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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 210

Welcome to Issue 210 and without getting political and also not stating the obvious.....The UK Railway's are 'not good enough', says National Audit Office. The Labour Party has criticised delays to rail reforms which have been highlighted in a new report from the National Audit Office, and has repeated its pledge to fully renationalise the remaining private sector passenger operators if it is elected. The NAO has concluded that the railway's performance 'is not good enough and has not been for some time'.

It points out that the Department for Transport knows what the problems are, but has not been able to use this knowledge effectively, and that the level of railway subsidies is 'unsustainable'.

A further problem has been that 'the government's legislative priorities have changed', and this lack of consistency has also made things more difficult for the DfT, as when a new Act to reform the railways was postponed. Although a draft Rail Reform Bill has now been published, the NAO warns that key reforms are now postponed until the next session of Parliament. This is unlikely to take place before the next General Election, while the 'DfT is not yet set up to secure value for money from its work to reform rail'.

New data from the Office of Rail and

Road has revealed that cancellations were at 4.9 per cent between October and December last year, which was the highest level since these figures were first recorded, ten years ago.

Labour's shadow transport secretary Louise Haigh said: 'It is clear that under the Conservatives our rail services are being run into the ground. Cancellations are soaring, fewer and fewer trains are turning up on time, and fares have once again been hiked, leaving long-suffering commuters literally paying more for less. Under the Tories rail reform has stalled and we are on a train to nowhere. Labour will end this cycle of failure by bringing rail franchises back into public ownership as contracts expire, and putting passengers at the heart of every decision.'

The DfT responded: 'The £3.1 billion of subsidies the NAO refers to are a result of external pressures, including the challenges of post-Covid passenger recovery, not related to rail reform savings. We have laid out a clear plan for the industry's future under Great British Railways in our recently published draft bill and we are now pressing ahead with improvements that will benefit millions of customers like expanding Pay As You Go ticketing, piloting simpler fares, and announcing a target for rail freight growth.'

And in not unrelated news, the private

train operators' lobby group Rail Partners has published a five point 'Manifesto for Rail' aimed at helping the railways to recover from the long-term effects of the Covid lockdowns and the increasing uncertainty caused by the collapse of franchising. Its Five Point Plan makes the case for greater commercial freedom and an end to railway management from Whitehall. This freedom would include more open access operation where the capacity exists.

Rail Partners is also warning that 'it is widely recognised the railway is not performing as it should be and needs urgent reform if it is to fulfil its potential over the next parliament'. Apart from the pleas for greater competition and less government control, Rail Partners is also calling for an 'overhaul' of fares, because 'the complexity of the fares system puts potential customers off using the railway. Attracting and retaining customers means providing them with an easy-to-understand process.' The remaining points cover the creation of a new railway body which is 'accountable to the public' and making the transfer of freight from road to rail a 'priority'.

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

On February 5th, the Coronation loco Class 66 023, working the very occasional 4E26 Dollands Moor - Scunthorpe RS, conveying 21 IGAs is seen wending its regal way along E Line at Scunthorpe. [Steve Thompson](#)

Front Cover

On February 12th, Class 56 098 heads southbound at Winwick with 6Z85, Ravenhead Sidings to Chaddesden Sidings sand empties. [Brian Dobbs](#)





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Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Class 47 815 departs Crewe with the 1Z86 London Euston to Carlisle on February 17th. The regular loco, Class 86 259, having been blocked in at Rugby by a track machine.

Richard Hargreaves



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

SR BoB Class No. 34067 'Tangmere' and Class 57 315 pass Golborne on February 10th.
Jeff Nicholls



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Bullied No. 34067 'Tangmere' approaches Patricroft in fine style on February 10th with the 08:16 Manchester Piccadilly to Carlisle 'Winter Cumbrian Mountain Express'. *Lee Stanford*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Having had problems with low water pressure at Carnforth, SRBoB Class No. 34067 'Tangmere' speeds through Roundthwaite with the second 'Winter Cumbrian Mountain Express' of the 2024 season from Manchester Victoria to Carlisle.
Shep Woolley



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Bullied No. 34067 'Tangmere' drifts away from Aisgill summit on the run down to Garsdale with the return leg of 'The Winter Cumbrian Mountain Express' on February 10th.
Shep Woolley



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On February 17th, making a fine sight and sound, Black 5 No. 44871 approaches Beckfoot with the northbound 'Winter Cumbrian Mountain Express'. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

In typical S&C weather Black 5 No. 44871 speeds towards Aisgill summit with the return leg of 'The Winter Cumbrian Mountain Express' on February 17th. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Class 47 815 'Great Western' passes Standish with a 'Winter Cumbrian Mountain Express' working from London Euston to Carlisle on February 17th. *John Sloane*



Charter Scene Statesman Rail

Settle & Carlisle Circular

On February 17th, Class 47 810 and 47 805 are seen at Crewe working 1Z18 Leamington Spa to Appleby charter. *Richard Hargreaves*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 810 and 47 593 working the 1Z56 Hereford - Appleby pass Battlefield on January 6th. *Carl Grocott*



Charter Scene Pathfinder Tours

Settle & Carlisle Winter Express

On February 24th, SR BoB Class No. 34067 'Tangmere' heads Pathfinders 'Settle & Carlisle Winter Express' towards Greenholme and onwards to Carlisle. *Shep Woolley*



Charter Scene Pathfinder Tours

Settle & Carlisle Winter Express

SR Light Pacific No. 34067 'Tangmere' climbs towards Shap Summit at Scout Green with the 'Settle & Carlisle Winter Express' on February 24th. *Gerald Nicholl*



Vintage Trains

The Cathedrals Express

▶ The 1Z29 07:13 Birmingham Snow Hill to Salisbury 'The Cathedrals Express' operated by Vintage Trains at Tyseley was worked by GWR Castle Class No. 7029 'Clun Castle' and is seen heading through Weyhill Road cutting at Andover on March 2nd. *David Lindsell*

▶ Class 47 No. D1755 is seen assisting at the rear of the 7 coach train. *David Lindsell*

▶ Here is the 1Z30 heading back from Salisbury to Birmingham Snow Hill in glorious sunshine on March 2nd. *David Lindsell*



Charter Scene

Vintage Trains

The Cathedrals Express

On March 2nd, GWR Castle Class No. D7029 'Clun Castle', working the 1Z29 Birmingham Snow Hill to Salisbury, is seen near a very wet Andover. *Michael Bennett*



Charter Scene

West Coast Railways

Footex

Running very late with a Liverpool South Parkway - Wembley special for the Carabao Cup Final on February 25th, Class 86 259 is trailed by 86 401. The long delay was caused by the train having to travel to Edge Hill to then reverse and travel via Earlestown and Warrington.

