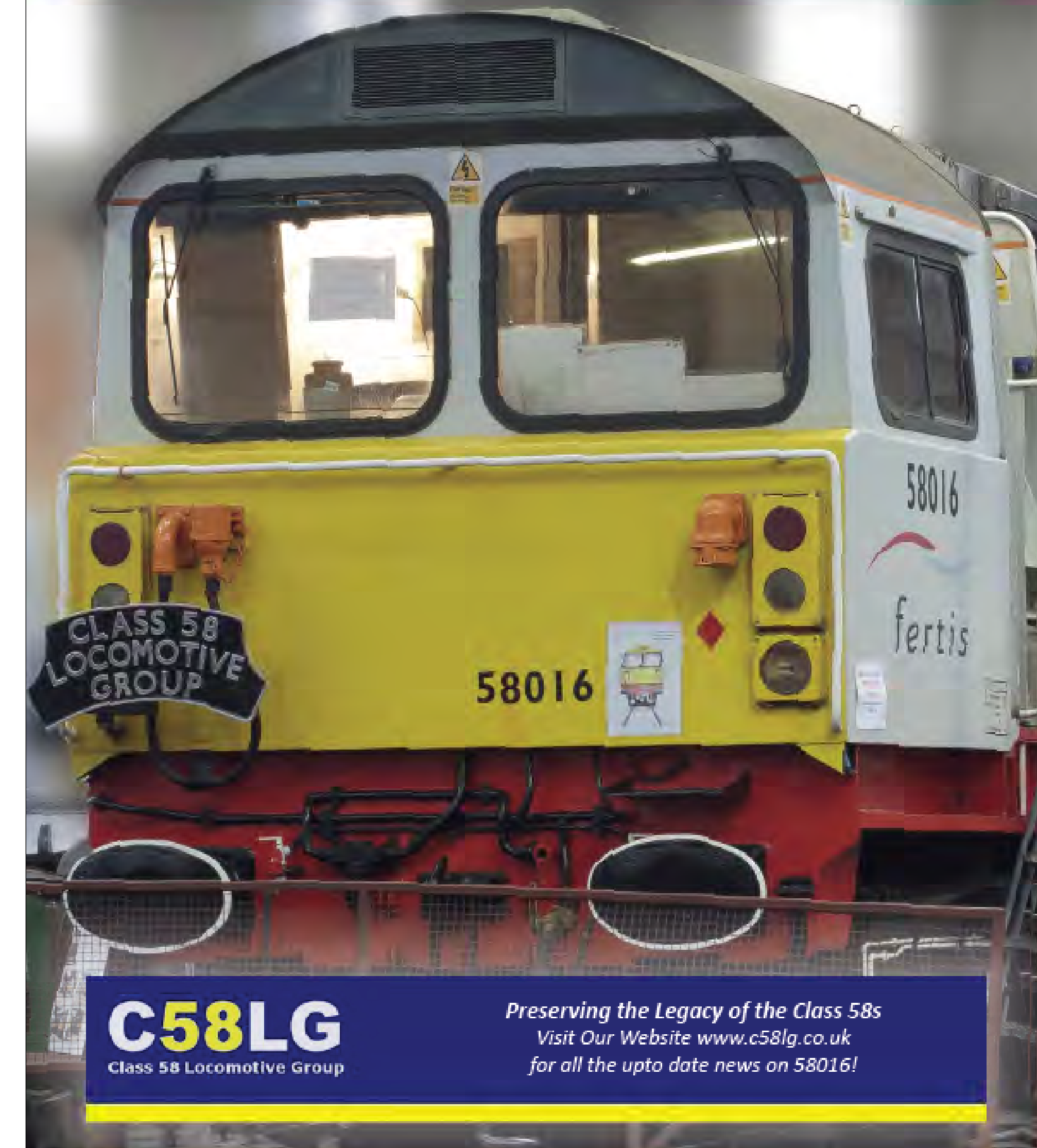




Join The **Class 58 Locomotive Group** and help support the restoration of 58016!

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C58LG
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Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

Thameslink's Siggy, 83, shares railway memories with schoolchildren



Siggy Cragwell, Thameslink's very special station assistant from Elstree & Borehamwood, has recorded bite-sized memories with the BBC to teach 5-7-year-olds about how the railway has changed over the years.

Teachers can use the resource, available now on the brand-new BBC Teach educational series 'Then and Now', available on the BBC History Key Stage 1 website.

Siggy, who at 83 is Thameslink's oldest employee, is well-placed to tell the tale. He's worked on the railway for 61 years after coming to the UK as part of the Windrush generation in 1962.

Standing on the platform at Elstree & Borehamwood, he tells the children: "I was born in Barbados in the 1930s. When I was a child, we didn't have a car, or a train and we used the bus or we used the bicycle.

"Trains now are completely different. Trains now have lots of new technologies. Most of the trains that we use are powered by electricity. In those days, we had steam trains, which were very smoky, and when you're travelling, you have your own compartment."

