



Railtalk Magazine

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Content

- Pg 2 - Welcome
- Pg 4 - Charter Scene
- Pg 46 - Pictures
- Pg 162 - News and Features
- Pg 176 - Did you Know
- Pg 177 - Different View
- Pg 179 - Preserved/Industrial
- Pg 213 - 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 to be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

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

Welcome to Issue 201

We begin this month with the news that the national contract held by FirstGroup to run Transpennine Express has not been renewed when it expired at the end of May, and the operation has been taken over by the Department for Transport's Operator of Last Resort. The decision has been welcomed by opposition politicians, ASLEF and passenger watchdog Transport Focus, while FirstGroup said it was 'disappointed'.

The DfT has decided not let FirstGroup stay in control after what it described as 'months of disruption and regular cancellations', which has 'resulted in a considerable decline in confidence'. TPE had become notorious for its high level of cancellations, including many which are decided the previous night and do not therefore show in the official statistics.

Transport secretary Mark Harper said: 'This is not a silver bullet and will not instantaneously fix a number of challenges being faced, including ASLEF's actions which are preventing Transpennine Express from being able to run a full service – once again highlighting why it's so important that the railways move to a seven-day working week. We have played our part, but ASLEF now need to play theirs by calling off strikes and the rest day working ban, and putting the very fair and reasonable pay offer to a democratic vote of their members.'

Mr Harper's decision will also be welcomed by Mayors in the city regions in the TPE area, who have voiced strident criticism of TPE's performance.

Meanwhile, First's CEO Graham Sutherland said: 'We have operated Transpennine Express and its forerunners since 2004, and are very proud to have served the communities across northern England and into Scotland, carrying millions of passengers and introducing new trains, new routes and more seats for our customers. Our team have worked extremely hard to improve services, including by recruiting and training more drivers than ever before. We have also worked closely with the DfT and Transport for the North on an agreed recovery plan as well as an improved offer on overtime working for our drivers.'

Labour shadow transport secretary Louise Haigh responded to the change of ownership by saying: 'This broken service has comprehensively failed the north. After months of needless damage, Conservative ministers have finally accepted they can no longer defend the indefensible. But this endless cycle of shambolic private operators failing passengers, shows the Conservatives' rail system is fundamentally broken.'

The chair of the Commons Transport Committee Chair Iain Stewart said:

'Stripping TransPennine Express of its contract is absolutely the right call. There was no realistic expectation it would improve, unlike with Avanti where demonstrable progress was being made. We also heard about extensive use of so-called 'p-coding' – where if a service was removed from the timetable the evening before it wouldn't appear in the cancellations data. A range of factors were at play. TPE was among train operators who failed to recruit enough drivers during and after the pandemic, despite having their revenue guaranteed by the Department for Transport and knowing they have an ageing workforce. Upgrades to railway lines have also caused disruption.'

Anthony Smith is the chief executive of watchdog Transport Focus. He said: 'TransPennine Express passengers have endured an unacceptable service for too long. In our latest survey TransPennine Express was rated the joint worst performing train operator and just 67 per cent of passengers were satisfied with how punctual their journey was.'

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 70 011 heads downgrade at Heald Green on May 24th, working the 15:20 Trafford Park to Southampton Western Docks liner. [Barry Longson](#)

Front Cover

The Swanage Railway's Class 117 DMU stands at Wareham on May 24th working the 17:19 service to Corfe Castle. Services operate Tuesdays, Wednesdays, Thursdays and Saturdays until mid September. [David Mead](#)





Class 70 806 hauling the 4C31 Longport - Carlisle passes Norton Crossing on May 20th.
Mark Enderby

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These issues wouldn't be possible without contributions from:
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Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On June 3rd, No. 46115 'Scots Guardsman' working the northbound 'Cumbrian Mountain Express' headst through Hincaster. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On June 3rd, 'Scots Guardsman' working the return 'Cumbrian Mountain Express' heads over Crosby Garrett viaduct. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR Merchant Navy Class No. 35018 'British India Line' is seen in the Ribble Valley with a return excursion from Appleby to Preston on May 13th. *Brian Dobbs*



Charter Scene Statesman Rail

Yorkshire Coast Statesman

Following a loco swap at Crewe, the 06:00 Newport to Scarborough excursion hurries through Mossley on May 31st behind Class 47 805 and 47 828 as the driver endeavours to make up lost time. *Lee Stanford*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

On May 17th, No. 46100 'Royal Scot' works the return 'Fellsman' over Aisgill Viaduct
Shep Woolley



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

'Royal Scot' drifts onto the slow line at Balshaw Lane Junction prior to it's stop at Euxton on May 17th. Class 47 805 was on the rear.

John Sloane



Saphos Trains

The Settle & Carlisle Fellsman

▶ On May 17th, 'Royal Scot' heads for the summit.
Shep Woolley

▶ In the gathering gloom of the evening of May 17th, No. 46100 blasts past Charnock Richard with the return of an S&C special to Crewe with Class 47 805 providing healthy assistance at the rear. *John Sloane*

▶ In the gathering gloom of the evening of May 17th, No. 46100 blasts past Charnock Richard with the return of an S&C special to Crewe with Class 47 805 providing healthy assistance at the rear. *John Sloane*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

No. 46100 'Royal Scot' forges north at Golborne with 'The Settle and Carlisle Fellsman' on a sunny May 17th. *Jeff Nicholls*



Charter Scene Retro Railtours

The Retro Devon Belle II

Early on May 27th, Class 50 008, with 67 028 inside, catch the early morning sunshine as they approach Stockport working the 05:48 Huddersfield to Paignton excursion.

Lee Stanford



Charter Scene

Retro Railtours

The Retro Devon Belle II

Class 50 008 and 67 028 pass Langstone Rock, Dawlish on May 27th working the 1Z68 05:48 Huddersfield to Paignton. *Barry Jones*



Charter Scene Saphos Trains

The Welsh Marches Express

On May 10th, LNER A4 No. 60007 'Sir Nigel Gresley' working 1Z65 05:45 Paignton - Shrewsbury passes Condover. *Phil Martin*



Charter Scene Saphos Trains

The Welsh Marches Express

LNER A4 No. 60007 is seen at Kempsey with 1Z66 15:50 Shrewsbury - Paignton on May 10th.
Keith Davies



LSL Private Charter

Private Charter

▶ Shattering the countryside peace on May 12th is 'Royal Scots Grey' as it races it's way North at Blisworth with 1Z70 07:30 London Euston to Carlisle. *Derek Elston*

▶ 'Royal Scots Grey', blasts past Boars Head with a London Euston to Carlisle test working on May 12th. *John Sloane*

▶ LSL Deltic No. D9000 'Royal Scots Grey', passes Wigan Springs Branch, running early, with the 1Z70 07:30 London Euston to Carlisle test run on another strike day, May 12th. *Paul Senior*



Charter Scene Statesman Rail

Snowdonia Statesman

Class 47 593 and 47 712 approach Chester on May 10th with a Blaenau Ffestiniog-Chesterfield returning charter. *Brian Battersby*



Charter Scene

Statesman Rail

The Yorkshire Coast Statesman

Class 47 593 and a poorly 47 712 are running some 80 mins late as they approach Bamber Bridge with the Ayr to Scarborough excursion on May 27th. *John Sloane*



Charter Scene Railway Touring Company

The South Devon Explorer

On May 27th, Jubilee No. 45596 steams past Langstone Rock, Dawlish working the 1Z39 06:23 Woking to Plymouth charter. *Barry Jones*



Charter Scene Midland Pullman

North Wales Coastal Pullman

On June 1st, power cars Nos. 43055 and 43046 head northbound at Winwick with 1Z45 Llandudno to Berwick-on-Tweed. *Brian Dobbs*



Charter Scene Midland Pullman

North Wales Coastal Pullman

The Blue Pullman liveried HST led by power car No. 43046 approaches Heyrod on June 1st with the 05:45 Berwick to Llandudno excursion.
Lee Stanford



Charter Scene Midland Pullman

North Wales Coastal Pullman

On June 1st, power cars Nos. 43046 and 43055 pass through Helsby working the 1Z45 Llandudno - Berwick-upon-Tweed return charter. *Brian Battersby*



Charter Scene Midland Pullman

Midland Pullman

On May 1st, power cars Nos. 43046 and 43055 working the 1Z44 Llandudno - Bournemouth pass Conover. *Carl Grocott*



Charter Scene Midland Pullman

Midland Pullman

On May 1st, power car No. 43055 is seen leading the 1Z43 05:16 Bournemouth to Llandudno through Shrewsbury. *Richard Hargreaves*



Midland Pullman

Midland Pullman

▶ Power cars Nos. 43046 and 43055 pass Burgs Lane, Baystan Hill on May 1st working the 1Z44 16:01 Llandudno - Bournemouth. *Phil Martin*

▶ On May 1st, power cars Nos. 43055 and 43046 pass Baystan Hill with 1Z44 16:01 Llandudno - Bournemouth. *Keith Davies*

▶ Power cars Nos. 43055 and 43046 pass Saltney Ferry with a Bournemouth to Llandudno outing on May 1st. *Brian Battersby*



Midland Pullman

North Wales Coast Pullman

▶ Power cars Nos. 43055 and 43059 pass Battlefield on May 13th with 1Z38 05:57 St. Albans - Llandudno charter. *Keith Davies*

▼ Power car No. 43059 stands at Chester on May 13th with the 1Z39 Llandudno - St. Albans return charter. This was terminated at Chester after a battery fire on one of the coaches. *Brian Battersby*



Charter Scene Midland Pullman

North Wales Coast Pullman

On May 13th, power cars Nos. 43055 and 43059 pass through Wellington working 1Z38 St. Albans to Llandudno. *Richard Hargreaves*



Charter Scene Midland Pullman

North Wales Coast Pullman

Power cars Nos. 43055 and 43059 working the 1Z38 St. Albans - Llandudno pass Walcot on May 13th. *Phil Martin*



Charter Scene Avanti West Coast

Eurovision Song Contest Relief

Class 86 101 speeds past Acton Bridge on May 14th with a Liverpool Lime Street - London Euston working. *Brian Battersby*



West Coast Railway Co.

Eurovision Song Contest Relief

West Coast operated a series of 'Eurovision extras' between Liverpool Lime Street and Manchester Piccadilly on May 14th. Snowplough fitted Class 47 813 is seen passing Patricroft with the 13:00 departure from Liverpool Lime Street and out of sight on the rear is 47 826.
Lee Stanford

West Coast's Class 47 813 leads 47 826 on the rear past Parkside Jct. with the 1251 Liverpool Lime St - Manchester Piccadilly additional passenger service on May 14th.
Dave Harris

Working the last of the Liverpool - Manchester Eurovision shuttles, West Coast's Class 47 813 tops and tails with 47 826 as they fly through Earlestown station some seven minutes ahead of schedule.
Jeff Nicholls



Charter Scene Saphos Trains

The Lakelander

On May 20th, Class 5 No. 45231 'Sherwood Forester' approaches Scout Green with the northbound 'Lakelander' rail tour to Carlisle.
Shep Woolley



Charter Scene Saphos Trains

The Lakelander

With Blackcombe Fell as a backdrop No. 45231 'Sherwood Forester' speeds through Kirksanton on May 20th, heading for its waterstop at Millom. *Shep Woolley*



Charter Scene Saphos Trains

The Lakelander

Class 47 No. D1935 (47 805) hurries towards Leyland with a special from Leeds to Carlisle on May 20th with 47 614 on the rear. *John Sloane*



Charter Scene Saphos Trains

The Lakelander

On May 20th, Making up for the lack of exhaust 'Sherwood Forester' making a real racket as it climbs Dalton Bank and onto Carnforth and Preston. *Shep Woolley*

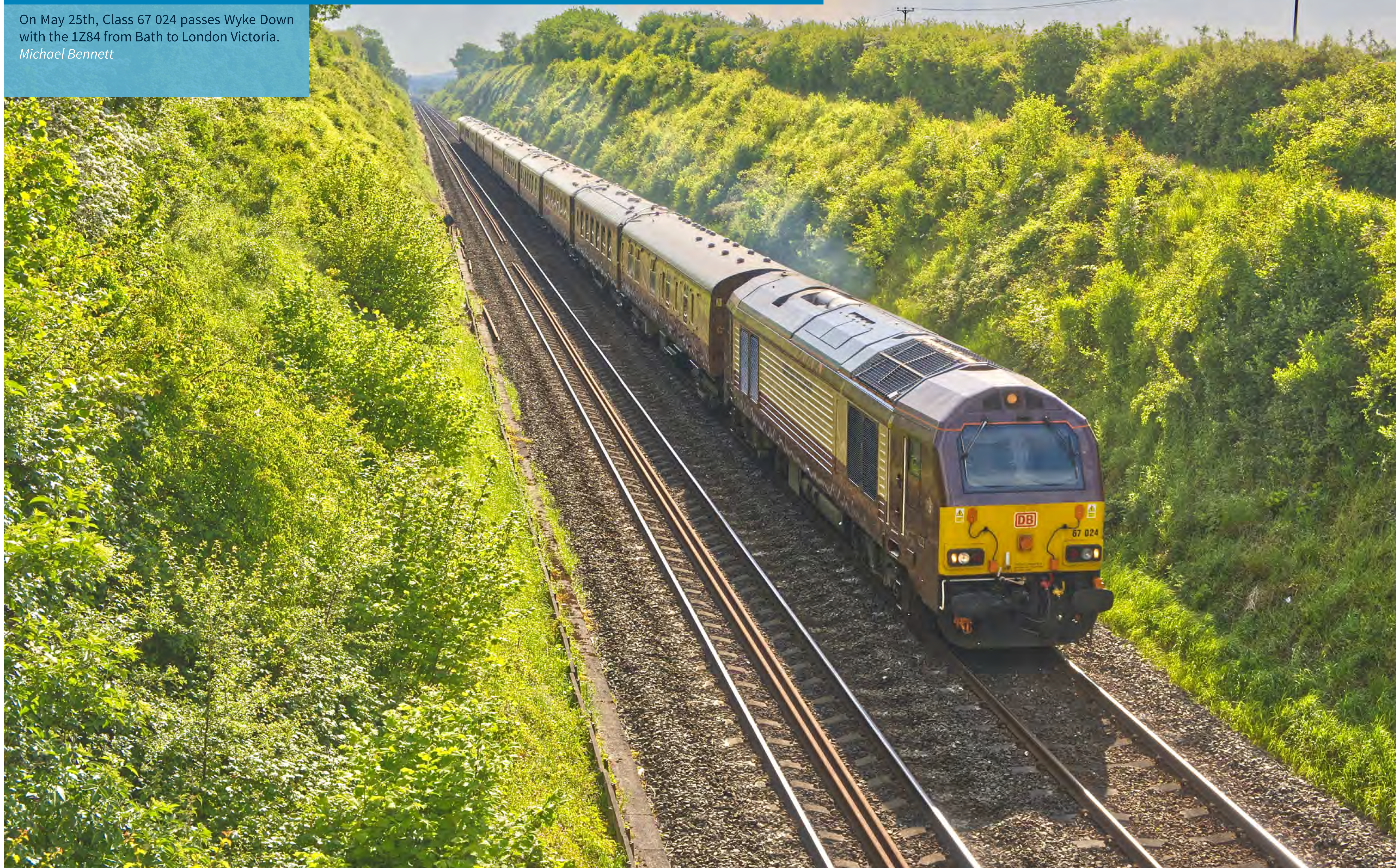


Charter Scene Belmond British Pullman

British Pullman

On May 25th, Class 67 024 passes Wyke Down with the 1Z84 from Bath to London Victoria.

Michael Bennett



Charter Scene Belmond British Pullman

British Pullman

The 1V80 London Victoria to Bath has a rather scruffy Class 67 016 hauling it as it is seen passing Grateley on May 10th. *Michael Bennett*



Charter Scene Pathfinder Railtours

The Crompton Torbay Venturer

West Coast Railways 'Cromptons' Class 33 029 and 33 025 pass Parson Street with Pathfinders Burton on Trent - Paignton railtour on May 29th.
Chris Morrison



Charter Scene UK Railtours

The Parkeston Panorama

Class 66748 slowly pulls out of Ingatestone loop hauling UK Railtours 'Parkeston Panorama' with its destination of Norwich and every loop, siding and yard enroute with 66765 on the rear on May 27th. *Charlie Robbins*



Charter Scene Steam Dreams

Shoeburyness to Portsmouth

LNER B1 No. 61306 'Mayflower' blasts through Pitsea on the London Fenchurch Street line hauling a Steam Dreams charter from Shoeburyness to Portsmouth on May 31st.
Charlie Robbins



Charter Scene Northern Belle

Northern Belle

Standing in for a non available steam loco Class 40 No. D345 approaches Ais Gill summit on May 27th working the 15:48 Appleby to Newcastle 'Northern Belle'. *Lee Stanford*



Charter Scene Northern Belle

Northern Belle

On May 6th, Class 57 313 'Scarborough Castle' stands at Edinburgh with 1Z81 17:18 Northern Belle service to Derby, 57 314 was on the rear.
Derek Elston



Charter Scene

ECS and Light Engine Moves

▶ On May 26th, West Coast's Class 33 025 and 33 029 arrive at Burton having run light engine as 0Z25 Southall to Nemesis Rail depot for the Crompton Torbay Venturer railtour.

Stuart Hillis

▶ West Coast's Class 33 025 and 33 029 pass Tamworth on May 30th with a light engine move from Burton to Southall. *Lee Stanford*

▶ On May 29th, Class 47 828 had been dispatched to Kilmarnock to bring 47 583, which was believed to be low on fuel, back to Crewe. The pair are seen heading south away from Balshaw Lane Junction. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ And the Winner by two lengths is...Having been held south of Warrington for a Chester - Leeds service, 'Flying Scotsman' has a race with the Class 195 in question as they pass through Winwick. The A3 was working from Bristol to Carnforth on May 2nd. *Jeff Nicholls*

▶ West Coast's Class 47802 passes through Wigan North Western with a Carnforth to Southall stock movement on May 11th. *John Sloane*

▶ On May 25th, Jubilee Class No. 45596 'Bahamas' working 5Z38 Southall to St. Phillips Marsh heads through Reading. *Colin Pidgeon*



Charter Scene

ECS and Light Engine Moves

▶ No. 45231 has sound recording equipment attached as it passes Leyland on it's way from Crewe to work a special from Preston to Carlisle on May 20th. *John Sloane*

▶ On May 10th, Class 40 No. D345 departs Castleton working 0Z41 to Eastleigh with Class 45 108 in tow. *Russell Clarke*

▶ Class 40 145 and 45 108 with the 0Z41 Castleton Hopwood to Eastleigh Arlington are seen near Winchfield on May 10th. *Michael Bennett*



Charter Scene

ECS and Light Engine Moves

▶ On May 10th, Class 40 No. D345 hauling 45 108 approaches Northampton on a light engine move ready for the Swanage Diesel gala running as 0Z41 08:27 Castleton Hopwood Gf to Eastleigh Arlington (Zg). *Derek Elston*

▼ Class 87 002 speeds past Charnock Richard with the empty stock from the Deltic test run on May 12th, heading back to Crewe from Carlisle. *John Sloane*



Avanti West Coast

An Avanti Voyager speeds past works to extend the platforms at Leyland on May 20th. *John Sloane*



Avanti West Coast marks the fourth anniversary of City of Culture train naming

One of Avanti West Coast's Pendolino trains has clocked over one million miles in service since it took the name Lady Godiva back in 2019.

The iconic tilting train was named after the legendary figure to celebrate Coventry City of Culture. The idea of BBC CWR's Saturday Morning Breakfast Show presenter Lorna Bailey, the train has proudly flown the flag for the city, travelling the length and breadth of the West Coast Main Line.