Jeff Nicholls



Charter Scene West Coast Railways

Footex

The empty stock of a Footex from Crewe to Liverpool South Parkway thunders through Acton Bridge on February 25th. Class 86 401 led the consist with 86 259 bringing up the rear.
Jeff Nicholls



Charter Scene West Coast Railways

Footex

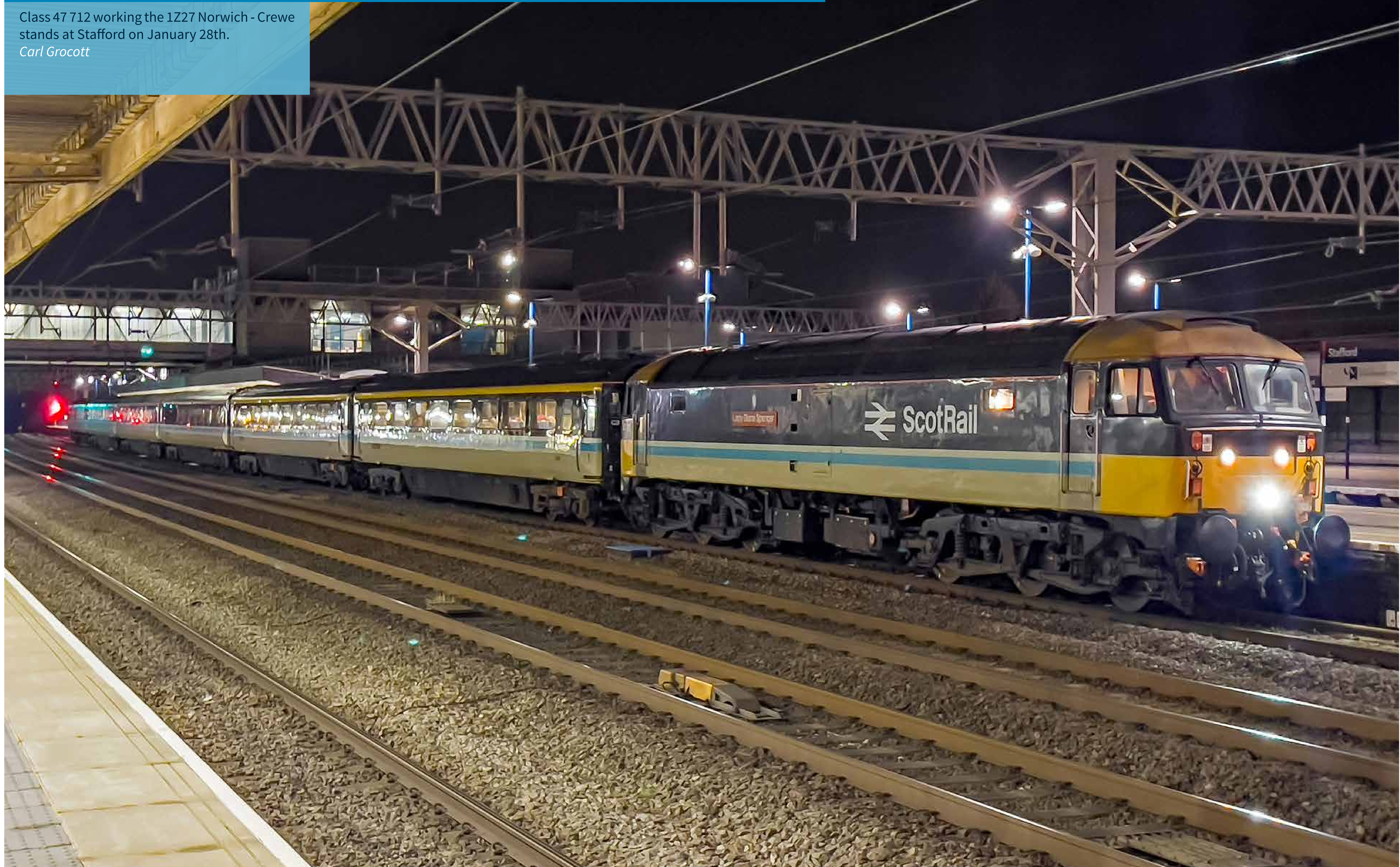
Class 86 259 storms through Acton Bridge on February 25th with a Liverpool South Parkway - Wembley Footex. *Brian Battersby*



Charter Scene Intercity

The East Anglian Push-Pull

Class 47 712 working the 1Z27 Norwich - Crewe stands at Stafford on January 28th.
Carl Grocott



Charter Scene Intercity

The Whistling Highlander

Whistling Thunder at Golborne as Class 40 No. D213 gets into its stride after its Warrington stop with an Intercity two day special from Crewe to Inverness on February 24th. Class 47 805 brought up the rear of the mixed-liveried rake. *Jeff Nicholls*



Charter Scene Intercity

The Whistling Highlander

Class 40 No. D213 speeds through Leyland on February 24th with a Crewe to Inverness charter with Class 47 805 on the rear. *John Sloane*



Charter Scene Intercity

The Whistling Highlander

Class 40 No. D213 'Andania' departs Preston with 1Z13 08:12 Crewe - Inverness on February 24th. *John Balaam*



Charter Scene Statesman Rail

Footex

The second empty stock working through Acton Bridge on February 25th was top and tailed by Class 47 712 and 86 101. This one was heading for Liverpool Lime St. before carrying fans to Wembley for the Carabao Cup Final.
Jeff Nicholls



Charter Scene Statesman Rail

Footex

Class 86 101 heads through a sunny Acton Bridge on February 25th with a Liverpool Lime St. - Wembley Footex. *Brian Battersby*



Charter Scene Statesman Rail

Footex

Running a little late with the Liverpool Lime St. - Wembley Footex on February 25th, Class 86 101 leads 47 712 across Dutton Viaduct. The delay was caused by having to travel via Earlestown and Warrington because of OHLE problems. *Jeff Nicholls*



Charter Scene Statesman Rail

Footex

Class 86 101 'Sir William A. Stanier FRS' heads through Northampton working 1Z90 09:38 Liverpool Lime Street to Wembley Central 'Footex' on February 25th. *Derek Elston*



Charter Scene ECS and Light Engine Moves

Stanier Class 5 4-6-0 No. 44871 emerges from Winterbutlee Tunnel and passes the site of the original Walsden station on a positioning move from Bury to Carnforth on February 16th.

Gerald Nicholl



Charter Scene ECS and Light Engine Moves

On February 16th, the 2Z05 (operated by West Coast Railways) from Swindon Transfer to Reading is seen at Swindon operated by Class 47 815 and 57 009 with saloon No. 999506 .