Siggy has already won two lifetime achievement awards and was a guest of honour at last year's unveiling of the National Windrush Monument in London Waterloo station, alongside the Duke and Duchess of Cambridge,

Prince William and Kate.

He has no plans to retire. He gets up at 4am to do the 6-11am shift at Elstree & Borehamwood and then does gym and Tai Chi to keep him fit for cricket – which he still plays at an international level.

Thameslink's Customer Services Director Jenny Saunders said: "Siggy is an absolute legend and loved by all of us and his customers at Elstree & Borehamwood. It's typical of his generosity that that he should want to share some of his lifetime of memories with the next generation."

National Rail

Class 08 629 is seen engaged in shunting operations at Eastleigh Yard on April 25th.
John Sloane



South Western Railway's Class 701 010 and 701 031 stand in the yard at Eastleigh Works on April 26th.
John Sloane



Ruston Class 07 No. 2991 stands outside Eastleigh Works on April 26th. *John Sloane*



A pair of track machines pass through Coppull Moor whilst working from Carnforth to Crewe on April 19th. *John Sloane*



Nos. 68501 and 68504 are former Class 489 Gatwick Express motor luggage vans and subsequently de-icing units which are now converted to Arlington Fleet Services EMU translator vans and are seen outside Eastleigh Works on April 26th. *John Sloane*



National Rail

DBSO No. 9708, with Class 37 610 leading sits in the sun at Swindon on April 13th working 3Q64 Cardiff Canton Taff Vale Sidings to Cardiff Canton Taff Vale Sidings. The train reverses here so the DBSO will be leading from Swindon. *Ken Mumford*



Direct weekday services resume on West Coast mainline

Direct weekday services between Glasgow and Carlisle resumed on April 24th following completion of the latest phase of the £164m project to upgrade Carstairs junction on the West Coast mainline (WCML).

As part of the Scottish Government-funded investment, engineers have been working to simplify and upgrade the track layout – clearing bottlenecks and making the junction more reliable.

Overhead power infrastructure and signalling systems have also been replaced or renewed during the project.

Since the closure of the line at the start of March, engineers have:

Installed 7km of track and laid more than 10,000 new sleepers.

Installed 135 new overhead line structures and renewed 22km of wiring

Run out 75km of new signalling cables.

During the final phase of the modernisation works, which will take place between now and early June, the WCML section of the junction will continue to close on weekends.

With more weekday services on the key cross-border route restored, work now focusses on further signalling and overhead wire renewals on sections of track towards Glasgow and Edinburgh and on work to remodel Carstairs station's platforms ahead of it reopening on Tuesday, May 30th - when ScotRail services will resume. The closure of Carstairs junction affects cross-border train operators including Avanti West Coast, Caledonian Sleeper, CrossCountry and TransPennine Express, who have been operating via diversionary routes or offering alternative journey options during these vital improvements.

Jim McCleary, Network Rail programme manager



for the Carstairs junction remodelling project, said: "The reintroduction of direct services between Glasgow and Carlisle is fantastic news for passengers. Carstairs junction was coming to the end of its operational lifespan and this crucial upgrade work will improve the reliability of this strategically important infrastructure – providing improved journeys for passengers and more capacity for freight. The project is progressing well and we look forward to completing our work and fully reopening the line for customers in June."

Barry Milsom, Executive Director of Operations and Safety at Avanti West Coast, said: "We're pleased to welcome the return of our normal weekday timetable on our Glasgow and Edinburgh routes following the completion of the second phase of Network Rail's upgrade work. We'd like to thank customers for their patience and understanding over the last seven weeks and remind them our weekend services will still be impacted, as the third and final phase of the Carstairs Modernisation Project is completed. With no direct trains to or from Scotland on Saturdays and Sundays until early June, we strongly advise customers plan their journey, as well as visit the Avanti West Coast website for the latest updates."

Passengers planning to travel on weekends between now and Sunday June 4th – including on the extended bank holiday weekends in May – are advised to check their journey at www.nationalrailenquiries.co.uk or with their train operator.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Farewell to Class 317 886 and 317 884 as they pass through Northampton en route to the scrapyard behind Class 37 800 as 5Q68 08:59 Ely Mlf Papworth Sidings to Kingsbury Sidings on April 19th. *Derek Elston*



LNWR Class 350 236 and 350 264 working 1Y33 11:56 London Euston to Birmingham New Street service cross the River Nene at Kingsthorpe on April 28th. *Derek Elston*



Network Rail starts roof renovations to brighten up Britain's busiest station

London Waterloo's 100-year-old station roof is being given a face-lift to provide a lighter and brighter welcome to the capital. Passengers travelling to and from London Waterloo station will soon benefit from a lighter welcome to the capital. Network Rail engineers have begun work on this two-year project to refurbish the 100-year-old station roof which overlooks the main concourse and was rebuilt just after the First World War in 1922.