Widely regarded as the hardest working fleet in the UK, Pendolino 390 039 'Lady Godiva' has amassed 1,026,723 miles in the intervening four years, whilst running 4,765 services.

London Euston is its most popular destination, having visited the capital on 2271 occasions. The electric train has also visited Manchester (885 times), Birmingham (1226), Liverpool (340), Glasgow (320), Edinburgh (111) and made 74 trips to Blackpool.

Lady Godiva has also passed through its home city of Coventry on 1514 occasions.

To mark the occasion, Lorna, who also named the train back in 2019, was presented with her own replica nameplate. She added: "It was such a huge amount of fun and one of my proudest moments at BBC Coventry and Warwickshire. It's incredible to think how far Lady G has travelled. The nameplate will have pride of place chez Lorna."

Maria McCarron, Station Manager at Avanti West Coast said: "It always brings a smile to my face when Lady G passes through the station. That's a lot of miles, and several million customers and I have no doubt she has many more in the tank."

Later this year Lady G will take two well deserved week's off, during which time her interior will be transformed as part of the wider £117m investment to refurbish the Pendolino fleet.



Avanti West Coast provides platform for mental health with walk-in service at station

Avanti West Coast has teamed up with a mental health support group to offer a dedicated walk-in service at Runcorn station to help people with their wellbeing. Two days a week the station's community room hosts sessions delivered by local peer support group, It's Good 2 Talk, to provide space, company, resources, and time to help those struggling with their mental health – in what is believed to be the first initiative of its kind on the West Coast. The sessions are designed to encourage people to offload worries or stresses of the day, take time for themselves or get support and information in a safe, non-judgemental, and confidential environment.

The idea began with a chance meeting between Avanti West Coast's Community Champion, Laura Warwick, and Nathan James, founder of It's Good 2 Talk, at a local event.

Laura and Nathan, who have a shared passion to stop the stigma associated with mental health, wanted to

bring people going through similar situations together, and encourage them to talk as well as share their feelings. On Monday mornings, Nathan broadcasts a live talk show from the station - Getting on Track Together – which sees guests chat about their personal experiences of mental health. Over 20 episodes have been streamed on social media – giving audiences an opportunity to get involved in the conversation. Every Friday the room is open between 12pm and 6pm to anyone wanting to talk, enjoy a brew, find company, or relieve stress with colouring activities, sketch pads and fidget toys, as part of 'On the Right Track' drop-in sessions.

Since the dedicated space was made available in January, it has made a difference to people from all walks of life – from a lonely woman finding a place to go when at a loss for something to do, to a passenger needing to talk after returning by train from a friend's funeral, and a local man who found much-needed friendship. The

pop-up support at the station has also been backed by charities and organisations in the region, including Weaver Arts community group, Animal Teach, Halton Carers Association, and Mind, that link back to aiding positive mental health and wellbeing.

To mark Mental Health Awareness Week, Nathan promoted the benefits of music and speaking to the founder of Sound City music festival, Dave Pichilingi. Nathan said: "It's a sad truth that many people today don't have anyone to listen to them about their day, worries, feelings, life stories. Those things are integral to our humanity. I'm overwhelmingly grateful to Avanti West Coast, Laura, and the team at Runcorn for providing this space for people to take time to talk because it's changing lives. Everyone needs places like this – somewhere to sit and be free to chat, listen, learn, connect, read, and have a brew, find comfort or friendship. Communication through talking, laughing, or crying together brings connections and through connections comes growth,

understanding and community. I have already met some great people at Runcorn and look forward to meeting loads more."

Laura Warwick, Avanti West Coast Team Leader at Runcorn, said: "We know it's the simple things that can make a huge difference to people's wellbeing, which is why we joined up with It's Good 2 Talk to create a space for anyone to drop in for a chat, make time for their mental health or connect with others. By bringing people together in a safe and welcoming environment we hope to support those who may be struggling to open up, while raising awareness and understanding of mental health. We've seen the incredible difference this space has made to many people, and we hope this will help many others, as well as encouraging everyone to take care of themselves."

It's Good 2 Talk always welcome volunteers and anyone who wishes to support their work can contact Nathan on: itsgd2tk@gmail.com

Avanti West Coast

▶ The shape of things to come: Class 805 001 heads north through Winwick on June 1st with a test train from Oxley to Glasgow.
Jeff Nicholls

▶ Class 390 008 heads for Glasgow at Standish on May 11th. *John Sloane*

▶ Class 390 115 eases round Farrington Curve Junction on May 10th. *John Sloane*



Caledonian Sleeper

▶ Class 92 014 speeds past Blisworth running more than an hour late with 1M16 20:45 Inverness and Aberdeen to London Euston sleeper on May 12th. *Derek Elston*

▼ Class 66 301 and 73 968 await departure time at Inverness with the Caledonian sleeper on May 19th. Unfortunately, departure was delayed because of a fatality on the Highland Main line and the train travelled to Euston via Aberdeen and the ECML, eventually arriving half an hour late in the capital. *Jeff Nicholls*



Colas Rail

▶ Class 70 806 heads away from Mossley on May 15th with the infrequent Longport to Dewsbury landfill service. *Lee Stanford*

▶ Class 70 806 emerges from the slow line at Balshaw Lane Junction with the Carlisle to Chirk log train on May 29th. *John Sloane*

▶ Class 56 051 and 56 094 pass Acton Bridge on May 16th with a Carlisle New Yard - Nottingham Eastcroft light engine move. *Brian Battersby*





COLAS RAIL UK COMMIT TO ARMED FORCES COVENANT

Colas Rail UK (CRUK) have pledged their commitment to the Armed Forces Covenant to support the armed forces community. With a strong active and ex-military workforce, CRUK recognises the efforts and sacrifices made by our current and former armed forces communities and pledge to support them.

CRUK's QHSE Trainer and military veteran, Chris Pugh said "This is the first stage of our journey with the Armed Forces Covenant. We will be demonstrating our commitment by turning our pledge into action. Cementing our new partnership with the Forces Transition Group gives us instant career access to serving military, veterans, and spouses. The transferable skills brought by our former and reservist servicemen and servicewomen are invaluable assets to our business and we hope we can offer anyone in the armed forces community the chance to start their next chapter."

These comments are echoed by Andrew Skitt, Military Veteran and CRUK's Head of Operations and Standards "The attributes and skills gained with the military certainly helped with the transition from military life and civilian life, providing a good foundation for future opportunities".

To further strengthen their commitment to providing career opportunities for ex-armed forces, CRUK have recently partnered with The Forces Transition Group (FTG), with this partnership beginning with a careers event held at Catterick Barracks.

Speaking after the event, FTG Founder and Managing Director, John Stephenson said "The FTG are delighted to be partnered with CRUK, bringing huge opportunity to the Armed Forces Community, be it Serving, Leaving, Ex-Forces or Spouses. Over the last 24 months we have seen a huge rise in

service people wanting to get into the rail environment, however this has proved troublesome, largely due to the not knowing how to do it, and the lack of military human factor. With CRUK, we have proven already that this can be broken down and a smoother transition into rail can be achieved. Out of the 1000s of candidates we deal with every year, rail is in the top 3 desired industries. We have no doubt in the next 12 months that this partnership will develop into something way bigger, and CRUK will become the go to for service people and be the household name within barrack life. The plan moving forward now is to travel the length of the UK, promoting the FTG and what CRUK can bring to every service person, maximising numbers and talent and we can't wait to see the results. The FTG cannot express our gratitude for your support and belief in what promises to be a very special partnership."

Colas Rail

▶ Class 70 806 heads through Helsby on May 9th with a Carlisle - Chirk log train. *Brian Battersby*

▶ On May 25th, Class 56 094 passes light engine through Chesterfield as 0Z01 working from Etches Park Sidings - Doncaster CHS. *Michael Lynam*

▶ Class 66 850 and 66 847 pass Kempsey on May 10th with 6C41 13:00 Port Talbot Parkway - Crewe Basford Hall. *Keith Davies*



Colas Rail

On May 6th, Class 56 078 made an appearance on the Cambrian line along with 56 090 at the other end of this engineers train, seen here at Penstrowed west of Newtown. Class 56 049 and 56 105 were also at Newtown on engineers trains. *Phil Martin*

Class 70 806 stands at Chester on May 10th heading from Carlisle to Chirk. *Brian Battersby*

Class 66 847 and 66 850 pass Upper Battlefield on May 12th with 6C73 14:39 Crewe Basford Hall - Welshpool engineers train. *Keith Davies*



Colas Rail

▶ Class 70 806 powers past Winwick Quay, with the 14:00 Longport to Carlisle New Yard stone empties on May 20th. *Paul Senior*

▶ Class 66 851 and 66 847 are seen stabled at Eastleigh Yard on May 2nd. *John Sloane*



▶ Power car No. 43184 passes Stanton Gate on May 27th leading the 1V54 06:58 Edinburgh - Plymouth service. *Mark Pichowicz*

▶ On May 25th, power cars Nos. 43321 and 43366 pass Chesterfield working 5Z44 from Derby - Neville Hill. *Michael Lynam*

▶ InterCity liveried power car No. 43184 hurries past Bridgwater with the 13:27 Plymouth - Edinburgh service on May 29th. *Chris Morrison*



CrossCountry

▶ Power car No. 43184 leads the 1E63 15:27 Plymouth – Leeds over Hemerdon Bank with 43329 on the rear on May 8th. *Barry Beeston*

▶ Class 221 133 slows to take the tight curve from the Stoke line at Cheadle Hulme on May 21st, while working the 10:01 Birmingham New Street to Manchester Piccadilly service. *Barry Longson*

▶ On May 13th, Class 220 027 passes Grateley working the 5Z08 to Basingstoke. These ECS moves seems to run backwards and forwards between Basingstoke and Southampton but the train starts in service when they get to Basingstoke heading to Reading or Didcot. *Michael Bennett*





Power car No. 43285 (with 43357 on rear) passes Bennerley Viaduct in the evening sun with 1S53 13:27 Plymouth - Edinburgh diverted via the Erewash Valley on May 27th. *Mark Pichowicz*



DB Cargo

Class 66 025 working the 4039 Morris Cowley to Southampton Eastern Docks races through Andover on May 13th. *Michael Bennett*



DB Cargo

▶ On May 3rd, Class 66 030 sneaks round the corner from Knowsley, passing Wigan Wallgate signal box with loaded rubbish containers for Teesside. It will shortly pass beneath the West Coast Main Line. *Jeff Nicholls*

▶ Class 60024 working the 6B33 Theale-Robeston passes Ferryside on May 26th. *Carl Grocott*

▶ On March 23rd, Class 66 019 draws the 6Y08 discharged aggregates through Malden Manor station, on its way back to Cliffe from Tolworth. *Ian Callander*



DB Cargo

▶ With Heptonstall Parish Church on the skyline, on a sunny May 3rd Class 66 067 brings the afternoon Wilton - Knowsley empty 'Binliner' through Todmorden. *Jeff Nicholls*

▶ On May 4th, Class 66 014 passes light engine through Doncaster as OD02 from Wakefield Europort - Belmont Yard. *Michael Lynam*

▶ Class 66 097 heads towards Carters Bridge, on the approach to Raynes Park, with the regular 6Y08 Tolworth - Cliffe discharged aggregates service on April 4th. *Ian Callander*



DB Cargo

▶ Class 66 160 passes Rainford on May 11th with a bin train. *Jeff Nicholls*

▶ In torrential rain, Class 66 068 passes Acton Bridge on May 10th with a Dollands Moor - Ditton working. *Brian Battersby*

▶ A regular recent visitor to Tolworth, Class 66 102 is seen on April 15th, at the head of the 6Y08 Tolworth to Cliffe discharged aggregates, between Malden Manor and Motspur Park, on one of the less-regular Saturday services (runs as required). *Ian Callander*



Class 66 089 passes Condoval on May 7th working the 6M85 13:30 Margam - Carlisle empty lime working, a service that normally runs in darkness. *Phil Martin*



DB Cargo

▶ On April 28th, and the foreshortening effect of a long zoom lens makes the island platform at Motspur Park, in the background, look more like a 'roundabout', as Class 66 102 heads back to Hoo Junction Down Yard with the 6Y08 service of discharged aggregates hoppers from Tolworth. At the 'country' end of the Motspur Park island platform can be seen the old iron footbridge, serving the station, which is currently in the process of being demolished and replaced. *Ian Callander*

▶ On May 4th, Class 66 070 slips through platform 14 at Manchester Piccadilly working light engine from Crewe - Trafford Park. *Michael Lynam*

▶ Class 66 004 passes Standish at the head of the Seaforth to Mossend intermodal service on May 3rd. *John Sloane*



DB Cargo

▶ Class 66 142 working the 4M71 Southampton Western Docks to Birch Coppice is seen near Grateley on May 10th, diverted because of a landslip at Wallers Ash. *Michael Bennett*

▶ Emerging from the burgeoning greenery at the trackside, Class 66 083, still in untouched EWS livery, is seen crabbing across to the 'up' road at Tolworth as it takes the opportunity to start its return run to Hoo Junction 10 minutes early, on May 11th. *Ian Callander*

▶ Maritime liveried Class 66 005 stops at Acton for a crew change on May 11th whilst working the 06:21 Tytherington to Quainton railhead. *Lee Stanford*



DB Cargo

▶ Class 66 004, in the I'm a Climate Hero livery, powers through Wigan North Western on May 25th with the 14:16 Liverpool Seaforth Docks to Mossend intermodal. *Paul Senior*

▶ On May 13th, the 6M48 Southampton Eastern Dock to Halewood passes Palestine hauled by Class 66 206. *Michael Bennett*

▶ Class 60 044 'Dowlow' is seen at Northwich whilst reversing a working from Tunstead into Lostock Works on May 9th. *John Sloane*



DB Cargo

▶ Class 66014 working the 6H05 Arpley - Tunstead passes Moore on May 21st. *Mark Enderby*

▶ Class 66 177 on the Wilton to Knowsley empty binliner has been diverted from it's normal route on account of bridge works at Hindley and is approaching Wigan from the Golborne Junction direction on May 11th. *John Sloane*

▶ Class 66 100 passes Andover with the 4042 Didcot to Southampton Western Docks on May 13th. *Michael Bennett*



DB Cargo

▶ Class 66 005 'Maritime Intermodal One' is seen working 4021 09:20 Trafford Park Euro Terminal to Southampton Western Docks Berth No. 109 through Northampton on May 24th.

Derek Elston

▶ Class 66 010 powers away from Balshaw Lane Junction with the overnight limestone train from Hardendale to Margam on May 15th.

John Sloane

▶ Class 66 077 has charge of the Hardendale to Margam limestone train on May 17th as it growls towards Charnock Richard. *John Sloane*



DB Cargo

▶ The 4021 Trafford Park to Southampton intermodal with a shabby Class 66 154 in charge passes Worting on June 1st. *Michael Bennett*

▶ Class 66 086 passes Worting on May 4th with a Trafford Park - Southampton intermodal. *Dennis Rowland*

▶ On May 10th, Class 66 096 is seen threading its way past the forest, once known as Scunthorpe West Yard, on 6N31 Entrance C - Tees Yard, comprising 9 FIAs loaded with blooms for Skinningrove. These wagons have recently been drafted in for this traffic to replace the BBAs, having been previously used for transporting blooms to Hyange in France. *Steve Thompson*



DB Cargo

▶ Making a change from DB red, Maritime blue Class 66 005 'Maritime Intermodal One' awaits a signal check at Rugby on May 26th, while in charge of the 09:20 Trafford Park to Southampton Docks. *Barry Longson*

▶ Class 66 119 on the 6M85 Margam - Hardendale lime empties passes Moore on May 28th. *Mark Enderby*

▶ On May 17th, Class 66 100 with the 4E94 Southampton Western Docks to Masborough Freight Depot intermodal passes Worting. *Dennis Rowland*



DB Cargo

▶ Class 66 104 with empty JIA china clay slurry tanks passes Langstone Rock working 6C99 Exeter Riverside - St. Blazey on May 2nd.
Dave Harris

▶ On May 4th, Class 66 097 zig-zags out of the Tolworth Day Aggregates headshunt onto the 'up' road as it commences its return run to Cliffe Brett Marine with the 6Y08 empties service.
Ian Callander

▶ On May 5th, Class 66 129 working the 6E11 Appleford Sidings to Milford West Sidings passes Oaksey Road bridge.
Ken Mumford





DB Cargo

▶ Class 60 024 slowly passes through Cardiff Central on May 10th, working 6B06 12:45 Newport Docks to Margam steel.

Barry Longson

▶ On May 4th, Class 66 090 in Maritime livery, passes through Doncaster in charge of the 4L45 Wakefield Europort - Felixstowe container train. *Michael Lynam*

▶ Reduced to just a handful of working examples, on May 30th it was good to be able to record Class 60 040 hauling 66 003 and a rake of JNA/MBAs out of Trent Yard. The somewhat excessive amounts of exhaust being emitted do not appear to bode well for it though and I suspect a trip to Toton beckons. The train is 6D06 Trent Yard - Doncaster Belmont with empty scrap wagons bound for Ripple Lane, seen approaching Frodingham Jct.

Steve Thompson



DC Rail Freight

Class 56 091 passes through St. Helens Central station with a Middleton Towers to Ravenhead Sidings sand train on May 27th as Northern's Class 319 385 departs with 2F54 17:41 Liverpool Lime Street to Wigan North Western service.

Brian Dobbs

Class 60 028 working the 6D85 Ravenhead - Chaddesden empties passes Moore on May 21st.

Mark Enderby

Class 56 091 with 4Z85 Ravenhead Sidings to Chaddesden Sidings sand empties, passes through Bryn station on May 29th.