Ken Mumford



Charter Scene

ECS and Light Engine Moves

▶ On February 16th, making a spirited departure from Castleton with 5Z84 to Carnforth was Black 5 No. 44871 and support coach.
Russell Clarke

▶ Black 5 No. 44871 runs past Charnock Richard on February 19th during a move from Carnforth to Southall.
John Sloane

▶ Class 86 401 passes Coppull Moor on a move from Carnforth to Crewe on February 24th.
John Sloane



Charter Scene

ECS and Light Engine Moves

▶ Black 5 No. 44871 stands at Northampton as it heads to London for railtour duties running as 5V42 11:23 Carnforth Steamtown to Southall on February 19th. *Derek Elston*

▶ West Country Pacific No. 34046 'Braunton' plus support coach passes Northampton running as 5Z46, the 13:20 Southall Loco Services Ltd to Crewe H.S. on February 20th. *Derek Elston*

▶ LNER B1 No. 61306 'Mayflower' and Royal Scot Class No. 46100 'Royal Scot' pass Northampton as 5Z61 08:55 Crewe H.S. to Southall Loco Services Ltd on February 21st. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ On February 13th, West Coast's Class 37 685 is seen stabled at Carlisle station, awaiting possible snow clearing duties. *Michael Lynam*

▼ Class 47 815 'Great Western' and a maroon set create a retro scene as they pass Euxton on a Carnforth to Southall empty stock working on February 14th. *John Sloane*



Avanti West Coast

▶ Class 390 157 crosses Ribble Viaduct as it departs Preston with the 15:51 Blackpool North to London Euston service on February 26th.
Barry Longson

▶ Class 805 009 stands at Chester on February 27th with a Holyhead - Oxley training run.
Brian Battersby

▶ Class 805 002 speeds through Acton Bridge on February 27th with a Preston - London Euston run.
Brian Battersby



Avanti West Coast

▶ New bi-mode Class 805 008 passes Stafford on February 16th running as 5Q85 13:58 Crewe to Oxley Carriage Sidings. *Barry Longson*

▶ Pioneer Pendolino Class 390 001, waits to depart from Wigan North Western, with 9M55 11:56 Glasgow Central to London Euston service on February 10th. *Paul Senior*

▶ Class 805 002 passes Leyland on February 27th with the 5Q47 London Euston to Preston test run. *David Hollowood*



Avanti West Coast

▶ Class 390 123 sweeps through Euxton on February 14th with a London Euston service.
John Sloane

▶ On February 15th, Class 390 153 passes Charnock Richard with a service to Glasgow Central.
John Sloane

▶ Class 390 148 heads to London Euston passing through Charnock Richard on February 19th.
John Sloane



Avanti West Coast

▶ Class 390 050 speeds through Rugeley TV on a bright February 12th, working the 12:43 London Euston to Liverpool Lime Street service.

Barry Longson

▶ On February 1st, Class 390 119 in 'PRIDE' livery calls at Stafford working a Manchester Piccadilly - London Euston service.

Michael Lynam





Class 56 105 and 56 049 growl through Charnock Richard cutting with the Carlisle to Chirk log train on February 29th. *John Sloane*



Colas Rail

On February 8th, the weekly 6D79 LOR - NH fuel tank run passes through Scunthorpe station, Class 70 817 sauntering along with its solitary TEA. *Steve Thompson*

Class 70 813 growls through Euxton with the heavy Carlisle to Chirk log train on February 22nd. *John Sloane*

On February 14th, Class 66 078 passes Scunthorpe working 6D79 LOR - Neville Hill tanks, the loco being on hire to Colas, who's fleet seems to be a bit depleted at the moment. *Steve Thompson*





SRSA CAMBRIDGE SOUTH COLLABORATE WITH COMMUNITY

The South Rail Systems Alliance (SRSA) Cambridge South team recently took part in a volunteering day alongside Cambridge City Council's Environmental team.

Working at an area close to Hobson's Park, the team were tasked with vegetation management, litter picking and helping to protect the biodiversity of the local bird reserve through installing fencing at access points.

The team also took time to support the community, with hot drinks supplied by a local coffee stand and enjoying a welcome visit by Councillor Phillipa Slater to see the progress and provide some scones as a gesture of thanks.

Joe Wilson, SRSA Cambridge South Scheme Project Manager said "We are pleased to have established a good working relationship with Cambridge City Council and it's Environmental team.

"We are keen to continue working with the Council on their Biodiversity works at Hobson's Park while we neighbour the Park with our construction site.

"The Colas Rail UK team enjoyed the volunteering day, and we look forward to returning later in the year to assist with further works the Environment team has lined up."

Phillipa Slater, County Councillor, Trumpington Division said "I was delighted when Colas Rail UK contacted me with an offer of volunteering in Trumpington, and impressed with how quickly Joe followed up on introductions to local people who would be able to take him up on the offer.

"It was a good partnership with City Council officers, and good contact made with local volunteers. I was disappointed that the raised water levels meant that we couldn't get the willows around the balancing pond cut back this time, but instead the team did a great job working in the nearby woodland, and putting up fencing to protect the wildfowl from inquisitive dogs.

"We look forward to welcoming Colas back another day. I'll be ready with the cheese scones!"



SRSA COLLECTIVE COOK FOR GOOD

With a new year's resolution to continue to care for our site neighbours, a group of the South Rail Systems Alliance (SRSA) team collaborated with local charity, CookforGood. Blending team building with good causes, volunteers from across the SRSA were welcomed to a local kitchen for batch cooking meals to be delivered to rough sleepers and low-income families.

Working to a bespoke three course menu, the team were divided into teams to take on each meal with support from Cook for Good's professional chefs, the menu included:

Carrot and coriander soup
Chicken Shawarma and vegetarian equivalent
Herb & pomegranate couscous
Chopped salad with za'atar & sumac
Houmous
No-bake rose cheesecake with raspberry cardamom coulis

In total, the team cooked roughly 70 full menus, which were subsequently distributed to the local church. Following the session, the volunteers also received a tour of Cook for Good's pantry, a food bank set up containing food, toiletries and other everyday essentials.

Alicia McKenzie, Head of Marketing and Communications for Colas Rail UK said "It was upsetting to see that these services were needed on this scale in this day and age, but so encouraging that facilities like these exist and are making a real difference for those that need it."

Bekah Hooper, Lead Infrastructure Logistics at Colas Rail UK said "All of the organisers, chefs & volunteers we met were so welcoming and inspiring. They truly give back to their community and I've not heard of a set up like theirs before with all they have to offer. I had fun helping to cook as a team and learned essential cooking skills along the way!"

Robinne Collie, Co-Founder of Cook for Good said "It was fantastic to have the Colas Rail team come in and cook for our community. There was an excellent team energy in the kitchen which translated to delicious food being cooked, packaged up and labelled for our community. The food produced went to a local church, who serve up dinner for the homeless, and also to our community Pantry for our members to take as part of their shop. The meals were so appreciated by all who received them.