Work is needed to replace the existing glazing and support structures which will bring the roof back to its former glory. During this time a one-way system on Cab Road for taxis and delivery vans will be in place and customers may expect to see some scaffolding up in the station. Approximately 10,000 new glazed panels will be installed across 12,000 square metres of roof – an area almost twice the size of the pitch at Wembley Stadium. The panels will be made from a polycarbonate glazing material which is around 50% lighter in weight, reducing stress on the structure and future proofing it for decades to come.

A range of other work to improve the overall customer experience at the station is also being carried out where teams plan to make huge improvements to the station's retail offering which will see new brands and food outlets coming to the station, as well as giving some existing shops a makeover. Station teams have also listened to customer

feedback and are adding additional sustainable wooden seats to keep people comfortable when waiting for trains which will add to the 480 seats, plus 120 seats on platforms.

Work also started earlier this year to refurbish the toilets, adding a gender-neutral facility as well as more female facilities to bring them in line with what is available for males, plus extra baby changing areas.

This is part of the wider Improving London Waterloo station programme of work planned over the next few years.

Cem Davis, Network Rail's London Waterloo station manager, said: "We really welcome the improvements being made at London Waterloo which is Britain's busiest station. Customers will soon benefit from a lighter and brighter station making journeys more welcoming and pleasant. Work is also underway to improve the retail and food and drink offer, and the toilets are also in the middle

of a large-scale refurbishment. There will be some changes to the station as we carry out the upgrades and our station team will be on hand to ensure customers' station experience is as seamless as possible."

Peter Williams, South Western Railway's customer and commercial director, said: "We're delighted that SWR's customers

will soon be able to enjoy the benefit of the improvements being made to Waterloo station. The refurbishment of the roof will mean that that the building will be lighter; and other works will provide more seating as well as improved customer information screens, better shopping and better opportunities for eating and drinking.

Our colleagues at Network Rail will be carrying out these improvements with as little disruption to normal station working as possible and we look forward to welcoming customers to a brighter Waterloo."



Colas Rail's Class 70 813 runs through Charnock Richard cutting during a move from Carlisle to Rugby on April 18th. *John Sloane*



On April 6th, Colas Rail's Class 66 849 and 66850 are seen stabled adjacent to Eastleigh station. *Michael Lynam*



Protecting our wildlife from becoming still life: Network Rail unveils new artwork at London Paddington

Network Rail has revealed a new artwork at Paddington station to highlight the company's commitment to protecting wildlife and biodiverse habitats alongside the railway.

The artwork is a print of five oil paintings done by Cindy Powell, an artist based in Wiltshire and a MA student at Falmouth University, depicting a Great Western Railway Class 800 IET alongside images of British wildlife in a surrealist style reminiscent of Lewis Carroll's *Alice in Wonderland*. The piece celebrates the diversity of habitats and creatures found along rail corridors and Network Rail's work to protect them.

Jane Austin, Network Rail's director of engineering and asset management for the Western route, said: "The railway provides a rich and diverse tapestry of habitats for biodiversity and is home to many species of plants and animals, including some that are rare or endangered.

"We're committed to protecting these biodiverse habitats and achieving no net loss of biodiversity on railway land by 2024, with a net gain on each route by 2035.

"Cindy's artwork encapsulates the joy that nature and wildlife can inspire and centres Network Rail's ambitious biodiversity targets in the larger rail context, with trains, plants and animals co-existing with all the benefits that they bring to one another.

"I hope the piece inspires passengers as they travel to and from Paddington so that we can all do our bit to protect our wild landscapes and the creatures that inhabit them."

Cindy Powell, who created the paintings, said: "I wanted to highlight Network Rail's environmental strategies and biodiversity action plans by painting a Pentptych, with a tea party theme, that had all sorts of creatures and a train intertwined into it. I strive to encourage a symbiotic and harmonious relationship between humans and all of earth's creatures by creating fun, colourful figurative and surrealistic type paintings."

Passengers will find the new artwork near the entrance to the Hammersmith and City line and Paddington taxi rank.



Network Rail engineers work around the clock to repair Nuneham viaduct with the line expected to be closed until early June

The railway between Didcot Parkway and Oxford will not reopen until early June following the closure of Nuneham viaduct in Oxfordshire for safety reasons on Monday April 3rd, as Network Rail engineers work around the clock to repair the structure. The line was shut after Network Rail installed monitoring equipment detected increasingly significant movements of the viaduct, which crosses the River Thames between Culham and Radley, despite Network Rail carrying out stabilising works in recent weeks. Monitoring equipment is routinely installed across the rail network to provide data on the infrastructure and detect when any issues may arise. The structure had been monitored with such equipment since 2018, with extra equipment installed earlier this year. Prior to the recent rapid deterioration of the viaduct, its condition posed no risk to trains or passengers.