Brian Dobbs



DC Rail Freight

▶ Class 60 029 working the 6Z20 West Drayton Frays Siding to Bristol East depot passes Great Bedwyn on May 4th, an unusual working for a Sunday. *Michael Bennett*

▼ Growing up the hill towards Knollmead Bridge on March 28th, Class 60 029 makes light work of 18 loaded JNA wagons, en route to Chessington South from Willesden, with the 6O15 service. *Ian Callander*



Direct Rail Services

▶ Class 68 034 and 68 017 working the 6Z95 Winfrith to Crewe pass Worting on June 1st.
Michael Bennett

▶ Class 57 304 sits in the bay at Rugby on Thunderbird duties on May 26th.
Barry Longson

▶ On May 26th, Class 66 434 eases its load through Northampton working the 10:02 Tilbury to Daventry 'Tesco Liner'. *Barry Longson*



Direct Rail Services

▶ Class 57 309 catches the early morning sun at Stockport on May 10th as it undertakes the 06:20 circular route refresher from/to Crewe Gresty Bridge. *Lee Stanford*

▶ Class 66 425 passes Burgs Lane on May 13th working the 4V38 10:38 Daventry - Wentloog 'Tesco' train. *Phil Martin*

▶ Class 68 019 and 68 009 working the 6K73 Sellafield - Crewe pass Moore on May 20th. *Mark Enderby*



Direct Rail Services

▶ Class 66 031 passes southbound at Winwick with 6K05 Carlisle New Yard to Crewe Basford Hall on June 1st. *Brian Dobbs*

▶ Class 66 425 heads south through Acton Bridge on May 31st with a Crewe bound loaded ballast. *Brian Battersby*

▶ Class 37 422 'Victorious' is towed through Northampton by 66 421 'Gresty Bridge TMD' running as 0Z22 08:30 Crewe Gresty Bridge (DRS) to Willesden Brent DRS on May 10th. *Derek Elston*



Direct Rail Services

▶ Class 66 421 passes Bayston Hill with 4V38 10:38 Daventry DRS (Tesco) - Wentloog on May 20th. *Keith Davies*

▶ Class 66 421 'Gresty Bridge TMD' and 37 422 'Victorious' trundle through Northampton light engine running as 0Z22 08:30 Crewe Gresty Bridge (DRS) to Willesden Brent DRS on May 10th. *Alan Naylor*

▶ Class 66 427 passes the Wigan 'wigwam' whilst working a Shap to Crewe stone train on May 11th. *John Sloane*



Direct Rail Services

Class 66 421 heads the 4V38 Daventry - Wentloog 'Tesco' train past Stokesay Castle near Craven Arms on May 20th. *Chris Morrison*



East Midlands Railway

▶ Despite carrying 'Southern' livery, Class 170 424 is now working for East Midlands Railway and on May 2nd was recorded passing Heaton Chapel working the 10:51 Liverpool to Norwich service. *Lee Stanford*

▶ Pride liveried Class 158 773 leads 158 777 through Heaton Chapel on May 23rd with the 13:51 Liverpool to Norwich service. *Lee Stanford*

▶ On May 25th, Class 222 023 calls at Chesterfield en route to Sheffield. *Michael Lynam*



Freightliner

▶ In bright early evening light on May 24th, Class 90 016 leads 90 046 through Burnage with the 16:20 Trafford Park to Felixstowe seemingly unnoticed by the passenger waiting on the platform. *Lee Stanford*

▶ Class 66 419 and 66 565 passes Kempseye with 6A03 12:26 Crewe Basford Hall - Ystrad Mynech on May 31st. *Keith Davies*

▶ Class 59 203 with the Woking to Merehead stone empties passes Worting Junction on June 1st. *Michael Bennett*



Freightliner

▶ Class 47 830 hauls three flats heading from Southall (WCR) to Southampton, seen at Wyke near Andover on May 10th. *Dennis Rowland*

▶ Class 66 587 on the Woking stone empties is seen near Grateley on May 4th. *Michael Bennett*

▶ Class 66 418, with 66 592 out of sight on the rear passes Acton Bridge on May 14th with a lengthy Reservoir Junction - Crewe P.A.D. autoballaster. *Brian Battersby*



Freightliner

On May 5th, Class 66 587 approaches Andover with the 7Y12 Woking-Merehead stone empties.
Dennis Rowland

Class 66 602 passes Burgs Lane on May 13th working the 6V54 13:25 Elstow Redland - East Usk Yard.
Phil Martin

Class 70 010 working the 4O14 Garston - Southampton passes Grateley on May 10th, diverted due to a landslide at Wallers Ash tunnel.
Michael Bennett



Class 66 605 working the 6V12 Woking to Merehead empties passes Wyke Down on May 25th. *Michael Bennett*



Freightliner

▶ Class 66 567 is in charge of the 09:52 Lawley Street - Felixstowe liner as it passes Harrow & Wealdstone on a sunny May 3rd. *John Goodrich*

▶ Class 70 011 on the 4M58 Southampton to Garston passes Grateley on May 10th. *Michael Bennett*

▶ Class 66 540 'Ruby' catches the afternoon sun on April 3rd, on the approach to Tolworth station, as it prepares to brake for entry into the Day Aggregates yard, at the end of its run from Acton, heading the 7002 service. *Ian Callander*



Freightliner

Class 59 206 'John F. Yeoman; Rail Pioneer' pops over the top of the rise to enter Tolworth station in charge of the 7002 aggregates service from Acton, on the afternoon of April 26th.

Ian Callander

On May 13th, Class 70 006 with the Crewe Basford Hall to Southampton liner is seen near Grateley. *Michael Bennett*

Working in multiple, Class 66 563 and 59 202 arrive at Acton on May 11th with the 07:12 from Merehead. *Lee Stanford*



▶ Class 66 602 working the 6M39 15:39 Margam - Crewe loaded stone passes Conover on May 7th. *Phil Martin*

▶ Powerhaul liveried Class 90 042 leads sister 90 014 through Stafford on a bright May 16th working the 13:58 Crewe Basford Hall to Felixstowe North. *Lee Stanford*

▶ At Northampton on May 26th, Class 66 545 is seen in charge of the 12:16 Lawley Street to London Gateway liner. *Barry Longson*



Freightliner

Clouds of ballast dust trail Class 66 589 with 66 514 on the rear, as they race through Cheadle Hulme on May 21st, with the 08:50 Buxton SB to Bescot Engineers yard. *Barry Longson*

Class 66 618 in charge of the 7V12 Woking to Merehead empties passes through Winchfield on May 30th. *Michael Bennett*

A well loaded 16:20 Trafford Park to Felixstowe approaches Mauldeth Road on a sunny May 23rd headed by Class 90 045 and 90 047. *Lee Stanford*



Freightliner

▶ Class 70 011 passes Battlefield with 6Q97 10:03
Donnington RFT - Crewe C.S. (L&NWR site) on
May 16th. *Keith Davies*

▶ Class 90 010 and 90 016 approach Farington
Curve Junction with the 4M80 Coatbridge to
Crewe on May 10th. *John Sloane*

▶ Class 66 549 and 66 593 pass Kempseye with
6A02 09:23 Crewe Basford Hall to Ystrad Mynach
on May 30th. *Keith Davies*



Freightliner

▶ Class 90 016 and 90 046 lead the 16:20 Trafford Park to Felixstowe North through Heald Green in wonderful lighting on May 24th.
Barry Longson

▶ On May 25th, Class 70 016 hauling 197 108 is seen at Telford Railfreight Terminal running as 6Q98 from Crewe. *Richard Hargreaves*

▶ Looking pristine, recently re-painted and re-named Class 59 202 'Pride of Ferrybridge' arcs through Malden Manor en route to Tolworth on May 11th, heading the 7002 aggregates service from Acton. *Ian Callander*



Freightliner

▶ Class 90 042 and 90 014 pass Bradley with a Coatbridge to Crewe working on May 15th.

John Sloane

▶ On May 17th, Class 90 048 and 90 049 head past Charnock Richard with a Coatbridge to Crewe liner.

John Sloane

▶ Class 90 006 and 90 007 catch the last rays of sunlight on May 15th as they pass Balshaw Lane Junction with the 4M80 Coatbridge to Crewe liner.

John Sloane



Freightliner

Seen passing through Northampton with four up top on May 26th, are Class 90 046 and 90 011 powering the 09:12 Felixstowe North to Trafford Park, with 90 006 and 90 008 dead in tow. *Barry Longson*

Having lost more than 90 minutes at North Pole Junction, the 7002 aggregates service from Acton runs late into Tolworth, with Class 66 563 providing the motive power, on the afternoon of Star Wars Day (May the 4th be with you...). *Ian Callander*

Heavy Haul operated Class 66 621 has a light load with the 15:13 Toton North Yard to Basford Hall at Rugeley TV on May 26th. *Barry Longson*



Freightliner

On May 26th, Class 66 528 rounds the S bend at Rugeley Trent Valley, in charge of the 09:32 Felixstowe North to Basford Hall Yard.

Barry Longson

On May 2nd, Class 66 509 heads through Swindon working the 6Z86 West Drayton - East Usk Yard.

Ken Mumford

Class 70 002 and 47 830 are seen at Andover on June 2nd with the 4M58 Southampton - Garston liner. The Class 47 hitching a lift back to Crewe.

Dennis Rowland



Freightliner

On May 25th, Class 70 002 passes through Chesterfield working the 6G65 cement train from Hope (Earls Sidings) - Walsall freight terminal. *Michael Lynam*

Class 66 520 passes through Northampton with 4G50 10:39 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings. *Derek Elston*

On May 10th, Class 47 830 (No. D1645) 'Beechings Legacy' working 4Z47 09:36 Crewe Basford Hall S.S.M. to Southall WCR heads through Northampton whilst en route to the Swanage railway gala. *Derek Elston*





Freightliner opens Ipswich Operational Training Academy

On May 2nd, Freightliner, a subsidiary of Genesee & Wyoming Inc., officially opened its first Operational Training Academy, located on the 7th floor of Ipswich's St. Vincent House. The Operational Training Academy will prepare Freightliner's freight train drivers for the in-cab digital signalling being introduced on the East Coast Main Line. Digital signalling, based on the European Rail Traffic Management System (ERTMS), uses state-of-the-art technology to provide continuous signalling information through a screen in the driver's cab.

This improves reliability, makes rail even safer, reduces emissions, and delivers more flexibility in rail operations. ERTMS is expected to deliver the ability to run longer, heavier and faster freight trains on the UK network – encouraging the movement of freight on

rail and lowering emissions. Train drivers will be given continuous live information regarding speed and braking requirements, with the safeguard of automatic train protection (ATP).

Blake Jones, Freightliner Managing Director – Rail Services said, "Freightliner is delighted to be part of this programme, and we recognise the important role ERTMS plays in making our railways safer for both railway workers and the general public"

The Academy is being funded as part of the East Coast Digital Programme (ECDP), a £1 billion transformation that will deliver digital signalling on the southern part of the East Coast Main Line from London King's Cross to Stoke Tunnels (near Grantham) by the end of the

decade.

"Freightliner is an integral ECDP partner and is working collaboratively to ensure the Programme's benefits are delivered in full. The academy opening is an important part of delivering the change required and will help us provide a legacy of new capability within the rail industry." said Ed Akers, Principal Programme Sponsor, ECDP

Freightliner's vision is for the Academy to endure beyond ECDP. The new site which contains three classrooms, learning spaces and new learning resources, is already hosting train drivers starting their ERTMS training. A dedicated team of Operational Trainers has been created to support the learning. Later this month, the

site's activity gains momentum with the first cohort of Ipswich based trainee train drivers joining the business.

"Freightliner continues to invest in the training of its people," said, Louise Ward, Freightliner's Safety and Sustainability Director. "The use of simulators allows drivers to apply their classroom knowledge in a practical and safe environment supporting a more comprehensive learning experience."

The ultra-light simulators will be exclusively used for training from Autumn 2023 when Freightliner's first Class 66V locomotive goes in for the fitment of ERTMS technology.

Freightliner

On May 10th, Class 70 003 eases the 4035 09:55 Crewe Basford Hall S.S.M. to Southampton M.C.T. through Northampton. *Derek Elston*

Class 66 560 yings it's way South light engine at Northampton working as 0Y64 08:35 Crewe Basford Hall S.S.M. to Bletchley Smt on May 24th. *Derek Elston*

Class 66 520 passes through Northampton on May 10th with 4L59 08:21 Crewe Basford Hall S.S.M. to London Gateway Freightliner. *Derek Elston*



On May 4th, another visit by a pair of Class 69s on the weedkiller, this time it was the turn of 69 005 and 69 002 top and tailing 3Q99 Doncaster Wood Yard - Barton On Humber, seen here passing through Scunthorpe station. *Steve Thompson*

Class 66 304 heads a long train of vans and cars through Harrow & Wealdstone working the 13:58 Dagenham - Mossend on May 3rd as it meets 13:58 Crewe - Felixstowe running almost an hour early heading south. *John Goodrich*

Class 66 711 is seen at Walcot with 6G50 08:35 Wellington - Bescot Engineers Up Sidings on May 28th. *Keith Davies*



On May 10th, a surprise and a rare bird for these parts! Passing Scunthorpe station Class 60026 makes a first appearance in this guise for the class on 6D20 Doncaster Down Decoy - Roxby waste. The traffic, originating from Collyhurst Street in Manchester, only runs occasionally nowadays and the number of empty wagons (only about a third of the train was loaded) on this train does not appear to bode well for its future. *Steve Thompson*



GB RAILFREIGHT RENAMES A CLASS 66 TO CELEBRATE LORD HENDY'S APPOINTMENT TO THE HOUSE OF LORDS

On May 24th, at a ceremony at London Waterloo station, GB Railfreight renamed Class 66 718 from Sir Peter Hendy CBE to Peter, Lord Hendy of Richmond Hill, of Imber in the County of Wiltshire. The renaming was to mark Lord Hendy's recent appointment to the House of Lords, which was announced late last year.

Lord Hendy has long been a leading figure in the transport sector. He is the current Chair of Network Rail, having previously served as Commissioner for Transport for London, and has held many other senior roles across

the industry.

John Smith, CEO of GB Railfreight, made a presentation to Lord Hendy before the train headed out to Richmond, where they stopped for a photo opportunity.

John Smith, CEO of GB Railfreight said "Almost 10 years ago to the day, we unveiled the Sir Peter Hendy at Victoria Station and today at Waterloo Station I am proud to rename this loco the Peter, Lord Hendy of Richmond Hill, of Imber in the County of Wiltshire.

This is to celebrate Lord Hendy's appointment to the House of Lords, which he thoroughly deserves for a lifetime of dedication to the transport industry."

Peter, Lord Hendy of Richmond Hill, of Imber in the County of Wiltshire said; "While it is my name on the locomotive, the truth is that you never get anywhere in life without the brilliant people who work for you. The railway is a wonderful place to work, in which people put in enormous effort every day.

This honour is not solely down to me, it happened because of the thousands and thousands of people who give so much every day."

With the cooling towers of Ratcliffe power station dominating the scene, Class 66 703 passes through East Midlands Parkway station with 6F78 13:54 Tunstead to Wellingborough on May 13th.
Mark Pichowicz



▶ Class 66 711 and 66 791 top'n'tail a track machine through Golborne on May 11th.
Jeff Nicholls

▶ On May 10th, Class 66 719 on 6D74 Doncaster Up Decoy - Scunthorpe Ent C, conveying an empty RDT and a Kirow Crane with it's attendant support vehicles passes through Scunthorpe.
Steve Thompson

▶ Class 73 201 leads 73 141 on the Eastleigh Yard to Hoo Jct. engineers past Worting on May 17th.
Dennis Rowland



Busy time at Shrewsbury on May 1st with Class 66 761 working the 6Z58 Wellingborough to Llandudno Jct. heading through the station whilst 66 755 working the 6V75 Dee Marsh to Margam steel waits for the road to clear.

Richard Hargreaves

Class 66 755 passes through Gobowen on May 2nd working the 6V75 09:30 Dee Marsh - Margam empty steel.

Phil Martin

On May 10h, Class 73 202 and 73 128 head passed St. Cross (Winchester) with the evening Eastleigh - Hoo Jct. engineers.

Dennis Rowland



On May 4th, Class 66 734 approaches Doncaster with the 6N71 Doncaster - Tyne SS engineers.
Michael Lynam

Class 66 740 working the 6V84 07:38 Clitheroe - Avonmouth loaded cement passes Kemp's Eye on May 1st.
Phil Martin

Class 60 087 passes through St. Helens Central on May 25th with 6F65 Ashton-in-Makerfield to Tuebrook sidings stone empties.
Brian Dobbs



GBRf operated and unique liveried Class 60 026 leads the 07:50 Liverpool to Drax Biomass service towards Moberley on May 23rd.

Lee Stanford

Mega traction on the 6Y42 Hoo - Eastleigh on May 4th as Class 73 213 leads 73 136, 66 847, 66 560, and 66 545, seen here passing Worting.

Dennis Rowland

Class 66 711 and 66 791 top'n'tail the 6X69 Bescot - Carlisle past Moore on May 11th.

Mark Enderby



▶ Class 73 202 and 73 136 working the 6Y42 Hoo Junction to Eastleigh engineers passes Worting on June 1st. *Michael Bennett*

▶ On May 5th, a grubby looking Class 66 733 turns on the power at it passes Wigan North Western, with the 10:58 Hams Hall to Mossend intermodal. *Barry Longson*

▶ On May 10th, Class 73 128 and 73 202 lead 66 846 on the Hoo Junction to Eastleigh engineers near Winchfield. *Michael Bennett*



Freshly overhauled Class 60 087 approaches Hellifield on May 24th working the 12:54 Ribbleshead Quarry to Tuebrook sidings.

Lee Stanford

The 6Y43 Eastleigh to Hoo Junction is seen passing through Micheldever on May 23rd comprised of Class 73 202, 73 141 and a Freightliner Class 66.

Michael Bennett

On May 10th, Class 66 776 eases its load through Cardiff Central, working the 13:46 Trostre Works to Newport Docks.

Barry Longson



On May 22nd, Class 66 737 has a lighter than normal load on the 14:20 Trafford Park to Felixstowe North, seen on the approach to Mauldeth Road. *Barry Longson*

Class 66 797 stands at Chester on May 28th with a Llandudno - Bescot working. *Brian Battersby*

Class 66 779 'Evening Star' leads the 4046 Trafford Park to Southampton Western Docks through Grateley on May 13th. *Michael Bennett*



Class 66 721 working the 4Y19 gypsum's for the third week running is seen near Winchfield on May 30th. *Michael Bennett*

Class 66 708 passes through Wyke on May 21st with the 6G11 Romsey to Eastleigh engineers. *Michael Bennett*

Class 66 792 working 6001 Scunthorpe - Eastleigh heads through a wet Burton on May 10th, with some strange engineers kit. *Stuart Hillis*



▶ Class 66 739 passes Walcot with 6Z05 09:30 Bardon Hill - Coton Hill Yard on May 15th. *Keith Davies*

▶ Class 66 798 is seen at Penyffordd on May 28th with a rake of cement tanks. *Brian Battersby*

▶ On May 3rd, Class 66 755 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



▶ Class 66 798 crosses Glyn Ceiriog Viaduct at Chirk with the 6M42 Avonmouth - Penyfford cement train on May 26th. *Chris Morrison*

▶ On May 4th, an unusual shot of GBRf's latest arrival, Class 66 ex VFLI 77501, still on its low loader at Roberts Road depot. The locomotive is to become 66 309. *Michael Lynam*

▶ Class 66 790 passes Kempsey with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on May 24th. *Keith Davies*



▶ Class 66 711 passes Standish on May 11th at the head of a Bescot to Carlisle working composed of Nos. DR79604, 79603 and 79602 with 66 791 at the rear. *John Sloane*

▶ On May 10th, Class 60 026 working 6D21 empty JNAs from Roxby to Doncaster Down Decoy is seen about to pass Scunthorpe Power Box as it accelerates along the Transfer Line. *Steve Thompson*

▶ Class 69 005 'Eastleigh' and 69 002 (on the rear) pass Burton on May 27th with Volker Rail kit on 3Q98 Kings Norton to Toton. *Stuart Hillis*



▶ Class 60021 passes through Scunthorpe station on May 16th working 6D74 Doncaster Up Decoy - Scunthorpe Ent C, comprising an empty RDT set and a crane with its support vehicles. The 'Peak' style 'Penyghent' nameplate is a nice touch. *Steve Thompson*

▶ Class 66 302 passes through Acton Bridge on May 31st with a Hams Hall to Mossend intermodal. *Brian Battersby*

▶ Class 66 796 powers through Eastleigh with the Mountfield to Southampton gypsum service on May 2nd. *John Sloane*



▶ Class 69 004 runs light engine through Northampton on May 22nd working 0Z69 08:15 Longport F.D. to Tonbridge West Yard.

Derek Elston

▶ On May 25th, Class 66 797 passes through Chesterfield working 6F78 Tunstead Sidings - Wellingborough aggregate train.

Michael Lynam

▶ Class 66 728 passes Wigan North Western on May 11th at the head of a Rylstone to Leyland aggregate working. *John Sloane*



Greater Anglia

Class 720 131 and 720 128 pass Northampton working 5Q27 08:30 Willesden T.M.D to Rugby mileage accumulation run on May 22nd. *Derek Elston*



Great Western Railway

▶ GWR Castle HST power cars Nos. 43027 and 43192 are seen at Newport on May 10th, with the 05:40 Penzance to Cardiff Central service.