And all the profits from the event have gone toward supporting our community cookery classes, meals, training programmes and more – Thank you Colas Rail UK, you were all amazing!"

CrossCountry

▶ On a bright February 12th, Class 170 104 slows for its booked stop at Nuneaton, while working the 09:21 Stansted Airport to Birmingham New Street service. *Barry Longson*

▶ On February 22nd, Class 220 008 departs Doncaster working a Newcastle - Reading service. *Michael Lynam*





DB Cargo

▶ Class 66 057 crosses Crow Nest Junction with a Wilton to Knowsley empty binliner train on February 29th. *John Sloane*

▶ Class 66 025 and 67005 'Queens Messenger' running light engine as 0A06 13:32 Crewe to Wembley H.S. pass through Northampton on February 19th. *Derek Elston*

▶ Class 66 156 leads the 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd water train through Northampton on February 28th. *Derek Elston*



DB Cargo

▶ Class 66 121 idles its way north through Moore with a light Trafford Park - Arpley Yard movement on February 3rd. *Jeff Nicholls*

▶ Class 66 149 heads through a dull Acton Bridge on February 13th working the Knowsley - Wilton EfW waste train. *Brian Battersby*

▶ Class 66 124 is seen at a soggy Acton Bridge on February 6th with a Felixstowe - Garston working. *Brian Battersby*



DB Cargo

▶ An immaculate Class 66 026 approaches Doncaster on February 22nd working 6D06 York - Doncaster engineers. *Mark Enderby*

▶ Class 66 063 working the 4R53 Drax-Immingham Biomass empties, heads through Doncaster on February 22nd. *Mark Enderby*

▶ Looking somewhat grubby for a climate hero, Class 66 004 forges through Scunthorpe station on February 15th with 6N31 Ent C - Tees Yard with 10 FIA/FCA pairs loaded with blooms. *Steve Thompson*



DB Cargo

On a wet morning, January 23rd, Class 66 185 negotiates the hand-cranked pointwork from the Day Aggregates Yard at Tolworth, starting the 6Y08 service back to Hoo Junction Down Yard. *Ian Callander*

Class 66 063 is seen on Didcot Stabling Point on February 18th. *Colin Pidgeon*

With the driver keeping a close eye on the mirrors, Class 66 080 eases through Tolworth station as it exits the Day Aggregates facility on January 29th, en route to Hoo Junction. *Ian Callander*



DB Cargo

▶ After its arrival in the area a few days previously, Class 66 023 settled into the Biomass circuit and is seen emerging from the mist at Scunthorpe on 4R49 Drax-Immingham empties on February 10th. *Steve Thompson*

▶ Class 66 100 heads through Doncaster on February 22nd with the 4R51 Drax - Immingham working. *Mark Enderby*

▶ Class 66 154 working the 6016 Ditton - Dollands Moor heads through Stafford on February 17th. *Richard Hargreaves*



DB Cargo

Having not had a train load of coal since before Christmas, the CHP at Scunthorpe recommenced receiving coal at the rate of one train per day on February 12th. Here we see Class 66 158 threading its way onto the weed-strewn Goods Yard No. 1 Reception with 6C75 from Immingham Bulk Terminal, prior to running round in order to access the plant, seen in the background. *Steve Thompson*

Class 66 067 heads through Acton Bridge on February 27th with a Dollands Moor - Ditton working. *Brian Battersby*

Class 66 054 approaches Acton Bridge on February 27th with a Ditton - Dollands Moor working. *Brian Battersby*



DB Cargo

▶ Class 66 149 approaches Acton Bridge on February 27th with an Arpley Sidings - Dowlow Briggs Sidings wagon move. *Brian Battersby*

▶ Class 66 059 approaching Rainford with 6E26 Knowsley FLT to Wilton EfW refuse train on February 26th. *Brian Dobbs*

▶ A pristine looking Class 66 154 heads through Northampton with 6071 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings on February 19th. *Derek Elston*



DB Cargo

▶ On February 15th, Class 66 152 passes Bamford with a rake of empty box wagons from Walsall F.T. - Downlow Briggs Sidings. *Michael Lynam*

▶ Running a horrendous 231 minutes late, Class 66 171 hurries the 6C36 06:50 Mountsorrel Sidings to Luton Crescent Road aggregates through Wellingborough on February 20th. *Derek Elston*

▶ On February 27th, Class 66 121 passes through Preston working a Seaforth - Mossend intermodal. *Michael Lynam*



DB Cargo

On February 22nd, Class 66 061 passes though Doncaster heading southbound working a Wakefield - Felixstow container train.

Michael Lynam

Class 66 154 passes through Stafford on February 1st with a rake of empty hoppers from Washwood Heath - Arpley. *Michael Lynam*

Class 66 023 passes through Doncaster on February 22nd with a rake of empty Biomax wagons from Drax - Immingham.

Michael Lynam



DC Rail Freight

On hire to DCR, large logo Class 56 098 makes a fine sight as it hurries through Rugeley Trent Valley on February 12th, working 6Z85 10:40 Ravenhead to Derby Chaddesden sidings.
Barry Longson





DC Rail Freight

▶ Class 60 055 working the 6M89 Middleton Towers - Ravenhead sand train pauses at Stafford on February 17th. *Richard Hargreaves*

▼ As the signal clears, Class 60 055 opens up through a deserted Warrington Bank Quay with sand empties from St. Helens to Middleton Towers on February 14th. *Jeff Nicholls*



DC Rail Freight

On February 20th, Class 60 029 is seen at Swindon whilst working the 6Z52 Tytherington Quarry to Quainton Road. *Colin Pidgeon*

On February 15th, Class 60 055 passes through Bamford with an aggregate train from Peak Forest Cemex - Brandon. *Michael Lynam*

On February 9th, Class 60 055 'Thomas Barnardo' comes out of Swindon East Loop and accelerates through the station whilst working from Appleford Sidings to Tytherington. *Ken Mumford*



Direct Rail Services

▶ The cool 88, Class 88 010, heads north through a very brown Moore on February 3rd with the Tesco Express. *Jeff Nicholls*

▶ Class 66 423 working the 6K06 Carlisle - Crewe engineers is seen at Warrington Bank Quay on March 1st. *Mark Enderby*

▶ Running 102 minutes late, Class 66 428 'Carlisle Eden Mill' eases through Northampton with 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal on February 19th. *Derek Elston*



Direct Rail Services

Class 88 010 working the 4S43 Daventry to Mossend Eurocentral (TESCO) snakes its way north passed Abington. *Greig Gibson*