The viaduct, like other rail infrastructure, undergoes regular inspections, including with divers below the water every three years. Manual inspections have been carried out at the viaduct every three months since 2021, with full inspections of the stability of the southern bridge support structure in 2019 and 2022. These inspections

led to a planned low intrusiveness ground stabilisation scheme in March 2023. Unfortunately, these interventions in March 2023 were not successful, resulting in the closure of the line once the condition of the viaduct rapidly and unexpectedly deteriorated. The cause of the rapid decline in the condition of the southern support structure is currently unknown, however engineers will be in a better position to assess this once the old support has been removed. Engineers have been working around the clock since the line was closed and are now working to replace the southern support structure with a new one, which will provide a long-term fix and allow for both passenger and freight trains to run again between Didcot Parkway and Oxford by Saturday June 10th. The work to replace the support structure will be complex and challenging owing to ground conditions at the site, including the proximity to the River Thames and the heavy clay soil in which the new support will need to be secured.

Network Rail has been working closely with its rail industry partners to help keep passengers moving while the line is closed. As part of this partnership, GWR, CrossCountry, Chiltern Railways and Network Rail have

implemented a revised timetable for the duration of the line closure, with a rail replacement service and local shuttle services running. Those travelling between London Paddington and Oxford/North Cotswolds will need to change at Didcot Parkway for replacement bus services, adding about 45 mins to journey times.

A non-stop bus shuttle will run between Didcot and Oxford, with another calling at intermediate stations. Trains will continue to operate largely as planned between Hereford/Worcestershire and Oxford.

Stuart Calvert, Network Rail's capital delivery director, said: "Our teams have been working 24/7 since the line has been closed to determine how best to repair the structure so that we can run trains across the viaduct safely once again.

"We can now confirm that we're working towards a reopening date of Saturday June 10th and will be replacing the old southern support structure in order to start running trains safely again.

"We are sorry for the disruption this has caused for passengers and advise them to continue to check before they travel."

Huw Margetts, CrossCountry's regional director, said: "We're sorry that passengers' journeys will be disrupted until early June while Network Rail carries out this urgent work. The plans we introduced to help people keep travelling have worked well, and we will work closely with our industry partners to ensure this continues until the line reopens. Until then, we encourage anyone travelling to check their journey carefully before departing or visit our website for further information."

Mark Hopwood, GWR's managing director, said: "It is very disappointing to hear this key route will be out of action for some considerable time, but it's important Network Rail are given the time to make the necessary repairs. We at GWR are working hard with our colleagues at CrossCountry and Chiltern to ensure we can give passengers as many journey options as possible and will continue to see what more we can do over the coming weeks to improve that situation."



National Rail

The Heatherslaw Light Railway's 'Bunty' is seen on departure from Heatherslaw on April 1st with the 12:00 to Etal. *Steve Chapman*



No crane, no gain - Engineers install wider staircase to improve accessibility for passengers at Clapham Junction station

This Easter, one of the biggest cranes in Europe visited Clapham Junction station in south west London to install a brand new and wider staircase.

Over the Easter weekend Network Rail engineers and supply chain partners successfully removed and replaced the staircase on platforms 13 and 14 at Clapham Junction station using an 80m, 700 tonne hydraulic crane.

A new and wider staircase was installed to improve capacity and reduce overall congestion in the station, providing a more comfortable experience for passengers travelling through.

Lucy McAuliffe, Network Rail's Sussex route director, said: "It's fantastic to see the progress the teams have made over the Easter weekend across the Sussex region. At Clapham Junction, the new staircase will mean more comfortable journeys for passengers especially those using busy platforms 13 and 14 which serve passengers travelling on Southern services to and from London Victoria

and the south coast.

The work down in Streatham also sees the last of nine major junction rebuilds which have been delivered as part of the two year, £160m investment in track and signalling on the lines between Balham, Clapham Junction and London Victoria as part of the London Victoria resignalling programme.

"We'd like to thank passengers for their patience whilst we carried out these works. The upgrades will keep people moving safely and reliably for decades to come."

Engineers also worked around the clock to renew a set of outdated switches and crossings at Streatham North Junction to improve safety and reliability.

On April 22nd, being of an age that I remember class 73s being built and incarcerated firmly on the Southern Region, I still can't get used to seeing them in any other part of the country. So the sight of one in Doncaster West Yard was worth a second glance, as was the 67, soon to be ousted from its role as chief rail polisher. So here are Class 67 028 and 73 961, side by side, probably both wondering what on earth they are doing there!. *Steve Thompson*



National Rail

Cross Country HST power car No. 43285 heads the 16:25 Plymouth - Leeds out of Cheltenham Spa on March 11th. *Chris Morrison*



ScotRail supports active travel to Mallaig with introduction of Highland Explorer carriages

Adventure seeking cyclists and local communities along the West Highland line can now benefit from more seats and enhanced on-board facilities, thanks to the introduction of ScotRail's Highland Explorer carriages to and from Mallaig.

ScotRail ran the first of its Highland Explorer carriages, which boast 20 cycle spaces and were a UK-first, on the Mallaig branch of the West Highland Line on April 19th. The carriages operate on two services each day – the early morning service from Mallaig to Glasgow Queen Street and the evening Glasgow Queen Street to Mallaig. Northbound services run Monday to Friday, whilst Southbound services run Tuesday to Saturday.