Barry Longson

▶ Class 800 014 working the 1L26 Carmarthen - Reading service passes Ferryside on May 26th.

Carl Grocott

▶ Is this the sign of things to come ? as IEP Class 800 004 has arrived into Cardiff with the 13:08 from Taunton, in lieu of a Castle HST on May 10th.

Barry Longson



Great Western Railway

▶ Power car No. 43004 'Caerphilly Castle' leads 43170 'Chepstow Castle' taking 2U10 Penzance - Cardiff past Riviera Terrace, Dawlish on April 25th. *Dave Harris*

▶ Power cars Nos. 43098 and 43194 stand at Cardiff Central on May 10th, ready to depart with the 17:00 service to Taunton. *Barry Longson*

▶ The 13:00 Cardiff - Penzance service arrives at Weston Super Mare formed of a Castle HST set headed by power car No. 43122 'Dunster Castle' on May 29th. *Chris Morrison*



Great Western Railway

▶ No. 43094 'St. Mawes Castle', with 43088 'Dartmouth Castle' leading, take the 2U14 Penzance - Cardiff through Dawlish Warren on May 2nd. *Dave Harris*

▶ Power car No. 43188 'Newport Castle' arrives at Bridgwater heading the 14:00 Cardiff - Penzance service on May 29th. *Chris Morrison*

▶ Stlil in First blue livery, GWR Class 166 221 stands at Newport having arrived with the 08:23 Portsmouth Harbour to Cardiff Central on a dull May 10th. *Barry Longson*



Great Western Railway

▶ On May 16th, power car No. 43154 waits to depart Penzance with 2U20 10:50 Penzance – Cardiff Central with 43156 on the rear. 43098 has just arrived on the rear of 2C06 08:47 Plymouth – Penzance. *Barry Beeston*

▶ On May 8th, power car No. 43088, leading her final Penzance – Cardiff Central service as she works 2U24 12:50 Penzance – Cardiff Central passing over Hemerdon Bank with 43016 on the rear. *Barry Beeston*

▶ Power car No. 43016 waits to depart Camborne on May 5th with 2U20 10:50 Penzance – Cardiff Central with 43088 on the rear. *Barry Beeston*



Great Western Railway

▶ Class 800 311 arrives at Cardiff on May 10th where it will form the 12:54 to London Paddington service. *Lee Stanford*

▶ On May 20th, power car No. 43122 leading 2C12 08:45 Plymouth – Penzance with 43155 on the rear passes 43194 providing rear power on 2U16 08:52 Penzance – Cardiff Central with 43098 leading. *Barry Beeston*

▶ Power car No. 43153 leading the delayed 2P13 11:50 Penzance – Plymouth with 43040 on the rear approaches the old Chasewater station on May 5th. *Barry Beeston*



GWR Castle class HST headed by power car No. 43155 'Rougemont Castle' passes Parson Street, Bristol with the 07:40 Penzance - Cardiff service on May 29th.
Chris Morrison



Hull Trains

On May 4th, Class 802 304 calls at Doncaster with a London King's Cross - Hull service. *Michael Lynam*





LNER EXPANDED TICKETING TRIAL WILL BRING GREATER FLEXIBILITY AND SIMPLICITY FOR CUSTOMERS

London North Eastern Railway (LNER) is to introduce simpler and more flexible ticketing options for customers across the LNER network as part of a major step in overhauling outdated ticketing.

The new approach will be live from May 14th, when tickets are due to go on sale, for travel from June 11th.

LNER introduced a pioneering trial on three routes in 2020, between London King's Cross and Leeds, Newcastle and Edinburgh. The trial saw the removal of return fares, where all fares are priced on a single journey basis, enabling customers far greater flexibility to mix and match their fares and find better deals. Single tickets were priced at around half that of a return, removing instances where return fares are only £1 more than a single fare.

The extension of this approach across the LNER route will make it even simpler for more customers to select the best ticket options for their journey, with the following now available:

Anytime Single
Off-Peak/Super Off-Peak Single
Advance Single

Crucially, LNER is removing the outdated practice where a single ticket can cost almost as much as a return ticket.

David Horne, Managing Director at LNER, said: "The expansion of Single Leg Pricing will mean almost all of our customers will benefit from simpler fares and have the power to mix and match to get the best value fares. We believe that making fares simpler, smarter and fairer will encourage more people to choose rail, making a green and sustainable travel choice. Alongside our

successful innovations from our legendary customer service to our industry leading digital products, LNER remains at the forefront of transforming rail."

Transport Secretary, Mark Harper, said: "The expansion of single leg pricing on LNER is the latest example of this Government getting on and delivering tangible reforms that will benefit rail passengers, delivering simpler, more flexible tickets that are better value. Passengers will get the best value ticket for their journey safe in the knowledge a single ticket will be around half the price of a return."

Independent online consumer research commissioned by LNER (of LNER customers and non-LNER customers) found that 61 per cent of customers surveyed were in favour of single leg ticketing being extended, and close to 45 per cent of non-customers were more likely to travel for long-distance journeys with LNER in the future

as a result of single leg ticketing. More than half, 55 per cent of LNER customers agree that single leg ticketing simplifies the way tickets work.

LNER is committed to transforming ticketing to make travel smarter, simpler and more seamless. Almost 9 in 10 customers currently purchase Advance tickets for journeys with LNER. The pandemic accelerated the move away from outdated paper tickets as people prefer contactless e-tickets which can be amended or refunded more easily. Advance tickets offer the best value fares and include a seat reservation free of charge.

LNER introduced new combinations of journeys where customers can buy Advance tickets from May 2021, allowing customers to make significant savings when travelling for leisure or business.

JOURNEY OF A CENTURY: LNER LAUNCHES FIRST NAMED AZUMA TRAIN CELEBRATING 100 YEARS

London North Eastern Railway (LNER) is proud to launch the first named and liveried train as part of the Azuma fleet on the East Coast route, connecting London with Yorkshire, the North East of England and Scotland.

Named 'Century', it celebrates LNER's people and pioneering approach over the past one hundred years since the LNER brand first came into being in 1923. The special livery was revealed amid a fanfare and celebrations at York railway station on May 15th.

'Century' was the name chosen by LNER colleagues and a special train naming panel, reflecting the sentiment of the pride in LNER's rich past, its passion for the present and the ambition LNER has for the future.

LNER is celebrating 100 years of proud service on the East Coast Main Line, connecting the English and Scottish capital cities and many diverse destinations which continue to be incredibly popular with people keen to make the most of the superb sights and attractions

on offer along the East Coast. Throughout the century, LNER has named trains which have been globally iconic in their popularity including 'Flying Scotsman', 'Mallard' and 'Sir Nigel Gresley'.

David Horne, Managing Director at LNER, said: "It's a truly special moment for everyone at LNER to be unveiling the first named Azuma on the fourth anniversary of our Azuma trains first entering into passenger service.

'Century' recognises the successes and iconic moments of our proud past which have defined who we are today, as well as looking forward to the innovation and technology which will see us through 100 more years of taking people on exciting journeys on the East Coast route. The livery perfectly depicts our story to date and we can't wait to see customers enjoying it out on the route."

The design features colleagues past and present through a unique photographic timeline of the last 100 years

of LNER. Colleagues who continue to deliver LNER's legendary customer service are among those included, alongside Mallard speed record breaking driver, Joe Duddington. Iconic locomotives and destinations from LNER's century in service also feature.

The newly named train was driven by one of LNER's newest qualified drivers, Jordan Cochrane, and received a warm welcome and rousing trumpet fanfare as it arrived in York.

Tim Dunn, Rail Historian and presenter of The Architecture the Railways Built, said: "The LNER brand has had a colourful and pioneering history - ever since it appeared in 1923. One hundred years later, this moment brings it all together perfectly!

"The introduction of 'Century' means many more people have on the East Coast Main Line will be inspired to learn more about LNER's impact on rail travel in the UK. The brand is associated with some extraordinary moments

such as Mallard's speed record run; and the introduction of the latest fleet - the Azumas. These moments have helped define the railway's identity in the UK and I am sure LNER will be known for them for generations to come."

Carolyn Sheard, LNER Customer Experience Leader who features within the livery said: "I am so proud to be featured on the 'Century' livery - I love my job and really enjoy working for the company so it's an honour to be involved in the celebrations this year."

The 'Century' Azuma train will now remain permanently on the LNER route, taking customers between destinations in speed, style and comfort. The innovation and technology offered by the Azuma fleet marks an exciting new era for sustainable rail travel in the UK.

GROUNDBREAKING RELATIONSHIP CHARTER ENHANCES CULTURE OF COLLABORATION

London North Eastern Railway (LNER), Agility Trains and Hitachi Rail have signed a pioneering agreement that will define how the three organisations collaborate over the next three decades. The industry-leading approach has been announced on the fourth anniversary of the first Azuma train entering passenger service on the LNER route on May 15th.

The Relationship Charter is a commitment to a set of values and behaviours shared between LNER, Agility Trains and Hitachi Rail to ensure the best possible collaboration for the benefit of customers. The Charter is designed to create an on-going open and collaborative culture between the three organisations, at every level of interaction, for the remaining 23 years of the existing contracts and potentially beyond.

The Department for Transport (DfT) contracted Agility Trains (sub-contractor Hitachi Rail) for the second phase of the Intercity Express Programme (IEP) in 2014, to provide 65 new high speed Azuma trains and associated depots for the East Coast Main Line. The British built

trains were to be designed, accepted and deployed in consultation with the train operator. The DfT also established a long-term operational agreement between LNER and Agility Trains for provision of passenger rolling stock services, which runs until August 2046.

Linda Wain, Engineering Director at LNER, said: "By outlining common values and high standards for collaboration and interaction, the Charter is a commitment to working together to reach our shared competitive goals and to achieve operational benefits through a spirit of mutual trust and openness. Our customers are at the heart of everything we do at LNER and ensuring they enjoy the best possible experience when they travel with us. Working together with our partners is a key part of delivering the best service."

James Le Couilliard, Agility Trains' Chief Executive Officer, said: "The Charter cements our commitment to partnership in the delivery of out-standing passenger rail services across the East Coast through an open, collaborative approach - allowing us to collectively

benefit from each organisation's disparate skills, expertise, experience and knowledge. Enshrining our shared values, standards and behaviours across all areas of interface allows us to more effectively strive for our common goals, through a genuinely equal partnership, for long-term industry success and passengers benefit".

Sara Holland, Fleet Director East Coast at Hitachi Rail, said: "Our collaboration has resulted in the British built Azuma achieving award winning performance. The Relationship Charter will build on this success, ensuring shared values and high standards are engrained in everything we do from boardroom to depot."

The charter also outlines opportunities for active collaboration, designed to allow each organisation to achieve its goals and optimise the benefits of the relationship. These include:

Strategic: Continual contact between owner and project leads

Tactical: Managers, supervisors, team leads, collaborating to develop ways of working

Operational: Sharing resources, skills, data, information, knowledge

Interpersonal: Personal relationships are the mortar that holds everything together

Cultural: Respect, appreciation, understanding and awareness across disciplines and roles.

The Charter is a revolutionary approach to collaborative partnerships. Relationship Charters may soon become standard across the industry, with LNER considering rolling out the model to its other partners and suppliers.

Loram Rail Operations

▶ Class 37 418 passes through Helsby on May 9th with an Walton Old Jct. Sidings - Derby RTC via Chester light engine move. *Brian Battersby*

▶ On May 9th, Class 37 418 working the 6Z38 Wembley - Walton Old passes Norton Crossing. *Mark Enderby*



Lumo

Class 800 305 stands at Edinburgh Waverley on June 5th forming 1E88 17:56 departure to London King's Cross.
Derek Elston



Network Rail

On May 31st, ASLEF strike day, so no passengers to get in the way of 2Q21, which made three return trips from Doncaster to Barnetby. The unit is Class 153 376, no doubt full of technical wizardry, and it is seen passing Scunthorpe on the return leg of its first circuit of the day.

Steve Thompson

Power car No. 43277 leads a test train north through Acton Bridge on May 23rd.

Brian Battersby

The 1Q23 Salisbury to Reading test train with power cars Nos. 43274 and 43272 pass Worting Junction on May 1st. *Michael Bennett*



Class 73 965 and 73 964 are seen with a test train working through Winchfield on May 10th.
Michael Bennett

Class 37 219, complete with rail monitoring equipment fitted, heads through Acton Bridge on May 16th with a Preston Dock Sidings to Preston Dock Sidings via Stoke North working.
Brian Battersby

On May 5th, power car No. 43274 leading 1Q18 05:44 Reading Triangle Sidings – Paignton with 43290 on the rear, approach Gwinear road level crossing.
Barry Beeston



Network Rail

▶ A work worn power car No. 43290 leads the 03:33 Swansea to Derby High Speed Network Rail track monitoring train through Cardiff on May 10th. *Lee Stanford*

▶ On May 15th, Class 37 219 is seen at Manchester Victoria working 0C01 Derby to Preston Docks *Russell Clarke*

▶ Power cars Nos. 43290 and 43274 work the 1Q23 Salisbury - Reading test train through Worting on May 4th. *Dennis Rowland*



Network Rail

▶ Power cars Nos. 43290 and 43274 working the 1Q23 Salisbury to Reading pass Grateley on May 4th. *Michael Bennett*

▶ There's a Class 37 in there somewhere! Working from Derby to Preston, Class 37 219 opens up after passing Glazebrook station on May 14th. *Jeff Nicholls*

▶ Former ECML power car No. 43290 leads 43274 with 1Q1603:33 Swansea to Derby RTC, through Cardiff in a short patch of sun on May 10th. *Barry Longson*





TransPennine Express

▶ Eurovision liveried Class 397 011 crosses Carr Mill Viaduct on May 11th. *Jeff Nicholls*

▶ On May 24th, Class 185 106 has sole charge of the 12:51 Saltburn to Manchester Airport service, seen passing Heald Green. *Barry Longson*

▶ Class 397 007 races towards Balshaw Lane Junction on May 17th with a Liverpool Lime St. to Glasgow working. *John Sloane*



TransPennine Express

▶ Class 397 011 has been decorated for the Eurovision Song Contest in Liverpool. Here it is crossing Carr Mill Viaduct with 1M75 Oxenhome Lake District to Liverpool Lime Street on May 9th. *Brian Dobbs*

▶ On May 4th, Class 68 027 is seen stabled at Doncaster between training duties. *Michael Lynam*

▶ On May 9th, a Class 802 is seen in the platform at Liverpool Lime St. flanked by Northern Class 319s, having arrived from Newcastle. *Don Chadwick*



TransPennine Express

Making what is still only an infrequent appearance on this line, on May 10th, Class 68 023 propels set TP06 away from its stop at Scunthorpe station on yet another training run, 5B73 Cleethorpes - Doncaster, which went only as far as Hatfield & Stainforth before turning back again. *Steve Thompson*



Transport for Wales

Class 230 008 arrives at Hawarden on May 5th with a Bidston to Wrexham service.

Brian Battersby

On May 1st, Class 67 010 and DVT No. 82229 pass Kemps Eye working the 1W57 10:52 Cardiff Central - Manchester Piccadilly service.

Phil Martin

The new timetable has seen an increase in the Transport for Wales loco hauled services on the Manchester to Cardiff axis and on May 25th, Class 67 029 is seen passing Levenshulme working the delayed 14:30 Manchester to Cardiff service. *Lee Stanford*



Transport for Wales

▶ Class 67 012 passes Condober on May 13th working the 1V98 16:34 Holyhead - Cardiff Central service. *Phil Martin*

▶ Class 67 010 working the 1W57 10:52 Cardiff to Manchester Piccadilly service is seen at Shrewsbury on May 1st. *Richard Hargreaves*

▶ On May 3rd, Class 230 009 is seen at Penyffordd with a Bidston - Wrexham service. *Brian Battersby*



Transport for Wales

▶ Class 197 006 and 197 011 head southbound at Winwick with 1D31 Manchester Airport to Llandudno service on May 25th. *Brian Dobbs*

▶ Class 67 013 is seen at Condober on May 12th working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*

▶ Class 197 009, calls at a very busy Newton-le-Willows on May 20th with the 10:43 Llandudno to Manchester Airport service. *Paul Senior*



Transport for Wales

▶ The Transport for Wales 'CAF' units are now familiar sights into Manchester Airport and on May 23rd, Class 197 007 and 197 015 approach Mauldeth Road working the 14:41 from Llandudno. *Lee Stanford*

▶ Class 67 012 passes Saltney Ferry on May 1st with a Holyhead to Cardiff service. *Brian Battersby*

▶ Class 197 006 and 197 004 pass Helsby on May 9th with a Manchester Airport - Holyhead service. *Brian Battersby*



Transport for Wales

▶ Class 150284 passes Penyffordd on May 3rd with a Wrexham - Bidston service. *Brian Battersby*

▶ Northern liveried Class 150269 which is on long term loan to Transport for Wales was captured at Radyr on May 10th before working the 15:05 to Barry Island. *Lee Stanford*

▶ Class 197009 crosses Newton Viaduct on the approach to Newton-le-Willows with the 10:43 Llandudno to Manchester Airport service on May 20th. *Paul Senior*



Transport for Wales

▶ Class 67 012 passes Condober on May 1st working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*

▶ Class 175 116 passes Condober on May 7th working the 1W62 16:52 Swansea - Manchester Piccadilly service. *Phil Martin*

▶ Class 67 013 and DVT No. 82227 are seen at Gobowen on May 2nd working the 1V96 11:33 Holyhead - Cardiff Central. *Phil Martin*



Transport for Wales

▶ Class 153 329 and 153 935 pass Burgs Lane on May 13th with the 2V12 Shrewsbury - Carmarthen service. *Phil Martin*

▶ A short visit to Radyr was made on May 10th, where electrification was evident, as DMUs Class 150 283 and 150 231 stand side by side ready to head back to the Welsh capital via different routes. *Barry Longson*

▶ Class 175 116 awaits departure time from Cardiff, having arrived with 11:03 Milford Haven to Manchester Piccadilly service on May 10th. *Barry Longson*



Transport for Wales

▶ The 05:36 Swansea to Manchester Piccadilly was entrusted to Class 153 382 and 150 236 on May 26th and are seen at a sunny Cheadle Hulme. *Barry Longson*

▶ Class 67 013 catches the early morning sun at Crewe on May 20th, as it departs with 1V34 06:27 Manchester Piccadilly to Cardiff Central service. *Barry Longson*

▶ Class 230 007 calls at Neston on May 23rd. *Brian Battersby*



Transport for Wales

▶ Class 230 008 approaches Penyffordd on May 28th. *Brian Battersby*

▶ Class 67 017 has just been given 'right away' from Crewe on May 26th as it gets the 16:30 Manchester Piccadilly to Swansea service back on the move. *Lee Stanford*

▶ Class 67 010 is seen working the 1W57 Cardiff Central - Crewe on May 4th. *Keith Davies*



Transport for Wales

▶ Class 67 013 is seen at Upper Battlefield with 1V46 14:30 Manchester Piccadilly - Cardiff Central on May 26th. *Keith Davies*

▶ Class 67 025 passes Kempseye with 1V70 09:30 Manchester Piccadilly - Swansea on May 28th. *Keith Davies*

▶ Class 67 017 is seen at Kempesye with 1V46 14:30 Manchester Piccadilly - Cardiff Central on May 30th. *Keith Davies*



Transport for Wales

On May 27th, Class 67 017 propels the 14:53 Cardiff - Manchester past Stokesay Castle.
Chris Morrison