Direct Rail Services

On February 8th, and with snow predicted Network Rail hired Class 37 422 'Victorious' and 37 407 'Blackpool Tower' to haul snow ploughs ADB965243 and ADB965203 as 7Z92 from Crewe to Stockport then later onto New Mills Jct. Seen here at Stockport just before departure. *Russell Clarke*

Class 66 426 heads through Acton Bridge on February 6th with a Mossend - Daventry working. *Brian Battersby*

Class 66 422 speeds through Euxton with the 4S44 Daventry to Mossend intermodal on February 14th. *John Sloane*



Direct Rail Services

Working light engine from Carlisle to Crewe,
Class 66 427 scurries through Moore on
February 3rd. *Jeff Nicholls*



Direct Rail Services

Top and tailing two Nuclear flask wagons, Class 68 034 and 68 002 make an unusual sight as they pass Reddish South on February 12th working the 08:46 Crewe Coal Sidings to Leeds Balm Road. *Lee Stanford*

Class 66 108 passes Charnock Richard with the Shap to Crewe stone train on February 6th. *John Sloane*

Seen on the down slow at Nuneaton, Class 68 018 runs past working 4S44 12:16 Daventry to Coatbridge on February 12th. *Barry Longson*



Direct Rail Services

Class 66 430 passes Bayston Hill with 4V38
10:38 Daventry DRS (Tesco) - Wentloog FLT
on February 24th. *Keith Davies*



Direct Rail Services

February 16th was a day of sun and cloud and Class 68 005 arrived at Stafford just as the sun dipped. The 'Cat' was in charge of 4M27 05:32 Coatbridge to Daventry intermodal.

Barry Longson

Class 88010 headspast Standish with a Daventry to Mossend Tesco service on February 17th.

John Sloane

Class 66 431 passes Euxton with a Shap to Crewe ballast train on February 14th.

John Sloane



Direct Rail Services

▶ Class 68 005 hurries through Charnock Richard cutting with the 6K05 engineers' train from Carlisle to Crewe on February 29th.

John Sloane

▶ On February 13th, Class 66 424 'Driver Paul Scrivens' runs through Leyland with a Shap to Crewe stone train. *John Sloane*

▶ Class 68 005 passes Standish on February 17th with a Mossend to Daventry intermodal.

John Sloane



Direct Rail Services

On February 27th, Class 68 005 passes Leyland working the 6K05 engineers from Carlisle NY - Crewe Basford Hall via the S&C. *Michael Lynam*

Class 66431 passes through Carlisle on February 13th working the 6K05 engineers train from Carlisle NY - Crewe Basford Hall via the S&C. *Michael Lynam*

Class 66 433 'Carlisle Power Signal Box' leads the 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal Fl through Northampton. on February 20th. *Derek Elston*



Direct Rail Services

On February 27th, Class 68 004 passes Lancaster working a Daventry - Coatbridge intermodal. *Michael Lynam*



Direct Rail Services

On February 13th, Class 88 010 passes through Leyland working a Daventry - Mossend intermodal. *Michael Lynam*

On February 1st, Class 68 005 passes Stafford working the 4M27 Coatbridge - Daventry intermodal. *Michael Lynam*

Class 68 008 and 68 010 are seen at Crewe on February 1st working from Wembley - Crewe Gresty Bridge. *Michael Lynam*



East Midlands Railway

▶ Class 222 002 speeds away from it's Long Eaton stop with a Sheffield to London St. Pancras service on February 14th. *Bryan Roberts*

▶ Class 158 889 and 158 774 stand at Manchester Oxford Road with a Norwich to Liverpool service on February 1st. *John Sloane*

▶ Class 170 206 and 170 203 arrive at Manchester Oxford Road with a service from Liverpool to Norwich on February 1st. *John Sloane*



East Midlands Railway

On February 15th, Class 170 531 and 170 510 pass through Bamford working a Liverpool Lime Street - Norwich service. *Michael Lynam*

Class 158 774 and 158 773 pass through Bamford on February 15th working a Liverpool Lime Street - Nottingham service. *Michael Lynam*

Class 360 116 and 360 110 working 1Y23 11:15 London St. Pancras International to Corby are seen at Wellingborough on February 20th. *Derek Elston*



Freightliner

▶ Class 90 009 and 90 043 speed through Acton Bridge on February 27th with a Felixstowe - Garston liner. *Brian Battersby*

▶ On February 13th, Class 66 525 heads through Swindon working the 4L36 Wentloog to Felixstowe. *Ken Mumford*

▶ Class 66 508 passes Bayston Hill with 6V07 12:11 Crewe Basford Hall - East Usk Yard on February 10th. *Keith Davies*



Freightliner

On February 13th, Class 66 567 passes through Carlisle with an engineers train from Tyne S.S. to Carlisle NY. *Michael Lynam*

Class 66 541 trundles through Northampton working 4L44 06:15 Trafford Park F.L.T. to London Gateway on February 23rd. *Derek Elston*

Class 90 013 and 90 007 ease the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on February 20th. *Derek Elston*



Freightliner

▶ Class 66 540 has charge of the 4M81 08:01 Felixstowe North to Trafford Park on February 12th, seen passing Rugeley Trent Valley.
Barry Longson

▶ Class 66 503 working the 4L36 Wentloog to Felixstowe headst through Swindon on February 13th.
Ken Mumford

▶ Class 66 588 passes through Acton Bridge on February 13th with a Folly Lane - Brindle Heath working.
Brian Battersby



Class 66 951, one of the two original demonstrator low emission locomotives, crawls up Platform 1 at Wigan North Western in the pouring rain, with 6Y51 13:45 Crows Nest Junction to Crewe Basford Hall spent ballast, with a run-round at Preston, on February 15th. *Paul Senior*



Freightliner

▶ Class 66 572 is seen at Reddish South on February 12th taking 59 104 to Leeds Balm Road for repairs. *Lee Stanford*

▶ Class 66 613 working the 6F33 Bredbury - Runcorn passes Ashley on February 19th. *Mark Enderby*

▶ The first of the Heavy Haul batch, Class 66 601 has charge of 6B71 07:19 Tunstead to Northampton Castle, seen passing Stafford on February 16th. *Barry Longson*



Freightliner

▶ Class 66 568 approaches Manchester Oxford Road on February 1st with a Trafford Park to Crewe working. *John Sloane*

▶ Class 66 522 leads the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on February 19th. *Derek Elston*

▶ Class 90 007 hurries past Charnock Richard on a light engine working returning from Carlisle to Crewe on February 15th. *John Sloane*



Freightliner

On February 1st, Class 66 510 heads through Stafford with a working from Felixstowe - Trafford Park. *Michael Lynam*

Class 90016 and 90014 'OverTheRainbow' glide into Stratford working 4M63 09:10 Felixstowe North F.L.T. to Trafford Park F.L.T. on February 13th. *Derek Elston*