The move benefits local communities as well as adventure seeking cyclists, as the addition of the carriages on the route means customers benefit from 15 per cent more seats, more luggage space, and access to an additional toilet on board. The Highland Explorer carriages have larger cushioned seats, USB and plug charging points, and also feature table maps detailing the route,

with recommendations on where to walk, cycle, and visit. QR codes at each table also provide links for further inspiration on places to visit in Scotland. The early morning service from Mallaig to Glasgow Queen Street calls at Fort William during the morning peak, providing more seats for commuters.

To help support active travel, ScotRail also removed the additional charge for its Highland Explorer ticket earlier this month, meaning customers using the service on the Mallaig line now have access to the active travel carriage without having to pay the £10 supplement.

The removal of the additional fare means that customers can now purchase the Highland Explorer ticket for the price of a standard class fare.

The repriced ticket will provide customers with guaranteed access to the carriage allowing them to sit closer to their cycle, or other large item of luggage.

First electric trains on Transpennine Route Upgrade in sight, as Stalybridge station reopens

The Transpennine Route Upgrade continues to build towards the future of electric rail travel in the North, as industry leaders hail the latest upgrade work at Stalybridge station.

Engineers worked around the clock over 26-days to complete their largest phase of work to date, including a full junction remodelling, installing over 2km of new track and 23 new signals, upgrading 13 crossovers and fitting new overhead line equipment for future electrification, which will improve journeys along this key route.

Rail Minister, Huw Merriman said: "Our multi-billion-pound Transpennine Route Upgrade will transform our railways for generations to come and this major piece of work at Stalybridge station is just another way we're investing to improve rail in the North.

"These vital works will support economic growth, connect communities and deliver faster, greener and more reliable services across the region"

The multi-billion-pound Transpennine Route Upgrade is set to revolutionise rail travel in the North, better connecting towns and cities through more frequent, faster trains, running on a cleaner, greener and more reliable railway.

Hannah Lomas, Industry Programme Director for Transpennine Route Upgrade, said: "We'd like to say a big "thank you" to passengers for bearing with us while we did this work; it means that trains will be able to move through Stalybridge station faster and more reliably.

"This is just one component of the wider Transpennine Route Upgrade, which will electrify the whole route between Manchester and York via Huddersfield and Leeds, bringing the line into the 21st century with 70 miles of fully electric, digital railway."

Rob Warnes, Strategic Development Director for Northern, said: "We're really grateful to all of our customers for their patience throughout this 26-day closure of the line

between Manchester and Stalybridge. The work that has taken place will allow us to run electric trains to Stalybridge in the near future, meaning faster, greener and more reliable trains for everybody."

Chris Nutton, Major Projects Director for TransPennine Express, said: "Completing the 26-day upgrade work at Stalybridge is a fantastic achievement for the cross-industry teams who have worked tirelessly to deliver this important work.

"It takes us another step closer towards this once-in-a-generation rail project which will enable more frequent trains between Manchester and York – running on a cleaner, greener, more reliable railway.

"We'd like to thank customers for their patience and cooperation during the work.



National Rail

Class 37 612 heads through Acton Bridge on March 21st with a Derby to Warrington light engine move.
Brian Battersby



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Pressure Point

DID YOU KNOW?



During the 2000s, in preparation for the introduction of the British Rail Class 390 tilting trains, which would

enable regular operating speeds of 125 MPH along this section of the line, it was determined that the 491 yard long Stowe Hill tunnel would, without modification, cause such pressure changes to trains traversing it at high speed as to exceed passenger comfort levels. Accordingly, modifications to the tunnel were made in the form of four vertical pressure relief shafts being installed to provide sufficient mitigation; additional land around these new shafts was acquired, in some cases using compulsory purchase orders.

Wouldn't Happen Nowadays

FAIR FARES

Launched on 06.06.1979

Swindon to Paddington for 50p.

That's the ambitious package from British Rail, who want to get families out of their cars and on to the trains.

This bumper offer under the banner of Family Railcard will start on June 17 and continue for an 8 months trial period. If it's successful, Family Railcards are likely to be valid after that for 6 or 12 month periods. And it will work like this: Dad - or Mum - buys a Family Railcard for £10. He then pays the full 2nd-class fare for the journey - single, ordinary or Awayday return. And Mum, or another nominated adult and up to four children travel for just 50p each - a total of £2.50. For single-parent families there is a £5 Family Railcard.

Launched on 01.10.1981

'British Rail has slashed the day return fare between Swindon and London to £5. The cut of £3 is part of the campaign launched by Western Region to win back passengers lost to the cheap express coach services. The tickets will be valid on Tuesday, Wednesday, Thursday and at the weekends for passengers travelling after 9.30 am and coming back to Swindon on trains leaving London after 6 pm. The new day return ticket from Swindon will be tested from October 6.'