Class 150 237 passes Bayston Hill with 1V38 09:31 Manchester Piccadilly - Carmarthen service on May 3rd. *Keith Davies*

Class 67 029 is seen at Bayston Hill with 1V50 16:30 Manchester Piccadilly - Swansea on May 23rd. *Keith Davies*



Units: DMUs and EMUs

Blue and grey Class 313 201 was withdrawn from service after working the Class 313 farewell tour on April 29th. It made its final run from Lovers Walk Depot (Brighton) to Eastleigh with 313 208 on May 10th. It is seen departing Eastleigh station for storage or scrapping at the works. *John Goodrich*

Northern's Class 331 020 leads sister 331 027 towards Mauldeth Road on May 23rd working the 15:20 Blackpool North to Manchester Airport service. *Lee Stanford*

LNWR's Class 350 104 has received a Eurovision livery and it is seen departing Harrow & Wealdstone with the 16:15 Tring - London Euston service on May 3rd. *John Goodrich*



Units: DMUs and EMUs

London Overground's Class 710 267 is ready to depart Harrow & Wealdstone with 11:15 Watford Junction - London Euston service on May 3rd. *John Goodrich*

Ainsdale station can be seen in the distance as Merseyrail's Class 507 018 accelerates away on April 25th with a service from Southport to Hunts Cross. *Lee Stanford*

LNWR's Class 350 243 departs Watford Junction with 15:00 Milton Keynes - London Euston service on May 3rd. *John Goodrich*



Units: DMUs and EMUs

Still in blue livery, SWR Class 450 050 is the leading unit on 15:17 Southampton Up Goods Loop - Portsmouth & Southsea empty stock move which is seen approaching St. Denys on May 2nd. The second unit, in South Western Railway livery, is 450 051. *John Goodrich*

The 'Lancashire and Yorkshire' heritage of Formby station is clear to see on the station frontage as Merseyrail's Class 507 023 departs with a service to Hunts Cross on April 25th. *Lee Stanford*

On May 3rd, the driver of Northern's Class 150 122 and 156 402 gives back the token to the signalman at Rainford Junction, having been given it just a few moments earlier to enable his train to change direction and platforms. It will then work the 10:53 service to Blackburn. *Jeff Nicholls*



Units: DMUs and EMUs

▶ Northern's Class 156 418 leads 150 103 across Glaze Brook with the 10:46 Manchester Oxford Road - Liverpool Lime Street 'stopper' on May 9th. Glazebrook East signal box can be seen to the left of the photo. *Jeff Nicholls*

▶ LNWR's London Midland liveried Class 319 433 arrives at Harrow & Wealdstone with 16:39 London Euston - Milton Keynes service on May 3rd. *John Goodrich*

▶ Merseyrail's Class 507 001 calls at Kirkdale on May 17th with a service to Liverpool Central. *Brian Battersby*



Units: DMUs and EMUs

▶ The hourly NUCKLE (Nuneaton - Coventry - Kenilworth - Leamington Spa) DMU service's long-heralded changeover to Class 196 operation had partially happened with on May 22nd, Class 196 004 'Sir Edward Elgar' on 50% of the services whilst 172103 soldiered on on the others. *Dave Peel*

▶ South Western Railway's Class 450 111 and 450 052 with the 1T45 London Waterloo - Portsmouth Harbour service passes Worting Junction on June 1st. *Michael Bennett*

▶ Class 325 002 is the leading unit of 16:16 Willesden Princess Royal Distribution Centre - Warrington postal service as it passes Harrow & Wealdstone on May 3rd. *John Goodrich*



Units: DMUs and EMUs

Old and new as Merseyrail's Class 507 023 and 777 007 pass at Kirkdale on May 17th.

Brian Battersby

Northern's Class 158 752 calls at Hebden Bridge on May 10th.

Jeff Nicholls

London Overground's Class 710 377 waits to depart Watford's platform 3 with 14:00 Watford Junction - London Euston service on May 3rd.

John Goodrich



Units: DMUs and EMUs

SouthEastern's Javelin Class 395 006 crosses the Medway Viaduct with 1L46 16:07 London St. Pancras to Ramsgate service on April 29th. *Mark Pichowicz*



Units: DMUs and EMUs

▶ Northern's Class 319 384 arrives at Bryn with 2F62 Liverpool Lime Street to Wigan North Western service on May 29th. *Brian Dobbs*

▶ SWR's Class 159 103 leads 159 101 and 158 883 on the 1L45 London Waterloo to Exeter St. Davids service passing Worting Junction on the June 1st. *Michael Bennett*

▶ West Midlands Railway's Class 139 001 stands at Stourbridge Junction on May 20th. *Brian Battersby*



Units: DMUs and EMUs

Merseyrail's Eurovision liveried Class 777 013 calls at Kirkdale on May 17th working a service to Liverpool Central. *Brian Battersby*

Southern's dual voltage Class 377 208 enters Harrow & Wealdstone on May 3rd with 11:52 Watford Junction - East Croydon service. *John Goodrich*

The neglected and disused signal box at Birkdale is seen to good effect on April 25th as Merseyrail's Class 507 031 heads to Southport. *Lee Stanford*



Units: DMUs and EMUs

On April 17th, with the West Barnes Lane level crossing already open in the background, the 1D37 London Waterloo - Dorking service brakes into Motspur Park station operated by SWR's Class 455 860. *Ian Callander*

South Western Railway's Class 701 006 heads north at Horseshoe Bridge, St. Denys, on May 2nd with the 11:15 London Waterloo - Poole - Staines test run. *John Goodrich*

In the suburban setting at Hillside on April 25th, Merseyrail's Class 508 104 approaches its next stop with a Southport to Hunts Cross service. *Lee Stanford*



Units: DMUs and EMUs

▲ A colourful lineup at Portsmouth Harbour on May 4th, with Southern's Class 377 319 alongside SWR's Class 444 008 and 444 014.

Allison Twycross

▲ South Western Railway's Class 159 106 and 159 007 pass Palestine with the 1L40 Exeter Central and Yeovil Pen Mill to London Waterloo service on May 10th.

Michael Bennett

▲ SWR's Class 159 101, 159 021 and 158 887 working the 1L45 London Waterloo to Exeter service pass Grateley on May 4th.

Michael Bennett



Units: DMUs and EMUs

On May 9th, London NorthWestern's Class 350 104 stands at Liverpool Lime Street in its Eurovision livery. *Don Chadwick*

South Western Railway's Class 159 107 and 159 104 working the 1L41 London Waterloo to Exeter St. Davids service pass Winchfield on May 30th. *Michael Bennett*

SWR's Class 444 026 and 450 027 with the 1W31 London Waterloo to Weymouth and Poole is seen near Winchfield on May 30th. *Michael Bennett*



Units: DMUs and EMUs

▶ The Class 196 is a newcomer to the Worcester to Hereford line. On May 4th, Class 196 006 and another class member head across Malvern Common to form a service from Great Malvern to Birmingham New Street. *Neil Pugh*

▶ Merseyrail's Class 777 049 departs Ormskirk on May 2nd, with the 15:49 service to Liverpool Central. *Paul Senior*

▶ Merseyrail's Class 507 001 leads the 15:24 Southport to Hunts Cross service, at Blundel Sands and Crosby, during the Eurovision contest day in Liverpool, on May 13th. *Paul Senior*



Units: DMUs and EMUs

▶ Northern's Class 195 129 and 195 106 pass Mauldeth Road on May 22nd, working the 13:07 Windermere to Manchester Airport service. *Barry Longson*

▶ Now in its 33 year of service, Northern's Class 319 393 still plies its trade in the North West, seen here on May 3rd at Wigan North Western, working the 13:05 from Blackpool North to Liverpool Lime Street. *Barry Longson*

▶ Topping Gunhouse Bank, on the approach to Scunthorpe station, Northern's Class 150 268 nears its destination on 2P15 Doncaster - Scunthorpe. *Steve Thompson*



Units: DMUs and EMUs

▶ Northern's Class 156 425 with 150 148 on the rear, call at Apperley Bridge, with the Sunday 15:38 Southport to Blackburn service, on May 21st. *Paul Senior*

▶ Merseyrail's Class 777 013, in the Eurovision song contest Liverpool 2023 livery, waits to depart from Kirkdale on May 13th with the 17:33 Kirkby to Moorfields service. *Paul Senior*

▶ Old and new meet at Rice Lane on May 13th, with Merseyrail's Stadler built Class 777 049 working the 13:35 Moorfields to Kirkby service as 508 131 arrives with the 13:43 Kirkby to Moorfields. *Paul Senior*



Units: DMUs and EMUs

South Western Railway's Class 158 881 leads 159 106 and 159 105 working the 1L48 Exeter St. Davids to London Waterloo service as it approaches Winchfield on May 30th.

Michael Bennett

SWR's Class 450 046 approaches Eastleigh station on May 2nd with a service to Southampton Central. *John Sloane*

WestMidland's Class 196 102 passes Walcot with 2J18 11:57 Birmingham New St. - Shrewsbury service on May 15th. *Keith Davies*



Units: DMUs and EMUs

▶ Northern's Class 319 375 passes Bradley with a Blackpool to Liverpool Lime St. working on May 15th. *John Sloane*

▶ Royal Mail's Class 325 005 leads a Shieldmuir to Warrington mail past Charnock Richard on May 17th. *John Sloane*

▶ LNWR's Class 350 104 wearing a special livery for Eurovision Song Contest is seen at Northampton in the consist of 1Y36 11:36 Birmingham New Street to London Euston service on May 24th. *Derek Elston*



Class 158 710 rolls into Forsinard on the Far North line with the 10:41 Inverness - Wick and Thurso service on May 25th. The station here houses an RSPB display about the nearby Forsinard Flows and has a machine to make your own tea or coffee! *Jeff Nicholls*



Scotrail

Having neither picked up nor dropped off any passengers, but crossed with Class 158 710 on a reverse service, Class 158 704 departs Forsinard on May 25th with the 12:34 Wick - Inverness. *Jeff Nicholls*

Class 158 720 is seen at Crackaig on May 27th. *Jeff Nicholls*

Class 158 704 rattles along the shore of the Beaully Firth with the 08:55 Inverness - Kyle of Lochalsh on May 20th. The land visible across the water is the Black Isle. *Jeff Nicholls*





Island Line

▶ Class 484 004 and 484 005 are seen in the sidings at Ryde St. John's Road on May 2nd.
Allison Twycross

▶ Class 484 002 arrives at Smallbrook station on May 2nd with the 15:54 service to Shanklin.
Allison Twycross

▶ Class 484 003 departs Smallbrook station with the 11:33 service to Shanklin on May 2nd.
Allison Twycross



National Rail

A strike means all regular passenger trains are cancelled, providing a clear run for No. D9000 as it fly's through Hest Bank running 27 minutes early on May 12th with a working from London Euston to Carlisle. *Colin Kennington*



Cambridge rail station waiting rooms refurbished

Cambridge rail station's waiting rooms have been refurbished to improve facilities for passengers.

Greater Anglia spent £190,000 on improving waiting rooms on platform 1 and 4 with new seating and information screens and redecoration in heritage colours.

Each waiting room has received new seating, flooring, and redecoration throughout.

They also offer passengers the opportunity to charge laptops and mobile phones and work while they wait using the stations' free fast Wi-Fi.

Each waiting room also benefits from new information screens and state of the art CCTV.

Simone Bailey, Greater Anglia's Asset Management Director, said, "The aim was to deliver more comfortable waiting rooms and better facilities for our customers to improve their experience of travelling by rail.

"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."

Fares Advice with RailUK

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

Delay Repay on strike days

Q: It wasn't clear to me whether Delay Repay would be allowed for services affected by the recent rail strikes. But last week I wanted to go from Luton to Blackfriars on a London Terminals ticket but found that on the ASLEF strike day although about half of Thameslink trains were running, more or less on time, they were all terminating at St.Pancras. I've no idea why, as I thought the section from St.Pancras to London Bridge was semi-automated, and they were running trains both north and south of the Thames.

So on the outward leg I use TfL to go from St.Pancras to Farringdon (surprisingly my ticket was accepted at both ends by the tube gatelines) and walked from there, which made me over 15 minutes late on the timetabled time. On the return leg I got a bus all the way back, which caused a similar delay. Thameslink published a timetable for all services for mid-May onwards which showed their trains calling at Blackfriars, and they published this after the ASLEF strikes were announced.

So I submitted my outward and return tickets to the Delay Repay system of Govia/Thameslink and, slightly to my surprise, got a refund on both of them for the 15-29 minute delay. Only a couple of pounds back, but worth establishing the principle. Whether this would also work for trains which did not run at all, rather than being stopped short/started late as mine were, I have no idea.

A: You would have received Delay Repay, which is compensation (technically speaking, liquidated damages) for a delay. This is very different to a refund, which is when you return a ticket that you haven't used; you could be accused of committing fraud if you apply for a refund on a ticket you have used.

But yes, it appears that in this instance Thameslink have correctly paid the Delay Repay that is due. There's a very mixed picture as to what each TOC is paying in terms of Delay Repay on strike days.

Delay repay when the delay is on London Underground

Q: Is it possible to claim delay repay (or any other kind of compensation) when the delay is on London Underground which causes the main line train to be missed?

On June 1st, my son was stuck on a Victoria line tube for an hour due to a signal fault. Consequently he missed his Euston - Macclesfield train which was also the last train of the day (..and also subsequent strike days!).

He did manage to catch a train from St Pancras to Chesterfield though but had to buy another ticket (and then get a lift from Chesterfield to sunny Macc)

A: London Underground is not a TOC and does not convey people according to the NRCOT, so no delay repay is applicable for a journey to Manchester.

If he travelled on Oyster he may receive an automatic refund for the Oyster fare only, else, the information you need is here: <https://tfl.gov.uk/fares/refunds-and-replacements/tube-and-dlr-delays>

If he held a ticket routes Any Permitted he needed not to have purchased a new one to get from St Pancras to Chesterfield - did he speak to anyone at Euston?

Is it plausible that TfL would consider offering something as a goodwill gesture, in a situation where fault is this cut and dry but very unlikely as TfL is often cash tight. They don't really consider consequential losses despite Consumer Law had stated and Transport Focus have an article on that

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

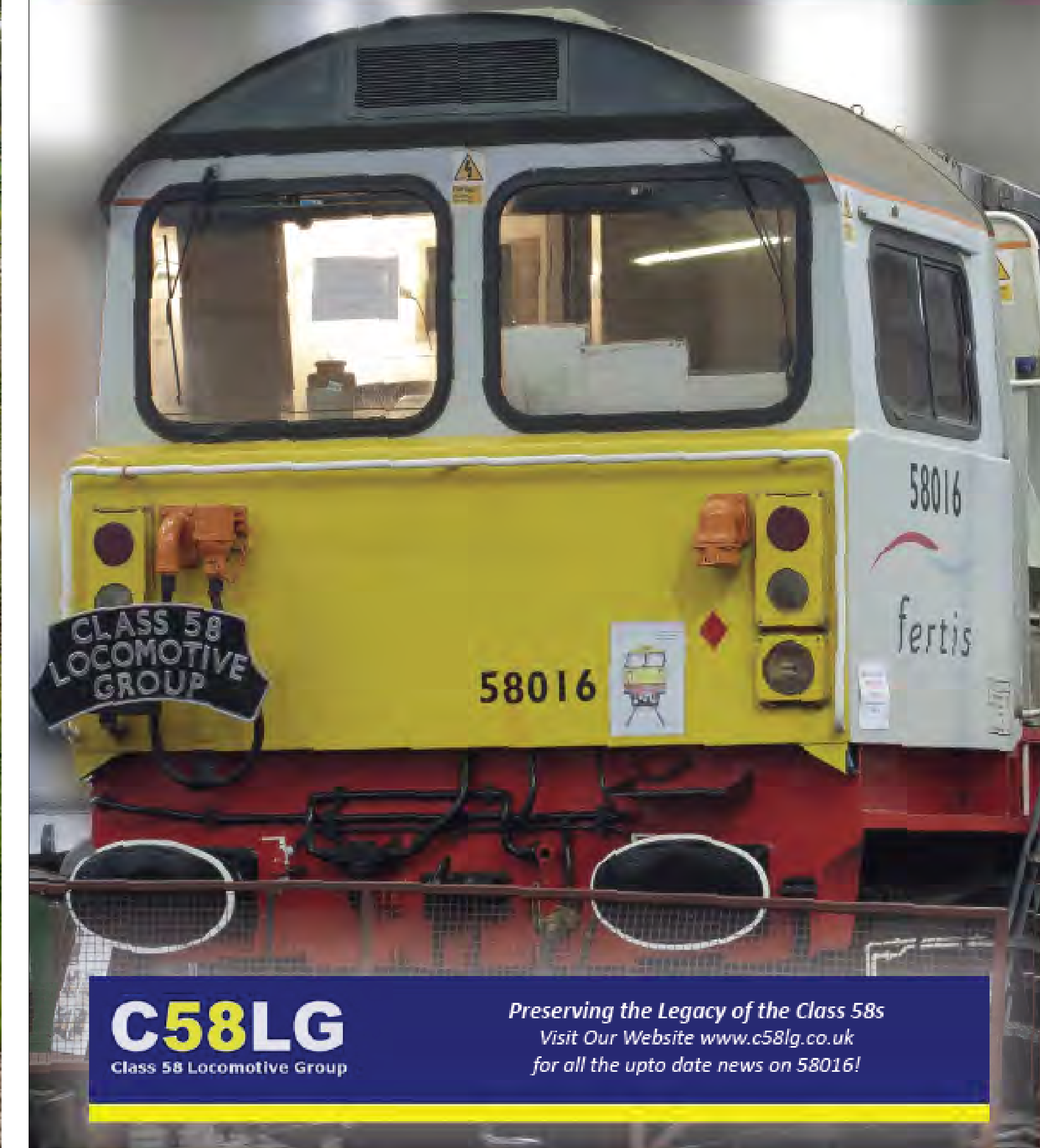
Network Rail Railgrinder Nos. DR79401, 79402, 79403 and 79404 passes Acton Bridge on May 16th with a Penrith - Kings Norton OTP move. *Brian Battersby*



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

There are various ways to help the C58LG:

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



Great Garden Rail Trail brings new twist to St Elizabeth Hospice fundraiser

Suffolk rail station gardens will join St Elizabeth Hospice's Great Garden Trail this summer to help raise funds for the charity. The Hospice has partnered with Greater Anglia and the East Suffolk Lines Community Rail Partnership to add an exciting new element to its annual fundraiser, creating the Great Garden Rail Trail event, which will take place on July 9th. Meeting at Ipswich at 10:30, guests will take a special trip by train for a guided tour of the East Suffolk Line between Ipswich and Lowestoft, highlighting the stunning station gardens that can be found along the route. The first stop will be Westerfield, where the 'station adopter' volunteers will give a talk about their work to create a stunning wildlife garden next to the platforms, before going on to Beccles for refreshments at the station café.

The trip will then continue to Lowestoft for some sea air and a chance to see how the rail network is working to improve land and green spaces, including a newly created wildlife area at Lowestoft station, before those taking part can return at their leisure. Tickets will enable attendees to hop on and off on the return journey to take in the delights of other stations, towns and villages along the way. Tickets are £15 per adult, which includes a donation to St Elizabeth Hospice and £5 per child and can be booked at railplus.greateranglia.co.uk/specials/community-rail-partnerships/st-elizabeths-hospice-great-garden-trail-9th-july-2023.html. Money raised from the Great Garden Trail helps to fund the hospice's work across East Suffolk, Great Yarmouth and Waveney providing care for families and patients living with life-

limiting illness.