Class 66 553 passes Northampton working 4L46 11:48 Lawley Street F.L.T. to London Gateway liner on February 20th. *Derek Elston*



Freightliner

On February 15th, Class 66 620 and 66 601 pass through Bamford with a mixed rake of wagons for repair heading from Tunstead - Hunslet.
Michael Lynam

Class 66 591 heads through Doncaster on February 22nd with a Felixstowe - Leeds FLT liner.
Michael Lynam

Class 70 002 leads the 4035 09:52 Lawley Street F.L.T. to Southampton M.C.T. through Northampton on February 28th.
Derek Elston



On February 20th, freshly released from Toton, Class 60 085 worked 6D74 Up Decoy - Frodingham Trent Yard. Due to a 10-day blockade of the line between Scunthorpe and Thorne Jct., to enable engineering work to be carried out at Keadby and Althorpe, trains were diverted, mainly via the Brigg line with a run-round at Barnetby in order to access the line to Scunthorpe. It was a dreary old morning as 60 085, resplendent in a fresh coat of GBRf paint, forged up the bank from Appleby (Lincs) towards Santon with an empty RDT in tow. *Steve Thompson*



▶ Class 60 087 heads through Acton Bridge on February 13th with a Liverpool BT - Drax Biomass working. *Brian Battersby*

▶ Class 66 714 passes Duncote Mill with the 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement on February 7th. *Keith Davies*

▶ Class 66 770 with the 6G92 Tunstead - Small Heath passes Ashley on February 19th. *Mark Enderby*



Class 69 011 (ex 56 032) has 66 765 behind for insurance, as they approach Stafford with the late running 0Z72 11:24 Bescot to EMD Longport test run on February 16th. *Barry Longson*



Still carrying DRS blue but now adorned with GBRf lettering, Class 66 302 approaches Heaton Norris Junction on February 12th with the 11:00 Liverpool to Drax Biomass. *Lee Stanford*

Class 66 303 heads north through Stafford on February 17th. *Richard Hargreaves*

Class 66 731 hauling the 6E09 Liverpool BT - Drax Biomass passes Ashley on February 19th. *Mark Enderby*



On February 16th, Class 66 741 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

On March 1st, Class 60 087 heads through Wigan North Western working the Ribblehead - Tuebrook stone train. *Mark Enderby*

Class 66 773 is seen at Kempsey on February 20th with the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



▶ Class 66 783 heads through Acton Bridge on February 13th with a Hams Hall - Mossend intermodal. *Brian Battersby*

▶ A rather grubby Class 66 783 leads the 4F57 10:58 Hams Hall to Seaforth through Stafford on February 16th. *Barry Longson*

▶ Stuck behind two late-running Pendolinos, Class 66 713 waits its turn to head down the West Coast main line at Warrington Bank Quay on February 14th. *Jeff Nicholls*



▶ Class 66 767, showing signs of a graffiti attack, is seen at Heaton Norris Junction on February 12th with empty box wagons from Small Heath to Hindlow. *Lee Stanford*

▶ Class 66 781 working the 6N71 Doncaster - Tyne heads through Doncaster on February 22nd. *Mark Enderby*

▶ Hitching a ride on the back of a Sunday evening working from Tuebrook to Drax, Class 69 007 idles away its ride with 66 713 at the business end at Warrington Bank Quay on February 14th. *Jeff Nicholls*



▶ Class 60047 heads southbound at Winwick with 6E10 Liverpool to Drax Biomass on February 19th. *Brian Dobbs*

▶ Class 66 745 hauling the 6E86 Middleton Towers - Monk Bretton sand train heads through Doncaster on February 22nd. *Mark Enderby*

▶ On February 8th, Class 66 306 makes its first visit to Scunthorpe and was welcomed by a bit of a snow shower as it makes its way towards E Line working 0D01 Doncaster Roberts Road to Frodingham Trent Yard, passing a part of the former West Yard, recently cleared of unwanted vegetation. *Steve Thompson*



▶ Class 69 003 passes through Scunthorpe on February 8th with 6D75, hauling DB Class 66 114 plus a couple of cranes with attendant support vehicles and a loaded RDT. *Steve Thompson*

▶ On February 14th, the first class 60 in the area for a while, as Class 60 026 works 6D75 Ent C - Up Decoy, comprising a loaded RDT set, seen approaching Scunthorpe station. *Steve Thompson*

▶ On February 15th, Class 60 026 was back again on 6D64 Up Decoy - Frodingham Trent Yard with 11 FEAs loaded with sleepers and a crane. The train is seen passing around the back of Scunthorpe station and going onto E Line. *Steve Thompson*



On February 9th, Class 66 306 was back again in the Scunthorpe area (see below), working 6X01 conveying 4 FEAs loaded with sleepers and 10 YEAs loaded with LWR. It is seen approaching Scunthorpe station on a misty morning.

Steve Thompson

Class 66 306 heads through Scunthorpe on February 8th on what I believe was its first revenue-earning trip, 6001 Trent Yard - Eastleigh, conveying 11 empty MLAs and 3 FCAs loaded with rails. *Steve Thompson*

Class 66 775 passes Kempsey with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on February 3rd. *Keith Davies*



▶ On February 20th, Class 60 085 is seen heading through Brigg working 6D75 FKA Track Panel empties from Trent Yard to Up Decoy, via Barnetby and Brigg. *Steve Thompson*

▶ On February 13th, Class 66 739 heads through Carlisle with a train of containers from London Gateway - Carlisle N.Y. *Michael Lynam*

▶ Class 66 732 passes through Stafford on February 1st with a car train from Dagenham Docks - Garston Car Terminal. *Michael Lynam*



On February 15th, Class 66 760 is seen departing Peak Forest with an Aggregate train for Hope Street. *Michael Lynam*

Class 66 783 'The Flying Dustman' flies past Leyland on February 13th at the head of the Hams Hall to Mossend intermodal service. *John Sloane*

Class 60 096 passes Euxton on a misty February 9th with a Ribblehead to Tuebrook stone train. *John Sloane*



On February 15th, Class 66 756 approaches Bamford with a rake of empty hoppers from Doncaster Decoy - Peak Forest. *Michael Lynam*

Class 66 304 passes Bamford on February 15th with a rake of empty hoppers from Washwood Heath - Tunstead. *Michael Lynam*

Class 66 716 hurries through Charnock Richard cutting with the Hams Hall to Mossend intermodal on February 6th. *John Sloane*



On February 29th, Class 60 056 approaches Rochdale in charge of a Biomass train from Liverpool Docks - Drax. *Michael Lynam*