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

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

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

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



10+ Price: £7.60 EACH

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A Different View

▶ Class 66 002 and 67 024 (with the British Pullman stock) are seen at Arpley servicing point on April 15th. *Jeff Nicholls*

▶ Class 66 501 working 6C58 Oxford Banbury Road to East Usk Yard heads behind the 6B33 Theale to Robeston oil tanker train at Swindon on April 20th. *Ken Mumford*

▶ On April 12th, Wickham inspection trolley No. B40W is seen motoring along the line at Midsomer Norton through the thunderstorms which were hitting the area throughout the afternoon. *Ben Bucki*



A Different View

No. 75014 stands at Toddington on April 22nd working an ECS to Cheltenham. *Phil Martin*





Unusual, unique diesel loco visits line for first time.

Thousands of enthusiasts packed trains at the Great Central Railway as vintage diesel took centre stage for a gala. Steam power was side lined for the weekend as different locomotives dating from the 1950s and 60s wowed visitors.

“Diesel locos have their own generation of fans,” said Great Central Railway General Manager Malcolm Holmes. “These machines represent a time when lots of different ideas for modernising Britain’s Railways were being tried out. Some when on to have long careers, others were retired quickly!”

Among those which didn’t make the grade was the Class 17, which was star guest at the GCR gala. Built in the 1960s, they had a distinctive central driving cab, with low bonnets covering the engines. The idea was the driver could see in both directions clearly. However they were not a success and all but one was scrapped. Happily as guest of honour, on its first ever visit to the GCR, it turned heads and painted a picture of a ‘what might have been’ future!

“As diesels get older, they are just as important a part of our heritage railway story,” continued Malcolm. “When enthusiasts come to the line for our events,

they boost the whole local visitor economy and we’re delighted to play our part bringing people from all the country to Leicestershire.”

Over the weekend of the June 17th and 18th, the Great Central will celebrate fifty years of running heritage trains, hauled by steam and diesel traction, with another special once in a lifetime gala event, featuring a fifty wagon freight train, full details will be on the GCR website shortly.





Keighley and Worth Valley Railway

An almost timeless scene at Keighley as No. 52044 waits to depart for Oxenhope on April 13th. *Lee Stanford*



Dales Countryside Museum

At the Dales Countryside museum in Hawes this former Robert Stephenson and Hawthorn Co. industrial locomotive stands at the former station with three mark 1 coaches. It has been disguised as G5 class No. 67345 which was the last steam loco to work a passenger train out of Hawes. *Lee Stanford*



Somerset and Dorset Railway

On April 12th, at the Somerset and Dorset Railway station at Midsomer Norton, the midweek service was being operated by their Wickham inspection trolley B40W, and the tiny vehicle is seen stabled at the end of the day alongside Class 08 No. D4095, and the lines Class 107 DMU Nos. Sc52006 and Sc52025.

Evidence of the torrential hailstorm that had blanketed the site, and driven most of the remaining visitors away or into shelter, is still visible; the hail followed a very impressive thunderstorm which seemed to be centred right over the station as the trolley undertook its final runs of the day. *Ben Bucki*



Telford Steam Railway

On April 29th, the line held a 'Multiple Mayhem' gala, British Rail Class 108 No. 51950 (DMBS) and No 52062 (DMCL), both in chocolate and cream livery are seen in the yard at Spring Village. *Richard Hargreaves*

British Rail Class 142 004 (DMS 55545 and DMSL 55595), both in unbranded Northern Rail livery are seen in the yard at Spring Village on April 29th. *Richard Hargreaves*

North British 0-4-0DH No. 27414 'Tom' in BR Black livery at Spring Village. *Richard Hargreaves*



Telford Steam Railway

British Rail Class 142 058 (DMS 55708 and DMSL 55754), both in unbranded Northern Rail livery awaits departure from Spring Village on April 29th. *Richard Hargreaves*

British Rail Class 144 013 (DMS 55817 and DMSL 55836), both in unbranded Northern Rail livery arrives at Horsehay and Dawley station. *Richard Hargreaves*

Class 142 004, 142 058 and 144 013 are seen lined up at Spring Village on April 29th. *Richard Hargreaves*



West Somerset Railway

▶ On April 8th, Class 03 No. D2133, formerly both of British Railways and British Cellophane Limited of Bridgewater was presented by the latter to the railway, and it now acts as one of the shunters at Minehead, around the works.
Ben Bucki

▶ Outside the loco shed at Minehead station, Mogul No. 9351 (a loco created by converting an ex-Barry Scrapyard Prairie tank loco) basks in the morning sun, where it was attracting much attention from waiting passengers.
Ben Bucki

▶ A sunny April 8th, at Minehead station, saw industrial Andrew-Barclay shunter RoF No. 2 stabled prominently near the promenade. The loco, ex - Royal Ordnance Factory Puriton (at nearby Bridgewater) is normally based at this station as pilot loco. *Ben Bucki*





Northampton and Lamport Railway

Class 31 289 'Phoenix' and 47 205 are seen stabled in the siding on April 9th. *Derek Elston*

On April 9th, diminutive Peckett R4 Class 0-4-0ST, No. 2104 awaits restoration. *Derek Elston*

Hawthorne Leslie 0-4-0ST No. 3718 'Swanscombe No. 4' stands at Pitsford & Brampton station on April 9th. *Derek Elston*