Lesley Rawlinson, Community and Partnerships Fundraiser at St Elizabeth Hospice, said: "Thank you to Greater Anglia and the East Suffolk Lines Community Rail Partnership for supporting our Great Garden Trail 2023 and for hosting such a unique experience for hospice supporters. The Great Garden Trail has been a great success this year and we are looking forward to exploring even more gardens throughout the summer. Every penny raised really will make a difference to our services as we support people living through difficult times in their lives."

Aaron Taffera, Chair of the East Suffolk Lines Community

Rail Partnership, said, "We're delighted to join the Great Garden Trail to help the Hospice continue its valuable work and are grateful to Greater Anglia for offering a special discounted ticket price which we hope will attract lots of people to come on board for what promises to be an excellent and fascinating day out." Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said, "We are really proud to be supporting St Elizabeth's Hospice with this special Great Garden Rail Trail fundraiser event. The day out is taking place in a year when we are celebrating the success of our incredible Station Adoption initiative, which is now in its 20th year and has led to the development of some amazing station gardens along the rail lines in East Anglia."

National Rail

A lengthy AutoBallaster passes Acton Bridge on May 14th working from Reservoir Junction - Crewe P.A.D.
Brian Battersby



GTR's first Class 387/1 completes static testing of new digital ETCS in-cab signalling equipment

Govia Thameslink Railway's (GTR's) first Class 387/1 Great Northern Electrostar train has now completed static testing of its retrofitted European Train Control Signalling (ETCS) in-cab signalling equipment, as part of the East Coast Digital Programme, aimed at improving performance for passengers, while reducing emissions. The Class 387 is the country's first major commuter fleet to have the technology retrofitted, and it lays the foundations for the digital upgrade to be applied to the rest of the UK's vast Electrostar fleet, for future expansion of ETCS across other routes.



GTR, Porterbrook and Network Rail on this project is a great example of this."

Unit 387 101's recently retrofitted onboard ETCS system (Atlas 3) was commissioned at Alstom's Litchurch Lane manufacturing site in Derby where each new piece of equipment went through powered-up electrical testing. Alstom also carried out low-speed dynamic testing of the Eurobalise antenna and odometry system, which detect the train's location.

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.

On May 23rd, the train was hauled by GBR from Litchurch Lane to the Rail Innovation and Development Centre (RIDC) in Melton Mowbray, where dynamic testing of the ETCS odometry equipment will commence, expected to take approximately three weeks. This is the first of three dynamic testing events for Unit 387101 at RIDC; all three tests are expected to have been completed by October 2023. This 'first-in-class' train is set to return in November 2023, after which GTR will fit the remaining 28 387/1 units at its in-house depot in Hornsey, north London.

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, Network Rail's Principal Programme Sponsor, East Coast Digital Programme, said: "This is another important step forward in the largest passenger fleet retrofitting project in the ECDP. We've got here because of pioneering collaboration across multiple industry partners. The partnership working will continue as the train gets put through its paces at our upgraded facilities at RIDC, preparing the way for its use with digitally signalled passenger services."

GTR's ERTMS Fleet Project Manager Aaron Meakin said: "We're delighted with how the newly retrofitted ETCS system has performed on our Class 387 train in static testing. It bodes well as we move into dynamic testing at RIDC. Our engineering team and the team at Alstom are working closely together to ensure success and we're looking forward to continuing this collaboration."

Aaron Weeks, Project Director for Alstom said: "The Class 387 is the first unit in the UK to utilise the newest generation of Alstom's ETCS onboard signalling product, known as ATLAS 3. We are delighted to successfully complete the fitment and static testing and now we are looking forward to dynamically testing the train at RIDC in the coming months. Alstom recognises that the digitisation of the UK rail network needs new ways of innovative cross industry working and the ongoing close collaboration between our team and partners at

Ben Ackroyd, Chief Operating Officer at Porterbrook, which owns GTR's Class 387 fleet said: "Successful completion of static testing signals an important milestone in this project aimed at improving performance and reliability for passengers. We're proud to be playing our part in this industry partnership and look forward to continued collaboration as the 'first-in-class' train moves into dynamic testing."

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.

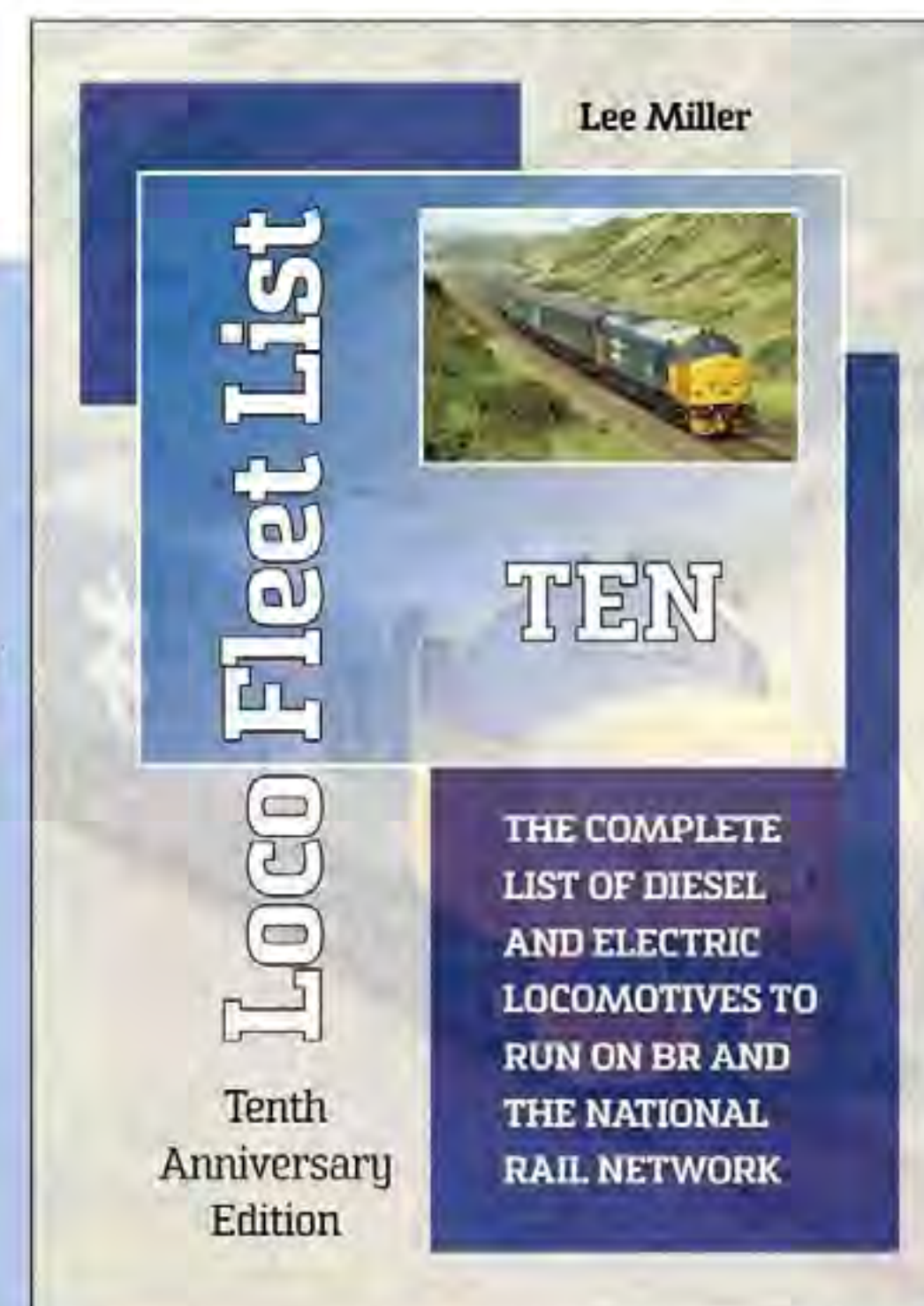
Features:

- 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



£80 million Dawlish sea wall, which will help protect vital rail link to the south west, opens to public

The transformation of Dawlish seafront is almost complete as 415m of new promenade, along with other fully accessible public areas, has opened to the public ahead of the summer season. The second section of the new Dawlish sea wall, which will help protect the railway from extreme weather and rising sea levels for generations to come, was opened on May 25th. Stretching between Coastguards and Colonnade breakwaters, it is linked to the first section at Marine Parade by a new footbridge, running parallel to the railway viaduct.

Completion of the £80m Government-funded project means the community and visitors to Dawlish can now enjoy the accessible high-level promenade all the way from Boat Cove to Coastguards footbridge, where it then joins the original sea wall. The beach between Colonnade and Coastguards breakwaters will also reopen to the public now that construction is complete. Construction began on the second section in November 2020 following completion of the first phase, which runs for 360m alongside Marine Parade and opened to the public in July that year.

An innovative eight-legged, self-contained walking jack-up barge, known as a 'Wavewalker', was used during the construction - the first time this type of barge was used to upgrade the UK rail network. It allowed the team to work across high tidal ranges that particularly impact the south Devon coastline. The wall itself was substantially completed in July 2022, when all 164 front panels, 203 pre-cast blocks and 189 recurve units which return waves back out to sea were in place for the second section. This milestone gave the iconic stretch of railway line immediate greater resilience against waves that flood

the track, leading to potential closures and delays.

Since then, Network Rail's contractor BAM Nuttall has been working to complete the link bridge, promenade, seating areas, ramped access to the beach and a new stilling basin, where Dawlish Water runs under the viaduct into the sea. The new section of wall wraps around Dawlish station, where work is continuing to build an accessible footbridge with lifts for passengers. Although it offers 21st Century protection and full accessibility, the new sea wall features many nods to the town's history; the footprint of the old Coastguards boathouse is shown on the new promenade, while the wall in front of the station features outlines of the alcoves that previously provided seating. Reclaimed stone from the old wall has been used to create new benches.

The design of the 8m high sea wall, which is 2.5m taller than the previous one, followed years of detailed studies, designs and joint working between world-leading marine, coastal and railway engineering experts. It was developed as part of the South West Rail Resilience Programme, put in place to improve resilience between Exeter and Newton Abbot, after the major storm of 2014. The entire sea wall project has given the local economy a £15million boost through Network Rail and BAM Nuttall's commitment to using local labour, materials and accommodation, wherever possible.

Ewen Morrison, Network Rail's senior programme manager, said: "We are absolutely delighted to be opening this new section of sea wall and would like to wholeheartedly thank the community of Dawlish for their patience and support while the construction took place close to their

homes and businesses over two-and-a-half years. The project has not been without its challenges, including the Covid-19 pandemic, the discovery of an uncharted gas main and some particularly wet, cold and stormy conditions over the past winter. It is testament to the efforts of the teams involved that they have worked around the clock, whatever the weather, to deliver this huge feat of engineering. The project is vital not just for Dawlish but for the whole of the south west peninsula as the railway connects communities in 50 towns and cities with the rest of the UK. The railway is now better protected and we hope the new wall, promenade and footbridge will be used and enjoyed by generations to come."

Anne Marie Morris, MP for Newton Abbot, said: "It has been an incredible journey since that fateful night when the sea wall came down to what we now have in Dawlish. The new wall, the promenade, rockfall shelter and the footbridge provide the additional resilience this essential piece of infrastructure needs to ensure the long-term viability of the line. Network Rail have been hugely impressive in their dedication to the task at hand. I look forward to continuing to work with them as the work further up the line to Teignmouth continues."

Councillor Andrea Davis, Devon County Council Cabinet member for Climate Change, Transport and Environment, said: "Peninsula Rail Task Force was formed in the wake of the terrible damage at Dawlish in 2014, we are now very relieved for our lobbying to have fruition for Dawlish and the South West Peninsula. Network Rail has not only delivered a future-proof solution, enhanced public realm and improvements to the station, they have

protected the economy of the wider south west. We are truly grateful to the Government for listening to us and for the support of the Department of Transport to see this phase of the overall project through to completion."

Alan Cox, Managing Director, Transport, BAM Nuttall, said: "Through a spirit of collaboration and resilience, BAM and Network Rail have transformed adversity into triumph at Dawlish. Guided by a shared vision, our dedicated team has demonstrated ingenuity throughout, defying the physical challenges that beset the site. Whether it was the use of stone-filled containers to protect the area following the initial failure in February 2014, the use of the Wavewalker to install the new piling or the development of a bespoke low-carbon structural concrete, innovation has paved the way for remarkable achievements. "I'm incredibly proud of our team's problem-solving prowess but our success in Dawlish extends beyond just completion of this vital infrastructure project. Recognising the major impact on the local community, our team's commitment to open communication and transparency has been truly exemplary. We have forged a lasting bond with our neighbours, ensuring they were well-informed and engaged throughout the process.

"Looking back, this project will forever be a source of immense pride and satisfaction for our team. The legacy we leave behind in Dawlish exemplifies the power of determination and collaboration and will resonate with the town, the Great Western Railway, and its valued passengers for generations to come."

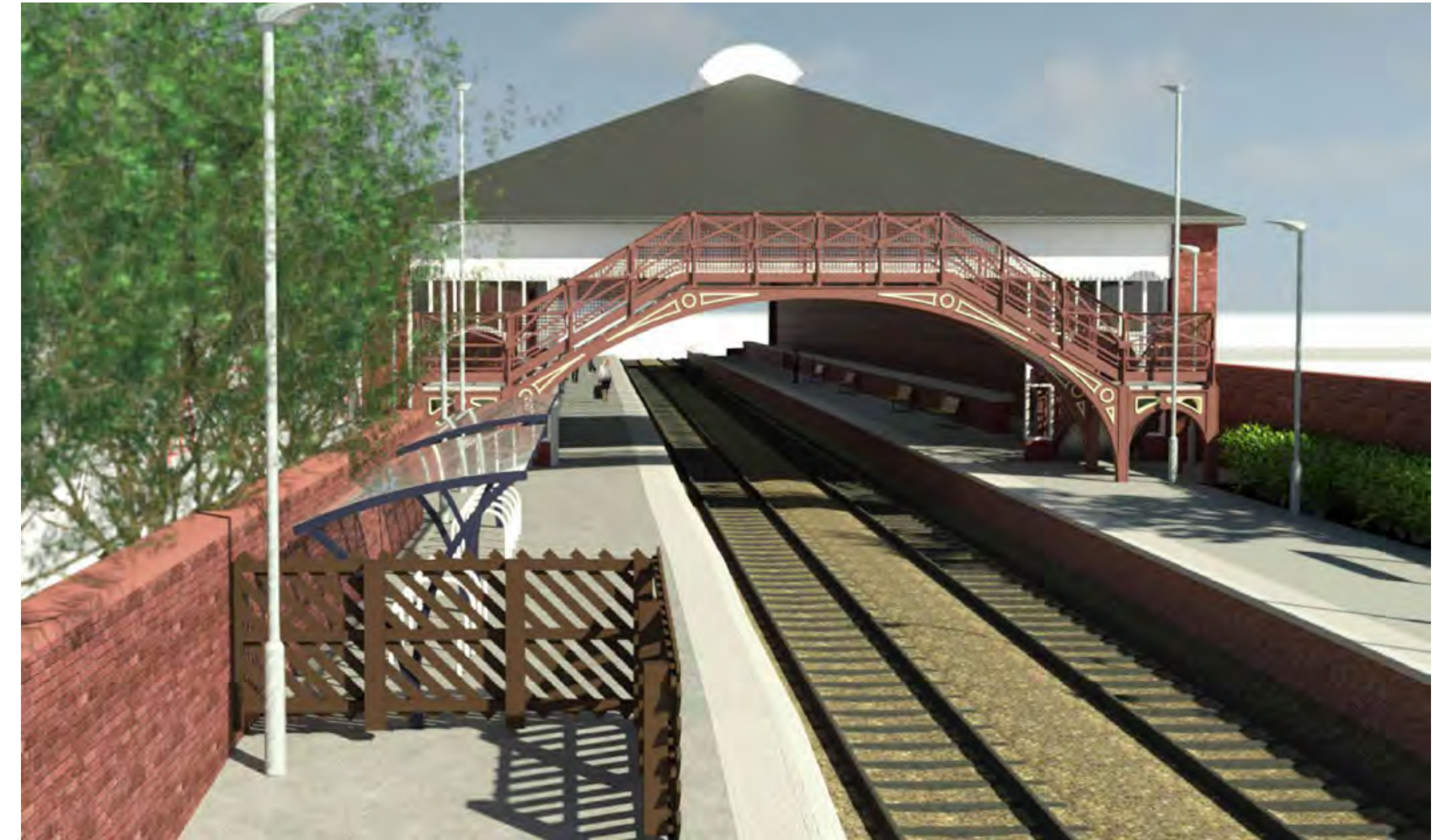


National Rail

SB Rail Finishing Machine No. DR77002 passes Northampton on May 26th, working the 10:15 Guide Bridge to Willesden. *Barry Longson*



Refurbishment begins on 130-year-old Beverley footbridge



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Work to fully repair and restore the 130-year-old Grade II-listed footbridge at Beverley station has begun

From May 30th, engineers will strengthen the original cast iron structure and install new parapets, along with new surfacing and stair treads. The bridge will be given a fresh lick of paint in keeping with its rich heritage, whilst the wooden canopy will be removed following years of wear and tear. Repairs to the train shed and platforms will also be made, giving the station a new lease of life.

The bridge has been closed on safety grounds since September 2022 to remove the risk of pieces of the weakened canopy falling onto the tracks below. As a Grade II-listed structure, the plans have been given the green light by Historic England and the essential work is due to be completed in November, with the bridge reopening to passengers.

Matt Rice, North and East Route Director for Network Rail, said: "I'm pleased that work is getting underway to fully restore this historic footbridge at Beverley station. It is an important piece of history that dates back to the 1880s, so it's vital that we refurbish it sympathetically whilst ensuring it remains safe for passengers."

"I'd like to thank passengers for their patience whilst we push ahead with this project, and I look forward to the bridge opening later in the year."

Tony Baxter, Regional Director at Northern, said: "I'd like to thank our customers for their patience as this essential work is carried out and advise them to allow extra time when changing platforms at Beverley station."

Access between the station's two platforms is maintained via the level crossing on Armstrong Way. Passengers are advised to speak to station staff if they need assistance and allow extra time for switching platforms. It is important that passengers do not cross the railway unless they are using the level crossing whilst the footbridge is closed.

Image: Beverley footbridge visualisation. ©Network Rail

On May 1st, Class 66 116 crosses the bridge over Dawes Lane as it approaches Santon Iron Ore Terminal on 6T26 from Immingham Bulk Terminal. *Eleanor Thompson*



Seen at Todmorden station on May 3rd, a plaque of the early British Railways lion and wheel emblem. *Jeff Nicholls*

Reliability boost for Cambrian line passengers as 160-year-old wooden viaduct gets major refurbishment

Work on the Severn and Carno viaduct near Caersws, Powys, was completed on May 19th as well as a large section of track work near Newtown. The Cambrian line was closed for 16 days, from Friday May 6th to Monday May 22nd with Transport for Wales operating a rail replacement bus service between Shrewsbury and Machynlleth. With the viaduct now looking better that is has in decades, local communities and tourists can fully enjoy a normal working train service in the area of surrounding natural beauty in the summer period.

First constructed in 1860, the 70-metre-long viaduct has been reconstructed twice in 1906 and 1927 and carried the railway over where the rivers Carno and Severn meet.

By jacking up the railway on top of the viaduct and working from floating platforms, or pontoons, on the river, teams of engineers from Network Rail and contractors AmcoGiffen have replaced three of a total of eleven spans of timber beams. They also carried out remedial work on the rest of the bridge, including the replacement of metallic straps and fixings.