Class 66 724 'Drax Power Station' with 66 717 'Good Old Boy' DIT arrives at Wellingborough on February 20th with 6M32 10:36 Ferme Park to Bardon Hill. *Derek Elston*

In desperate need of a trip through the washer, Class 66 772 'Maria' is seen passing Northampton on February 20th working 4M22 10:36 Felixstowe North Gbrf to Trafford Park Euro Terminal Gbrf. *Derek Elston*



On February 20th, Class 66 733 passes through Stockport with a rake of empty box wagons from Hams Hall - Hindlow. *Michael Lynam*

Class 66 720 passes Stockport on February 29th with a rake of empty box wagons from Hams Hall - Hindlow. *Michael Lynam*

Class 60 095 passes the site of Edgley loco sheds working 6E10 10:30 Liverpool Biomass Terminal to Drax Aes on February 24th. *Derek Elston*



On February 15th, Class 66 736 passes Peak Forest with a rake of empty box wagons from Hams Hall - Hindlow, passing 66 200 on shunting duties, whilst 66 763 loads its Aggregate train destined for Selby later in the day. *Michael Bennett*



GB RAILFREIGHT ANNOUNCES A FIVE-YEAR EXTENSION DEAL WITH ALVANCE

GB Railfreight (GBRf) has announced a five-year extension with Alvalde British Aluminium. The deal will see GBRf continue to transport alumina powder from

The Port of Blyth, Northumberland, to Fort William in the Scottish Highlands, where it will be used to make aluminium at one of the world's greenest metal

production plants. GB Railfreight started working with Alvalde back in 2010, and will continue to run two trains a week, carrying over

70,000 tonnes of alumina powder a year. With each train journey, this will replace up to 129 HGVs making the 250-mile journey from Blyth to Fort William.



GB RAILFREIGHT REPAINTS CONVERTED 69009 WITH A CLASSIC MAROON LIVERY

GB Railfreight (GBRf) has outshopped one of its recently converted class 69s with a classic livery from the 1960s. After receiving some suggestions from its staff on the livery, GBRf chose the maroon colour with a half yellow front, which was historically applied to the British Rail Western Region class 52s.

Class 69 locomotive 69009 was named "Western Consort", the name of CEO John Smith's favourite class 52 from his trainspotting days.

The original Western Consort was a class 52 diesel hydraulic locomotive built at Crewe in 1964 and was withdrawn from British Rail service and scrapped in

1976. The maroon livery was removed from locomotives in the late 1960s as British Rail blue was applied across the fleet.

Locomotive 69009 was recently converted from class 56060 and will enter traffic soon with the rest of the class 69 fleet.

Thank you to Arlington Fleet Services Eastleigh for repainting 69009 and to Procast Foundry for providing the naming plates.



Grand Central

On February 22nd, Class 221 143 is seen arriving at Doncaster working a London King's Cross - Bradford Interchange service. *Michael Lynam*



Great Western Railway

▶ Class 150 202 and 150 246 operating the 2C23 12:19 Plymouth - Penzance are seen passing through Treleigh on February 7th.
Barry Beeston

▶ Power car No. 43098 leads the 2C28 16:40 Plymouth - Penzance exiting off Moorswater Viaduct with 43187 on the rear on February 24th.
Barry Beeston

▶ Power car No. 43098 leading the 2C11 10:15 Plymouth - Penzance is seen passing through Scorrier with 43187 out of sight on the rear on February 1st.
Barry Beeston



Great Western Railway

Recently repainted green, Class 166 207 is seen from Saxon Road footbridge, Southampton, on February 16th approaching Southampton with 09:28 from Cardiff. The service was terminated at Southampton rather than continuing to Portsmouth due to an engineering blockade..

John Goodrich

Power car No. 43093 leading the 2C11 10:15 Plymouth - Penzance approaches Scorrier with 43042 on the rear on February 9th.

Barry Beeston

Power car No. 43004 leading the 2P24 15:15 Penzance - Plymouth approaches Hayle on February 3rd with 43092 on the rear.

Barry Beeston



Great Western Railway

Power car No. 43187 leading the 2P15 12:50 Penzance - Plymouth approaches the remains of the old Chacewater station on February 22nd with 43098 on the rear. *Barry Beeston*



Great Western Railway

On February 12th, power car No. 43156 leading the 2P17 13:50 Penzance - Plymouth passes over Tregagle Viaduct with 43004 on the rear. *Barry Beeston*



Great Western Railway

▶ Power car No. 43098 leading the 2C68 11:42 Plymouth - Penzance passes through Treleigh with 43187 on the rear on February 7th.

Barry Beeston

▶ Power car No. 43189 leading the 2C68 11:42 Plymouth - Penzance approaches Scorrier with 43004 on the rear on February 22nd.

Barry Beeston

▶ Power car No. 43188 leading the 2P15 12:50 Penzance - Plymouth passes through Treleigh on February 7th with 43186 on the rear.

Barry Beeston



Great Western Railway

▶ Power car No. 43188 leading the 2P16 13:15 Penzance - Plymouth passes through Treleigh with 43186 on the rear on February 22nd.
Barry Beeston

▶ On February 9th, Class 158 747 departs Swindon with a service to Westbury. *Ken Mumford*

▶ Power car No. 43188 leading 2P15 12:50 Penzance - Plymouth passes through Treleigh on February 7th with 43186 on the rear.
Barry Beeston



Great Western Railway

▶ Class 150 247 operating 2N07 15:10 Newquay - Par is seen approaching Coswarth level crossing on February 23rd. *Barry Beeston*

▶ On February 18th, Class 387 170 and 387 162 arrive at Swindon with a terminating service from London Paddington. *Ken Mumford*

▶ On February 16th, Class 800 023 stands at Swindon working a service to London Paddington. *Ken Mumford*





NEVER MIND THE GAP SHOWCASES CAREER OPPORTUNITIES IN RAIL

LNER and Network Rail are proud to have supported the 'Never Mind The Gap' initiative offering work experience and highlighting the opportunities open for women in the rail industry.

Through a joint partnership with Women in Rail, 'Never Mind The Gap' provides training and placements for women who want to get their career 'on track' after a period out of work, either following career breaks or redundancy.

This year women from York and Doncaster have been taking part in the scheme, some of whom have previously worked in the health and media industries.

Each of them has had the opportunity of direct one-to-one experience with rail industry colleagues working in areas of interest to them. As well as hands-on work experience, they have also taken part in three days of training, including interview skills and CV writing tips and they were treated to a First-Class journey with LNER to London King's Cross, where they were given the rare opportunity to scale the roof of the historic station.

Over a fortnight, the group gained work experience at LNER as well as Network Rail and rail company Siemens across a variety of different roles. These roles have included the engineering team, communications team, health and wellbeing, onboard and station teams and visit to LNER's virtual reality simulator.