Swindon
Designer Outlet

GWR Manor class loco 7821 'Ditcheat Manor' is seen on display in the Swindon Designer Outlet Centre on April 18th. *Derek Elston*



Isle of Wight Steam Railway

On April 29th, 'Wagonner' storms over Ashey crossing with a train to Smallbrook Junction.
John Sloane

Former Island Line Class 483 007 is now on display inside the Train Story building.
John Sloane

On April 29th, No. 24 'Calbourne' is seen inside the Train Story building at Haven Street.
John Sloane



▶ Furness Railway No. 20 was visiting the centre for a 'Victorian Easter weekend' event on April 8th. *Colin Pidgeon*

▶ GWR 0-4-0ST Avonside No. 1340 'Trojan' is seen working services on the 'Branch line' on April 8th. *Colin Pidgeon*

▶ GWR 0-4-0ST Avonside No. 1338 stands outside the steam shed on display. *Colin Pidgeon*



Severn Valley Railway

▶ GWR Pannier Tank loco No. 7714 works over Victoria Bridge with a local service from Kidderminster to Hampton Loade on April 15th. *Ben Bucki*

▶ No. 43106 heads over Victoria Bridge with an afternoon service from Kidderminster on April 15th. *Ben Bucki*

▶ At the Spring steam gala on April 15th, No. 78018 (visiting from the Great Central) pauses at Arley with a local service from Hampton Loade to Kidderminster. *Ben Bucki*



Severn Valley Railway

West Country 4-6-2 No. 34027 'Taw Valley', running as 21C127 in wartime black, departs Bewdley with the 13:45 service to Bridgnorth on April 14th. *Barry Longson*

Visiting from the East Somerset Railway, GWR 2-6-2T No. 4555 awaits shunting out of Kidderminster on April 14th. *Barry Longson*

On a rather wet first day of the Springsteam gala on April 14th, GWR 4-6-0 No. 7812 'Erlestoke Manor' prepares to depart Kidderminster with the 09:30 to Bridgnorth service. *Barry Longson*



Severn Valley Railway

▶ Although not in steam, GWR Class 4300 2-6-0 No. 7325 looks the part, stabled at the head of a mixed freight at Bewdley on April 14th. *Barry Longson*

▶ Class 20 048 working the 13:30 Bridgnorth - Kidderminster service passes Highley on April 10th. *Phil Martin*

▶ Class 09 107 is seen giving Brake Van rides at Bewdley on April 1st. *Phil Martin*



Severn Valley Railway

On April 15th, No. 78018 working a Highley - Kidderminster service is seen crossing Victoria Bridge. *Carl Grocott*



Severn Valley Railway

With its boiler ticket expired, GWR No. 2857 is seen parked up at Bewdley on April 1st.
Phil Martin

Class 50 044 is seen stabled in the station at Kidderminster on April 1st.
Phil Martin

Class 33 108 stands at Kidderminster on April 1st, resplendent in its new Civil Engineers livery.
Phil Martin



Severn Valley Railway

▶ On April 10th, GWR Castle Class No. 4079 'Pendennis Castle' passes Hayebridge with a test run. *Phil Martin*

▶ On April 15th, GWR Pannier Tank No. 4555 working the 13:50 Hampton Loade - Bridgnorth service climbs Eardington Bank. *Phil Martin*

▶ Southern No. 34027 running as 21C127 'Taw Valley' in wartime black livery hauling the 13:20 Kidderminster - Bridgnorth climbs Eardington on April 15th. *Phil Martin*



Severn Valley Railway

On April 14th, GWR No. 4555 is seen backing out of the sidings at Highley during a shunt move.
Richard Hargreaves

GWR No. 7714 working the 16:50 Bridgnorth - Bewdley freight is seen at Bewdley on April 16th.
Phil Martin

On April 16th, No. 78018 and 43106 stand at Bridgnorth awaiting departure time with the 17:26 service to Kidderminster.
Phil Martin



Severn Valley Railway

▶ GWR Hall Class No. 4930 'Hagley Hall' is seen at Highley with a service to Kidderminster on April 15th. *Richard Hargreaves*

▶ Class 14 No. D9551 is seen inside the shed at Bridgnorth getting a repaint into green livery. *Richard Hargreaves*

▶ Southern No. 34027 running as 21C127 'Taw Valley' approaches Highley on April 15th with a service to Bridgnorth. *Richard Hargreaves*



Severn Valley Railway

▶ No. 43106 departs Highley on April 15th with a service to Kidderminster. *Richard Hargreaves*

▶ Class 50 035 working the 11:15 Kidderminster - Bridgnorth climbs Eardington Bank on April 29th. *Phil Martin*

▶ BR Standard Class 2 No. 78018 is seen on Bridgnorth MPD on April 15th. *Richard Hargreaves*



East Lancs Railway

▶ On April 7th, ELR visitor 'Lady of Legend' crosses Summerseat viaduct with a Bury to Rawtenstall service. *Lee Stanford*

▶ On April 7th, GWR No. 2999 'Lady of Legend' is photographed after departing Ramsbottom with the 10:10 service from Bury to Rawtenstall. *Brian Dobbs*

▶ In lovely spring lighting, Class 50 015 'Valiant' slows for its Summerseat stop with a Heywood service on April 7th. *Lee Stanford*



East Lancs Railway

▶ GWR Saint Class 2900 No. 2999 'Lady of Legend' is seen at Irwell Vale on April 2nd.