In their commitment to a greener railway, Network Rail has recycled 100% of the replaced timber from the viaduct. A total of 17-tonnes of timber has been

donated to local farmers and residents. The local school has already made plans to use the timber to construct outside benches for their pupils. Additional teams removed and replaced two kilometres of track further east in Newtown to increase the reliability of journeys for passengers. Extra resilience work was also carried out on railway points along with drainage installation.

Overnight track renewal work on the Cambrian line will continue until July 7th to prevent service disruption.

Simon Roberts, programme manager at Network Rail Wales & Borders, said: "We are delighted that we have given this 160-year-old viaduct a new lease of life. Now that it has been strengthened, there is less chance of the railway closing due to urgent repairs and passengers can enjoy a normal service ahead of the busy summer period. The local community have been very supportive, and it is a cherry on top that we have been able to recycle 100% of all the old timber and donate back to the community."

Jan Chaudhry-Van der Velde, Chief Operations Officer for Transport for Wales (Rail Services), commented: "This work by Network Rail will help make the railway infrastructure on the Cambrian line more resilient and improve the reliability of our passenger services. New

Class 197 trains have been ordered for the line, so this investment will help clear the way for the trains to operate successfully."

Claire Williams, Partnership Development Officer for the Cambrian Railway Partnership said: "It is wonderful to see the railway line reopen again for passengers and that the work carried out will make this spectacular line more resilient for years to come.

"We would like to thank the communities for being so patient and understanding whilst this vital restoration and reconstruction work has been taking place. We are also really pleased that local residents, farmers and schools have been able to make use of the old timber from the viaduct, a great example of sustainability."

Photo: Severn and Carno viaduct from the river. ©Network Rail



On May 20th, several former Greater Anglia Class 321 EMUs pass Norton Crossing working from Clacton heading to Walton Old for storage.
Mark Enderby



Changes to Chiltern journeys due to railway repairs and HS2 work

Passengers in Buckinghamshire are being advised to plan ahead as railway work later this year means major changes to journeys between August and October. The first stage of work on the Chiltern Main line will see Network Rail engineers making permanent repairs to a Victorian drainage culvert which passes underneath the railway in Aylesbury. Faults found in the structure earlier this year have since led to repeated short-notice closures of the line causing disruption for passengers.

To fix the issue once and for all, a 12-day railway closure is needed to repair the culvert between Monday August 7th and Friday August 18th. This will impact all trains between Aylesbury and Princes Risborough and Aylesbury Vale Parkway and Amersham.

To keep passengers on the move during this time, rail replacement buses will be in operation between:

Amersham – Great Missenden – Wendover – Stoke Mandeville – Aylesbury – Aylesbury Vale Parkway (for connections to London Underground)
Princes Risborough – Monks Risborough – Little Kimble – Aylesbury

Immediately after that from August 19th until October 30th, work will take place to allow the new high-speed, zero-carbon railway HS2, to pass under the existing railway.

This will mean no train services for 10 weeks between Aylesbury and Princes Risborough, with rail replacement buses laid on for passengers, between:

Princes Risborough – Monks Risborough – Little Kimble – Aylesbury

People are being made aware of the work so they can plan their journeys in advance by checking www.nationalrail.co.uk.

Denise Wetton, Network Rail's Central routes director, said: "We know there's never a convenient time to close the railway and we're sorry to passengers in Buckinghamshire who have already suffered from short-notice closures of the line between Princes Risborough and Aylesbury for several months. When completed, this vital work will mean more reliable journeys for passengers travelling between Aylesbury and Princes Risborough on a railway that's fit for the future."

Jacqueline Dey, Chiltern Railways' operators director, said: "The damaged culvert has led to numerous short-notice cancellations this year, and we are pleased that a permanent fix will be in place before the end of the summer. Customers should be mindful that Network Rail and HS2 works will close the railway between Princes Risborough and Aylesbury for a further ten weeks after these repairs, with the line reopening again on Monday

October 30th.

Rail replacement buses will be in operation during this time, and customers should check before they travel. We know that this is a significant, long-term closure, but we are confident that the railway between Princes Risborough and Aylesbury will be more reliable as a result of these important works. We will be working with industry partners to keep residents informed before and throughout the closure, and thank customers for their patience while these works are completed."

Patrick Cawley, director for 'On Network Works' for Network Rail and HS2, said: "I'd like to thank passengers in Buckinghamshire for their patience this year while we carry out this vital phase of work between Aylesbury and Princes Risborough to prepare for the new high speed railway. HS2 will transform journeys between London, the Midlands and the North, providing zero-carbon journeys from day one and also making space

on the existing railway network for more freight and local services. To help reduce disruption we've worked with our rail industry partners to combine closures needed for two major pieces of work on this route. We're asking passengers to plan ahead and check before they travel at www.nationalrail.co.uk"

Passengers are advised to check before they travel at www.chilternrailways.co.uk and www.nationalrail.co.uk or for updates and details of alternative travel arrangements during the extended closure.



AsunnybankholidaySaturdayhadbroughtthecrowdsoutatLlangollen, and the railway seemed to be doing good business (including conveying a wedding party on the mid-day train). The visiting 'Austerity' tank loco (running as No. 68067) is seen on arrival at Llangollen Station at lunchtime on May 27th. *Ben Bucki*



Transpennine Route Upgrade reveals plans to slash carbon emissions, generate thousands of jobs and deliver billions of pounds in social value in the North of England

On May 16th, the Transpennine Route Upgrade (TRU) revealed its strategy to improve the lives of millions of people in the North by:

Slashing railway carbon emissions, equivalent to taking 6 million cars off the road for an entire year

Creating and safeguarding thousands of jobs for local people and providing tens of thousands of opportunities for new entrants to the industry and young people

Delivering more than £4bn in social value and a further £4bn in wellbeing

The multi-billion-pound railway programme will deliver major upgrades on the 70-mile route between Manchester and York, transforming journeys across the North, better connecting towns and cities through more frequent, faster, greener trains, running on a better, cleaner and more reliable railway. As well as delivering benefits for passengers, the programme's new sustainability strategy titled 'Our Guiding Compass' outlines its commitments to delivering environmental benefits, social value and employment opportunities.

Rail Minister Huw Merriman said: "Sustainability is at the heart of the Transpennine Route upgrade - delivering faster and more reliable electrified services in the North in a way that's also better for our environment. I welcome the launch of this strategy and am proud to see the transformational benefits of the upgrade coming to life by creating new jobs and opportunities while slashing carbon emissions across the region."

Anna Humphries, Head of Sustainability and Social Value for the Transpennine Route Upgrade, said: "The Transpennine Route Upgrade's sustainability strategy is clear in our vision for the North of England. We're delivering not just a railway that will be faster, cleaner and provide more seats, but we're putting the sustainability and social value delivery of the programme at the heart of all we do. We have a once-in-a-generation opportunity to make a real impact on the lives of those who live in the North of England and 'Our Guiding Compass' puts in writing how we intend to do that."

Rob Warnes, Strategic Development Director at Northern Trains said: "The Transpennine Route Upgrade will be

transformative for our customers, enabling us to run greener, faster trains and slash our carbon emissions. The programme is creating jobs here at Northern, as well as in our supply chain and across the North of England, offering our towns and cities a much-needed economic boost"

Nicola Martin, Head of Sustainability for TransPennine Express said: "People and the environment are at the heart of Our Guiding Compass. This is so important today, in a world where people are more informed about the pressures on the environment. The investments being made through the Transpennine Route Upgrade will bring welcome improvements to our rail network and will attract and retain customers who seek to travel in a low carbon way."

TRU will deliver a cleaner, greener railway by electrifying the 70-mile rail route between Manchester and York. It will also slash carbon emissions by mitigating negative environmental impacts during construction and enhancing the natural environment surrounding the route. TRU will create 4,000 new roles during construction with 60% of the workforce are being employed from within 25 miles of the route and 80% within 40 miles. 20% will be from under represented groups to create a diverse team to reflect the communities on the Transpennine route. Using cutting-edge technology, the railway programme has also calculated the impact of its sustainable development activities to £4.28 bn in social value and an estimated £4.9bn in wellbeing impact, in addition to the traditional programme economic impact assessments.

This is calculated using the Rail Social Value Tool, which is an online tool developed specifically for the rail industry in the UK, in line with HM Treasury Green Book Principles, to conduct valuations of the social value generated for individuals and society.

It also uses the 'WELLBY Assessment', which estimates the impact of the change to wellbeing by calculating the amount of additional income a person would need to receive to then experience the same change in wellbeing.

National Rail

£1.2 million track upgrade complete at Glasgow Central

A 10-week programme to renew track at Glasgow Central's platform 1 has been completed. Passengers travelling through Scotland's busiest station will now benefit from this £1.2m project which was undertaken to enhance the safety and reliability of the railway for years to come. These essential works were part of the Scottish Government's ongoing investment in Scotland's Railway. The works included: replacing 720 baseplates which are fixed to the concrete slab that holds the track in place; installing over 100 new timber sleepers

along the length of platform 1; upgrading tactile paving along the platform edge; renew signalling cables; clean the buffers; deep clean of platform 1 and removal of overgrown vegetation;

Had normal access arrangements been used, this work would have been spread over a period of approximately four years' worth of Saturday nights and would have been considerably more costly. Instead, this 10-week programme ran at the same time as the

closure of Carstairs Junction so that disruption to passengers was kept to a minimum.

Tom Podger, Senior Project Engineer, Network Rail Scotland said: "Our team of engineers have been working around the clock to deliver this project safely and on time. Their work will improve the track at platform 1 as part of efforts to enhance the safety and reliability of the railway for years to come. We are pleased that the works have been completed on time and within budget."

Complimentary Coronation Chocolates from LNER on services on May 6th. *Derek Elston*



Passengers travelling through London Bridge receive a visit from 'The Sticky Fairy' who has sprinkled some positivity around the station

Viral mental health artist Stephanie Seege, known online as "The Sticky Fairy", is making her exhibition debut "Stardust" in collaboration with Network Rail at London Bridge station. Stardust is a two-part exhibition which was launched on May 19th and will be running until December 31st, designed to raise mental health awareness and spread joy to millions of passengers.

Struggling with her own mental health, Stephanie started scribbling quotes on post-it notes and putting them up around her flat for inspiration. Then one day last year, it struck her that others might need some help and encouragement so she started leaving her funny and thought-provoking handwritten notes on lamp posts and in parks for others to find. Since then, the Sticky Fairy's videos have over 50 million views across her social platforms (@thestickyfairy) and this exhibition will be the first to delight a much larger audience, part of Network Rail's mission to improve people's experience of travelling through London Bridge.

As part of Mental Health Awareness Week, hundreds of handwritten notes are being displayed in one of London's busiest stations, on the lower concourse next to the help desk and the upper concourse opposite the ticket counter.

The communal exhibition will encourage passengers and visitors alike not to underestimate the power of a small, kind gesture and to take care of their own, and others mental health.

Stephanie said: "After a-year-and-a-half of walking the streets and leaving thousands of notes behind me, it's lovely to finally have a physical space to showcase the work I do. Creating the Stardust exhibition is an opportunity to spread joy like 'mental confetti' with thoughtful takeaways that last throughout the year and beyond, unlike the notes I left in other public places which were often only temporary. There was also a more serious reason for wanting to display my notes at a train station. I wondered if a sticky note could possibly be enough to interrupt someone's suicidal thoughts and save someone's life. I really hope the exhibition will benefit railway staff, travellers and anyone passing through the station in need of a dose of happiness and maybe just a giggle. Humour is essential for talking about serious matters to a wider audience."

Imelda Cox, a shift station manager at London Bridge, helped bring the exhibition to the station. She said: "Since I started working for Network Rail, I've been passionate about bringing more artwork and creative projects into

the station and collaborating with the Sticky Fairy is an opportunity to make people smile and get people talking about their mental health."

The exhibition comes soon after Network Rail joined

Samaritans, British Transport Police and the wider rail industry to remind the public that we all have the potential to be lifesavers by simply striking up a conversation – part of Samaritan's Small Talk Saves Lives campaign.



Class 47 712 passes Battlefield with 1Z34 06:14 Cardiff Central - Carlisle on May 6th. *Keith Davies*



Class 66 715 'Valour' approaches Wilsons Crossing with 4M47 12:18 London Gateway to Hams Hall on May 16th. *Derek Elston*



Images revealed of UK's first 'Beacon' bridge, set to transform accessibility at Yorkshire rail station

Stunning artist impressions of Garforth Station's new accessible pedestrian bridge have been released.

The 'Beacon' bridge, so-called due to the striking design of its two lift shafts, is the first of its kind in the UK and will give rail passengers a safe, step-free option at the station for the first time.

Construction of the £6m investment – part of the Department for Transport's Access for All programme – started at the end of May and will be completed by April 2024.

While the work takes place, the car park at Garforth will be reduced by around 60 spaces and alternative, clearly sign posted routes to/from the platforms will be in place.

Chris Wright, Senior Sponsor for Network Rail, said: "The Beacon bridge has been designed with increased focus on people and place. The structure appears lighter than traditional designs, with the glass deck and stairs preserving views of the adjacent listed road bridge. More crucially, it will deliver the long-awaited step-free access that Garforth needs and deserves. Being able to release these images is hugely exciting as we move into the construction phase of the project."

Tony Baxter, Regional Director for Northern, said: "We welcome all investment in rail infrastructure. This project will have a big impact on the customer experience at Garforth and we look forward to the bridge opening in 2024."

The existing footbridge, which is Grade II listed, is being carefully removed and will be relocated to the Bredgar and Wormshill Light Railway in Kent. A temporary footbridge will be installed in June to allow access between platforms to be maintained while the Beacon bridge is under construction.

Image: Garforth footbridge artist impression. © Network Rail



National Rail

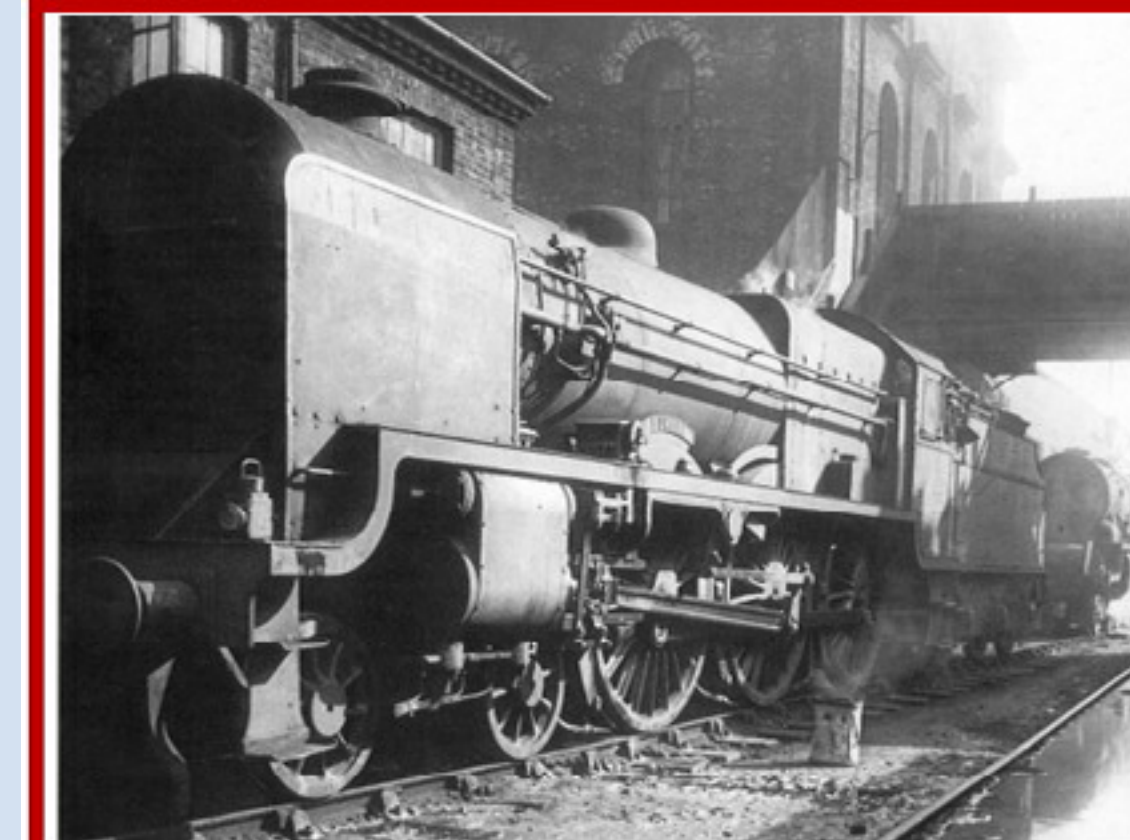
Class 31 271 stands at Corwen station awaiting departure with the 11:45 service to Llangollen. This was the first public departure from Corwen on the newly opened extension from Carrog on June 3rd.
Andy Pratt



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Is it or Isn't it !?!?



WITHDRAWN or NOT WITHDRAWN

A burning question?

This is 'Patriot' class 4-6-0 No. 5512 'Bunsen' during World War 2. It was rebuilt on 26th July 1948 with a number 2A boiler and was the first of the rebuilt 'Patriot' class 4-6-0s on 27th March 1965 according to a table of information in 'BRITISH RAILWAYS ILLUSTRATED - Annual Number One BUT details of other rebuilt locos of this class does not bear this out?

Interesting that this particular 4-6-0 only lasted 14 years 12 days before its 'shape' was changed YET is name sake with a similar name - the Bunsen Burner was invented around 1855 and its design has not changed radically in 168 years! The standard design of this scientific burner - unchanged for much longer that 5512/45512.

Fancy a day out?



On the Talylyn Railway in the 1920s, families could hire a slate truck for the day to ride around in, as a summer treat!

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

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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.



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A Different View

▶ Class 66 102, with the 6Y08 discharged aggregates service in tow, heads from West Barnes Level Crossing towards Carters Bridge on April 28th, en route from Tolworth to Hoo Junction Down Yard. This photographer was born in a house behind the trees by the 4-aspect signal on the 'down' side, so it's easy to see where the interest in railways was first kindled. *Ian Callander*

▶ Presumably made from old Whiskey barrels this train sits on the platform at Inverness station, photographed on May 19th. *Jeff Nicholls*

▶ On May 16th, a fox is seen patrolling around Swindon station. *Ken Mumford*



A Different View

Capacity-boosting trains for Eurovision passengers, operated by Locomotive Services Limited on behalf of Avanti West Coast. Class 47 712 'Lady Diana Spencer' ran throughout the evening on May 13th starting at 19:30 with a Liverpool Lime Street to Manchester Piccadilly service. Seen here on her first trip back to Liverpool through Eccles with 1Z42 20:30 Manchester Piccadilly to Liverpool Lime Street. *Colin Irwin*





The Great Central Railway will clock up a special milestone in June 2023. It's fifty years since volunteers were able to return steam trains to the award winning heritage line.

Over a special gala weekend on June 17th and 18th, the railway will welcome visitors to celebrate the anniversary and look to the future. On the Saturday, the largest locomotive on the line, (a member of the powerful 9F class which dates from the 1950s) will have the honour of pulling a train made up of fifty freight wagons, something the GCR has never attempted before.

Steam and diesel locomotives will be in action hauling passenger trains. On Sunday trains will also run on the Mountsorrel Branch Line. There will be other attractions at the lines stations, including a photo display and heritage vehicles will be open to view. Tours of the locomotive shed at Loughborough will take visitors behind the scenes.

Malcolm Holmes, the GCR General Manager said, "We plan to showcase the best of our team's hard work with a great weekend of railway theatre. As well as frequent trains there will be a lot to see off the rails too at our wonderful stations. For some of our team who have worked hard since those very first trains in 1973, it's sure to be emotional."

A special timetable will see trains passing regularly on the double track section of the Great Central, but also allow extra time at Leicester North for passengers to visit the cabs of the heritage locomotives. The former Great Central Railway was closed in 1969 by British Rail. Efforts to reopen the line began immediately with a band of volunteers campaigning to get access to the line. In 1973, the first trains ran only two miles between Loughborough and Quorn and Woodhouse station. They were hauled by a locomotive from Norwegian State Railways and featured an old wooden carriage.

Since then the operation has grown with trains running to Rothley station and then a new platform at Leicester North. A second line was laid to create

a double track railway with heritage signalling. Nowadays carefully restored steam and diesel locomotives run passenger and demonstration freight trains, bringing visitors from all over the world to Leicestershire.

The railway is now operated as a not for profit PLC, with shareholders investing in the line in return for a say in how it's run. It's also supported by members of the Friends of the Great Central Main Line and a charity called the David Clarke Railway Trust.

"We've come a long way," continued Malcolm, "but our success has been built on the loyal and continued support of our volunteers, members, shareholders, donors and local stakeholders. Our 50th anniversary gala weekend will be all about celebrating and hopefully welcoming some volunteers who'll be part of the story in the next half a century!"

Photo: No. 92214 Swithland Sidings with mineral train. ©Stephen Bottrill



The A1 Steam Locomotive Trust, the charity who built and operate new steam locomotive No.60163 Tornado and are now nearing completion of a brand new P2 Class locomotive, have now vacated the Carriage Works on Hopetown Lane, Darlington. They leave their home of more than 25 years, to move across the tracks to a new, purpose-built facility on Bonomi Way.

The P2 Class locomotive, No.2007 Prince of Wales, a new build project started in 2013, moved on Thursday 25th May by road to the all-new Darlington Locomotive Works. This is an exciting prospect as it is here that the locomotive will be completed, and in due course steam for the first time.

Colonel Steve Davies, MBE, Charman of The A1 Steam Locomotive Trust commented that “The move of the Trust into our new Works, a mere stone’s throw from the old Hopetown Works, represents a seminal moment in our history and marks the dawn of a new age both for ourselves and the charitable railway heritage sector more broadly.

Although we are sad to be leaving the former Stockton & Darlington Railway Carriage Works, there is no doubt that the limited facilities and cramped nature of the site was restricting our ability to deliver our future plans, which are ambitious in scope and range. Our new home provides us with the infrastructure we need, in partnership with Darlington Borough Council, to a quality and scale rarely - if ever - to be found elsewhere in the railway heritage sector. We move from a facility where we simply build locomotives to one which can also offer locomotive servicing and stabling facilities by virtue of our new mainline connection - a huge benefit for charter operators with destinations in the North East.

The Works also provides our people - employed and volunteers - with unrivalled amenities, and we hope that the sheer quality of the site will encourage additional volunteer support. We therefore offer Darlington Borough Council our considerable thanks and gratitude for the provision of the new Darlington Locomotive Works and look forward to playing a central role in the forthcoming Stockton & Darlington Railway Bicentenary celebrations as a key component of the Darlington Rail Heritage Quarter concept.”

The new Darlington Locomotive Works is part of the Darlington Railway Heritage Quarter (DRHQ). Owned by Darlington Borough Council and funded by the Council, as well as TVCA and Central Government grants, the £4.5m building provides the Trust with a larger workshop space for building and maintaining locomotives. The building also offers superior energy efficiency, meaning that the larger facility is no more expensive to run than the previous space, possibly creating a saving over time. There is also a significant increase in office space, dedicated electrical engineering spaces recognising the new digital age on the national rail network and, for the first time, dedicated meeting and training facilities.



The step change in engineering space will enable not only locomotive construction but maintenance alongside. The new shed can accommodate up to four large ‘Pacific’ or ‘Mikado’ locomotives, with facilities like inspection pits and a high-pressure water supply for servicing steam locomotives, as well as superior space for machine shops, spares holding and other essential materials.

The Trust is planning to establish a main line railway connection in 2024, allowing locomotives to move by rail to and from the new Works, a game changing development. The core building is an impressive step forward and over time further enhancements will be made when funds permit.

The Trust will also have use of covered space in an historic engine shed on the site, providing further operational and storage capacity.

In the next few months, the building will be connected to the wider DRHQ by a new bridge bringing the work of the Trust to an even larger audience, ahead of the reopening of the site to the public in 2024 and the grand celebrations of the 200th Anniversary of the Stockton and Darlington Railway opening in 1825.

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Isle of Wight Steam Railway

▶ On May 2nd, No. 41298 is viewed taking on water at Haven Street ready for the 13:19 departure to Smallbrook station. *Allison Twycross*

▶ Class 03 No. D2059 is seen at Haven Street on May 2nd. *Allison Twycross*

▶ 'Waggoner' is seen in Haven Street sidings on May 2nd. *Allison Twycross*



Isle of Wight Steam Railway

IoW Steam Railway 'Waggoner' (HE 3752/53) is seen passing Asheys on April 29th.
John Sloane

Ivatt Class 2MT 2-6-2T No. 41303 is seen at Haven St. on April 29th. *John Sloane*

The rebuilt former Ryde Pier Tramway car SR No. 2 is seen at Haven St. on April 29th.
John Sloane



Isle of Wight Steam Railway

No. 41298 approaches Smallbrook station on May 2nd with the 11:55 departure to Wootton. *Allison Twycross*



Mid Hants Railway

▶ GWR Castle Class No. 4079 'Pendennis Castle' working the 09:50 Alresford to Alton service on May 1st is seen near North Street, Ropley.
David Lindsell

▶ SDJR 7F 2-8-0 No. 53808 heads the down freight from Alton, seen near North Street, Ropley on the May 1st.
David Lindsell

▶ LMS Ivatt Class 2 2-6-2T No. 41312 heads for Alton with the 11:20 train from Alresford on May 1st.
David Lindsell



West Somerset Railway

▶ GWR-inspired Mogul No. 9351 approaches Roebuck crossing with a Minehead to Bishops Lydeard service on April 29th. *Lee Stanford*

▶ Class 03 No. D2133 and Class 33 No. D6575 are seen stabled at a sunny Minehead on April 28th. *Lee Stanford*

▶ GWR Prairie Tank No. 5199 is seen on April 29th shortly after leaving Crowcombe Heathfield with a service to Minehead. *Lee Stanford*



West Somerset Railway

▶ Class 115 DMU led by No. W51859 was stabled at Dunster on May 1st. *Lee Stanford*

▶ GWR 'Saint' Class No. 2999 and 'Manor' Class No. 7812 'Bradley Manor' approaches Blue Anchor on April 30th with the 11:40 from Minehead to Bishops Lydeard. *Lee Stanford*

▶ Bullied No. 34027 'Taw Valley' now carrying wartime black livery visited the West Somerset Railway for the Spring steam gala and was captured on May 1st approaching Williton with a Minehead bound service. *Lee Stanford*



West Somerset Railway

▶ GWR Pannier Tank No. 9466 approaches Blue Anchor on April 28th with the last service of the day from Bishops Lydeard. *Lee Stanford*

▶ GWR 'Saint' Class No. 2999 and 'Manor' Class No. 7812 are seen at Watchet with the 11:40 service from Minehead to Bishops Lydeard on April 30th. *David Lindsell*

▶ No. 34027 'Taw Valley' is seen at Watchet with the 10:40 Bishops Lydeard to Minehead on April 30th during the lines Spring steam gala. *David Lindsell*



Kent & East Sussex Railway

▶ Bullied Pacific No. 34072 '257 Squadron' is seen running round the 11:07 arrival from Tenterden at Bodiam Station on May 20th. *David Lindsell*

▶ Class 03 No. D2024 is seen in the sidings at Bodiam on May 20th. *David Lindsell*

▶ No. WD132 'Sapper', a 1944 Hunslet Austerity built for the War Department is seen at Tenterden Town station with 'The Wealden Pullman' service on May 21st. *David Lindsell*





Llangollen Railway

A sunny bank holiday Saturday had bought the crowds out at Llangollen, and the railway seemed to be doing good business (including conveying a wedding party on the mid-day train). The visiting 'Austerity' tank loco (running as No. 68067) is seen running-round at Llangollen Station at lunchtime on May 27th. *Ben Bucki*



The Rother Valley Railway

Class 03 No. D2112 is seen at Robertsbridge station on the morning of May 21st.

David Lindsell



West Lancashire Light Railway

On May 1st, 'Irish Mail' is seen at Willow Tree
Halt. *John Balaam*





Swanage Railway

▶ Southern No. 34028 'Eddystone' approaches Norden Station for the 10:38 return to Swanage on May 24th. *Allison Twycross*

▶ Southern No. 34070 'Manston' is seen steaming nicely in the sidings at Swanage on May 24th. *Allison Twycross*

▶ Planet loco 'Beryl' is seen in the sidings at Norden Station on May 24th. *Allison Twycross*



Severn Valley Railway

Colas Rail's Class 56 051 with the Scotrail Mk3 set is seen crossing Victoria Bridge on May 21st with a Kidderminster - Bridgnorth service.

Carl Grocott

On May 20th, Class 50 035 climbs Eardington Bank working the 15:30 Kidderminster - Bridgnorth service. *Phil Martin*

On May 21st, Class 40 106 is seen at Little Rock Cutting with 13:30 Bridgnorth - Kidderminster service. *Keith Davies*



Severn Valley Railway

On May 21st, Class 52 No. D1015 crosses Victoria Bridge with a Bridgnorth - Kidderminster service. *Carl Grocott*

Class 37 263 pauses at Arley on June 2nd whilst working a charter service, 12:35 Bridgnorth - Kidderminster. *Mark Pichowicz*

Freshly repainted into green livery, Class 14 No. D9551 is seen at Bridgnorth on June 3rd. *Richard Hargreaves*



Severn Valley Railway

▶ Class 56 051 exits the tunnel at Foley Park on May 20th with a Kidderminster - Bridgnorth service. *Brian Battersby*

▶ Class 88004 and 57307 are seen at Kidderminster on May 20th waiting their turn at the diesel gala. *Brian Battersby*

▶ Class 20 189 and 20 048 head past Foley Park on May 20th. *Brian Battersby*



Severn Valley Railway

▶ Memories of the East Midlands services to Skegness were rekindled as Class 20 189 and 20 048 depart from Bewdley on May 22nd.

Lee Stanford

▶ On May 20th, Class 31 270 in its faded Regional Railways livery is seen at Arley with a Bridgnorth - Kidderminster service. *Carl Grocott*

▶ On May 18th, Class 20 142 and 20 189 are seen arriving at Arley. *Richard Hargreaves*



Severn Valley Railway

Surrounded by steam age memorabilia, long withdrawn Mogul No. 7325 stands at a deserted Bewdley on May 22nd. *Lee Stanford*

The sight of a modern day diesel gala with HST power cars Nos. 43465 and 43188 working services at Kidderminster. *Richard Hargreaves*

Warship Class 42 No. D821 'Greyhound' stands at Kidderminster on day 1 of the diesel Gala awaiting its re-dedication after 50 years in preservation. *Lee Stanford*



Severn Valley Railway

▶ A surprise visitor to the diesel gala was a Castle Class HST. The set is seen at Bewdley with power car No. 43188 trailing on a service to Kidderminster and looking quite at home surrounded by GWR artefacts. *Lee Stanford*

▶ Western No. D1015 is seen at Little Rock Cutting with 14:30 Bridgnorth - Kidderminster service on May 21st. *Keith Davies*

▶ No. 43106 descends Eardington Bank on May 7th working the 16:20 Bridgnorth - Kidderminster service. *Phil Martin*



Severn Valley Railway

▶ Class 20 189 and 20 048 cross Victoria Bridge on May 20th working the 13:30 Kidderminster - Bridgnorth service. *Phil Martin*

▶ On May 6th, Class 52 No. D1062 is seen arriving at Bridgnorth with a service from Kidderminster carrying a headboard celebrating the locos 60th birthday. *Richard Hargreaves*

▶ Class 40 106 is pictured arriving into Highley with the delayed 09:30 departure from Kidderminster on May 18th. *Derek Elston*



Severn Valley Railway

On May 21st, Class 37 263 working the 15:30 Kidderminster - Bridgnorth service is seen at Eardington. *Phil Martin*

Dutch liveried Class 33 108 crosses Victoria Bridge on May 20th with a Bridgnorth - Kidderminster service. *Carl Grocott*

Prototype Parry People Mover No. 12 (999 000) seen stored in a siding at Highley on May 18th. *Derek Elston*



Severn Valley Railway

▶ Scotrail liveried Class 47 712 calls at Arley on May 19th working a service to Kidderminster.

Phil Martin

▶ Class 17 No. D8568 is seen in Little Rock Cutting with 14:07 Bridgnorth - Hampton Loade service on May 21st.

Keith Davies

▶ On May 20th, GWR power cars Nos. 43188 and 43186 pass Foley Park with an Arley - Kidderminster service.

Brian Battersby



Severn Valley Railway

▶ Network Rail Class 73 951 'Malcolm Brinded' and 73 952 'Janis Kong' stand in the station on display at Kidderminster during the diesel gala on May 18th. *Derek Elston*

▶ After a lengthy delay, Class 31 466 finally gets away from Highley with the delayed 09:30 Bridgnorth to Kidderminster service on May 18th. *Derek Elston*

▶ LMS Ivatt Class 2 No. 46443 is seen on display at the Engine House, Highley, on May 18th. *Derek Elston*



Severn Valley Railway

▶ Class 31 270 descends Eardington Bank with the 15:30 Bridgnorth - Kidderminster service on May 21st.

Keith Davies

▶ Classic BR (W) region motive power in the form of Warship No. D821 'Greyhound' and Western No. D1062 'Western Courier' side by side at Kidderminster on May 18th. *Derek Elston*

▶ Class 33 108 passes Dinney Farm with the 13:30 Kidderminster - Bridgnorth service on May 21st. *Keith Davies*



East Lancs Railway

▶ The ELR have recently returned ex LMS 0-6-0T No.47298 to service, and is seen here working the 14:30 Rawtenstall to Heywood service train over Roach Viaduct on May 7th. *Brian Dobbs*

▶ On May 15th, Class 37 109, repainted in Trainload Metals livery, runs round its train at Heywood. *Russell Clarke*

▶ Class 37 109 making its debut looking very smart in the Trainload Metals livery approaches Bury Bolton Street on May 13th. *Steve Stepney*



East Lancs Railway

▶ Ex LMS Jinty No. 47298 departs Rawtenstall with 11:08 service to Heywood on May 14th.
Brian Dobbs

▶ Looking smart in its new livery, Class 37 109 departs Heywood with the 15:15 service to Rawtenstall on May 13th.
Barry Longson

▶ Newly painted in BR Metals sector livery, Class 37 109 arrives at Rawtenstall with 11:20 service from Bury on May 14th.
Brian Dobbs



Gloucestershire & Warwickshire

British Railways Standard Class 4 4-6-0 No. 75014 'Braveheart' is pictured at Toddington station on May 6th. *Neil Pugh*

GWR 7800 Class No. 7820 'Dinmore Manor' is seen hauling a goods train during the lines Cotswold Festival of Steam on May 12th. *Neil Pugh*

The Lancashire and Yorkshire Railway Class 21 No. 19. Seen here in its LMS identity No. 11243 during the Cotswold Festival of Steam on May 12th. *Neil Pugh*



Gloucestershire & Warwickshire

▶ Standard Class 2 2-6-0 No. 78019, pictured during the Cotswold Festival of Steam on May 12th. *Neil Pugh*

▶ Maunsell SR 'U' Class 2-6-0 Mogul No. 31806 is seen in operation on May 12th. *Neil Pugh*

▶ British Rail No. 7903 'Foremarke Hall' (masquerading as Capel Dewi Hall) pictured hauling a passenger service on May 12th. *Neil Pugh*



Bressingham Steam Museum

Ex Penrhyn Quarry Hunslet No. 316 'Gwynedd' passes the gallopers as she takes another trip around The Fen Railway. *Derek Elston*



1896 built Becton Gas Works shunter No. 25 on display at the museum on May 29th. *Derek Elston*



Preserved DB Kreigslok Class 52 2-10-0 No. 5865 'Peer Gynt'. *Derek Elston*

Norwegian State Railways Class 21c 2-6-0 No. 377 'King Haakon' seen on May 29th. *Derek Elston*



Ex-Baddersley Colliery Beyer-Garrett 0-4-4-0T No. 6841 'William Francis' displayed at museum on May 29th. *Derek Elston*



Keighley & Worth Valley Railway

On a sunny May 29th, LNER A3 Pacific No. 60103 'Flying Scotsman' is seen shortly after departing Haworth whilst working the 15:30 Keighley to Oxenhope service. *Lee Stanford*

At the lines 'Rodz Day', on June 3rd, visiting Class 14 No. D9520 heads an Oxenhope - Keighley train beside the River Worth near Ingrow. *Ben Bucki*

At the lines 'Rodz Day', on June 3rd, resident Hunslet No. D32 'Huskisson' pilots visiting Class 14 No. D9520 beside the River Worth near Damems, with the first train of the day from Keighley to Oxenhope. *Ben Bucki*



Welsh Highland Railway

At Porthmadog, Baldwin No. 590 was launched into public service on the Bank Holiday Weekend at the end of May, running an intensive service of roughly half-hourly departures in the Spring sunshine. The loco is seen passing through Gelerts Farm Station with a morning train on May 28th. *Ben Bucki*



From the Archives

▶ DMU set No. 410 on a Reading to Bedwyn service passes through Little Bedwyn in the mid eighties. *Michael Bennett*

▶ Class 37 410 heads through Stalybridge on March 1st 2007. *Brian Hewertson*

▶ On February 8th 1991, Class 47 520 has reached Derby having rescued an HST. *John Sloane*



From the Archives

▶ Class 31 430 arrives at Nottingham Midland with the 12:05 service to Liverpool on December 27th 1986. *John Sloane*

▶ RSH No. 7681/51 is seen engaged in shunting duties at Agecroft power station on July 5th 1969. *John Sloane*

▶ Class 56 010 runs past Warrington Arpley Yard on March 21st 1994. *Brian Hewertson*



From the Archives

▶ Class 47 112 passes Worting with a Ripple Lane to Southampton freightliner in the eighties.
Michael Bennett

▶ Class 47 473 runs light engine through Manchester Victoria in 1987. *John Sloane*

▶ Class 56 049 with a loaded coal train heads through Barnetby on July 9th 2003. *John Sloane*



From the Archives

▶ BR Standard 4-6-0 No. 75006 simmers outside Oxley shed, Wolverhampton, in September 1965, some eighteen months before closure of the depot. Photo taken with my Kodak Brownie 44B! *Jeff Nicholls*

▶ Class 47 516 on a London Paddington to Cardiff service passes through Morton cutting in the late eighties. *Michael Bennett*

▶ A Plymouth to London Paddington HST runs alongside the Kennet & Avon canal at Crofton in 1990. *Michael Bennett*



From the Archives

▶ Class 37 418 passes Springs Branch with an empty oil train probably bound for Stanlow on June 6th 1992. *John Sloane*

▶ Class 50 026 is seen near Taunton with a Penzance to London Paddington 'Jumbo' train in the mid eighties. *Michael Bennett*

▶ In a photograph which could almost have been taken in 'real' steam days, Collett Goods 0-6-0 No. 3205 chugs into Buckfastleigh with two six-wheeled milk tanks and a full brake on April 14th 2015. *Jeff Nicholls*