Alan Naylor

▶ GWR No. 2999 'Lady of Legend' is seen here at Ewood Bridge with 09:15 Bury to Rawtenstall service on April 15th. *Brian Dobbs*

▶ Didcot based GWR No. 2999 'Lady of Legend' storms up Broadfield Bank with a Rawtenstall to Heywood service on a sunny April 7th.

Lee Stanford



Ecclesbourne Valley Railway

Former Severn Tunnel Rescue DMU Vehicle No. 977 976 (ex W55027) is seen in the yard at Wirksworth on April 15th. *Michael Lynam*

Ex London Underground District Line D78 stock driving car No. 7501 sits in the yard at Wirksworth. *Michael Lynam*

Class 14 No. D9525 is seen stabled in the yard at Wirksworth. *Michael Lynam*



Ecclesbourne Valley Railway

▶ Class 31 601 propels 'Bubble Car' No. W55034 on the shuttle service to Ravenstor on April 15th. *Michael Lynam*

▶ This diesel shunter was originally a Sentinel steam locomotive, rebuilt by Thomas Hill to a diesel hydraulic loco and used at CEGB power station at North Stella. The loco arrived from the Statfold Barn Railway in March 2017. *Michael Lynam*

▶ Class 47 No. D1842 is seen stabled in the yard at Wirksworth on April 15th. *Michael Lynam*



Ecclesbourne Valley Railway

On April 15th, Class 73001 arrives at Wirksworth with a service train from Duffield.

Michael Lynam

Class 73 210 is seen under restoration in the workshops at Wirksworth on April 15th.

Michael Lynam

Thomas Hill Vanguard 4WDH diesel shunter 'CHARLIE' seen in the yard at Wirksworth.

Michael Lynam



Peak Rail

▶ RS8, Originally built in 1923 as an Avondale 0-4-0 steam engine and subsequently converted to diesel in 1960. The locomotive was used throughout its working life at Tunstead Quarry near Buxton. *Michael Lynam*

▶ Class 03 No. D2128 arrives at Rowsley with a service train from Matlock on April 15th. *Michael Lynam*

▶ Class 25 No. D7659 positions itself on to the next service to Matlock. *Michael Lynam*



On April 15th, Class 44 No. D8 'Penyghent' is seen on the rear of a service to Matlock.
Michael Lynam

Class 47 No. D1501 stands ready to depart Rowsley with a service to Matlock on April 15th.
Michael Lynam

Class 08 830 is seen in the yard at Rowsley on April 15th. *Michael Lynam*



From the Archives

▶ Class 90 002 sweeps into Lancaster on test on June 11th 1988. *John Sloane*

▶ Metro Train liveried Class 155 344 calls at Preston on its way from Blackpool to Leeds on April 7th 1990. *John Sloane*

▶ GWR Castle Class No. 5029 'Nunney Castle' toils past Selside on February 12th 1994. *Jeff Nicholls*



From the Archives

On Easter Saturday 1992, Class 33 008 failed at Andover whilst working a London Waterloo - Exeter service and rescue came from Salisbury in the form of Class 47 703. *Dennis Rowland*

Class 37 601 passes Hall Nook Crossing on June 25th 2014 with a Network Rail test train. *Jeff Nicholls*

A Class 47 on a Birmingham to London Paddington service passes Kennington near Oxford in 1989. *Michael Bennett*



From the Archives

▶ Class 58 039 passes Hinksey Yard with a MGR heading to Didcot power station in the late eighties. *Michael Bennett*

▶ Class 52 No. D1023 'Western Fusilier' and Warship No. D821 'Greyhound' are seen at Crewe Diesel Depot on October 12th 1991. *John Sloane*

▶ Class 31 324 and 31 200 roll past Winwick Junction on July 4th 1991 with a Sellafield to Crewe nuclear flask train. *John Sloane*



From the Archives

▶ Deltic Class 55 022 'Royal Scots Grey', moves slowly out of Preston Docks Sidings, along Portway, with 66 066 on the rear, with the Pathfinder Tours, 'The Ribble and Lune Railtour' on October 10th 2010. *Paul Senior*

▶ Class 47 540 passes through Twyford with a engineers train in the late eighties. *Michael Bennett*

▶ Class 20 070 rests on shed at Toton on June 3rd 1990. *John Sloane*



From the Archives

▶ Class 45 115 passes Dawlish Warren with a Birmingham to Paignton holiday train in the late eighties. *Michael Bennett*

▶ EWS liveried Class 86 261 is about to be lifted at Crewe Works on May 31st 2003. *John Sloane*

▶ Class 59 104 passes through Reading on February 5th 1992. *John Sloane*