Anne Southby, former journalist and one of this year's Never Mind the Gap cohort, said: "It is a fantastic programme. Like many women, I thought a career in Rail was mainly for men - but there really isn't anything women can't do. There are so many roles and exciting opportunities available. Everyone is so supportive, encouraging and kind. Just go for it - you never know where it will lead."

Claire Ansley, People and Customer Experience Director at LNER, said: "There are so many fantastic career opportunities in rail, and we are delighted to be able to showcase some of the roles available. 'Never Mind The Gap' is a great way to share an insight into our industry and offers a perfect opportunity for women who are returning from a career break, or who simply want to

pursue new challenges."

Sarah Birtles, Network Rail's Head of Customer & Station Transformation and Chair of Women in Rail Yorkshire, said: "This initiative is so important in enabling women to experience the variety career opportunities available to them in the rail industry. A career in rail is for everyone and it is great to be able to work alongside LNER on this project, to empower women and equip them with new skills as they take a fresh step in their careers."



MEET MAURICE, THE MASTER OF LNER'S ALADDIN'S CAVE

From lifebuoy to hoovers, ironing boards to wheelchairs, you never know what you will find in the 'Aladdin's cave' of LNER's lost property department and Maurice Green is the master of the lot, having seen it, catalogued it and stored it all. The former engineer heads up LNER's Lost and Found, reuniting customers with their items, sometimes even delivering them personally. Over the past six years, Maurice has looked after thousands of items that have been found onboard or left behind, with mobile phones and laptops among the most common belongings recovered.

However, Maurice often receives the odd item you would expect people to perhaps miss, such as a bright

orange lifebuoy, an enormous life-sized cuddly toy, a pram - complete with baby food, walkers, wheelchairs and very recently, an electric bike.

As Maurice explained, no two days are the same: "Even though I've been doing this job for a while, I'm often amazed by just what is left behind or lost on our trains or in our stations. We work hard to return as many items as possible, both large and small, from luggage to the more unusual items we come across, such as a prosthetic leg. Many customers are really grateful to be reunited with their belongings and we're delighted to be able to help."

Maurice is certainly kept busy, with nearly 100 items arriving from one LNER station alone in an afternoon. Some of the most memorable items that Maurice recalls either coming across or reuniting with their owners are:

A signed picture of Steven Gerrard taken at the 2005 Champions League final in Istanbul.

A mobile disco, complete with a set of DJ mixing decks. A Louis Vuitton purse which held huge sentimental value to its owner. Maurice treasures reuniting the purse with its distraught owner as one of the most special moments of his career.

Numerous children's cuddly toys and baby comforters. A Dyson vacuum cleaner.

After a while, items that are left unclaimed are sent to auction, where the proceeds are donated to LNER's partner charity CALM and a local charity that supports bereaved children. Maurice said: "I'm proud that in the last year alone we helped to raise £20,000 for CALM. It's good to know that the money from the sale of unclaimed or unwanted items is put to good use, helping people and making a difference."

"I love working on the railways and the last twelve years at LNER have been the best years of my life. I'm always happy to help and I do my best to look after people and deliver great customer service every day."

L.N.E.R.

Class 91 109 approaches Doncaster with a London King's Cross to Leeds service on February 22nd.

Michael Lynam



LNER'S NEW V.I.P ELEANOR GETS HER VERY OWN TRAIN

LNER is excited to reveal its latest named train and livery inspired by a new advertising campaign, and its V.I.P (Very Important Puppet) star, Eleanor.

Named after the train company's new mascot herself, the quirky and bright liveried 'Eleanor' train will serve many LNER destinations along the East Coast between Scotland and London King's Cross. 'Eleanor' joins the Azuma fleet as the fourth named train, alongside 'Century', 'Together' and 'You Belong', all of which launched last year.

Eleanor was introduced to her very own train for the first time at York Railway Station, where she received a warm welcome from Customer Experience Leader Dee Poroga, Elliot Jarvis, who worked on the design of the livery, and Customer Experience Host Will Singh, who co-stars in LNER's latest advert.

The advert sees mascot Eleanor enjoying a journey onboard one of LNER's world-class Azuma trains, where she experiences and showcases the many things you

can do when travelling across LNER's 956-mile route. From reading on a trip to Edinburgh, to gaming on the way to York, working the way to a meeting in London, drinking a coffee as you depart from Doncaster, or simply

experiencing some of the spectacular views from your seat – it highlights the freedom of travelling by train.



herself was with us for the special occasion to help us show our customers how they have the freedom to choose how to use their time when they travel with us.

David Horne, Managing Director at LNER, said: "Our latest newly liveried train is a bit different to the others - featuring 'Eleanor' the new star of our latest advertising campaign. We're delighted that Eleanor

Our other special livery trains capture many people's attention as they travel our route and I'm sure 'Eleanor's' striking and fun design will be another popular sight for children and adults alike!"

Dee Poroga, Customer Experience Leader, said: "I couldn't believe my eyes when I was met by Eleanor in York, and to be one of the first to see her train. After 29 years working with LNER, the job is still full of surprises. I'm looking forward to working, and travelling, on 'Eleanor' very soon."

Will Singh, Customer Experience Host, said: "It was a lot of fun to get to reunite with my co-star Eleanor at York Railway Station for the unveiling of our new train. It seemed like she was lost for words at the sight of herself on a train."

The new livery has been applied to unit 801225.

Loram Rail Operations

▶ Class 37 418 propels No. 975025 'Caroline' through Wellingborough as 5Z01 10:49 Derby R.T.C.(Network Rail) to Cricklewood Tamper Siding on February 20th. *Derek Elston*

▶ Class 37 418 'An Comunn Gadheatach' propels inspection saloon No. 975025 'Caroline' through Wellingborough as 5Z01 10:49 Derby R.T.C.(Network Rail) to Cricklewood Tamper Siding on February 20th. *Derek Elston*

▶ On February 22nd, observation coach 'Caroline' with Class 37 418 departs Doncaster on a trip from Peterborough - York. *Michael Lynam*





▶ Class 37 405 hauling Colas track machine No. DR73913 wait to depart Stafford on a move from Stafford Down Sidings to Rugby DED. on February 1st. *Michael Lynam*

▶ Colas liveried power car No. 43277 brings up the rear of the Derby to Carlisle test train as it passes Leyland on February 13th. *John Sloane*



Network Rail

▶ Power cars Nos. 43063 and 43013 pass Kempsey with 1Q2004:53 Derby RTC (Network Rail) - Derby (Network Rail) RTC on February 23rd. *Keith Davies*

▶ Powercar No. 43062 leading 1Q1805:43 Reading Triangle Sidings - Paignton Via Penzance passes through Scorrier with 43013 on the rear on February 9th. *Barry Beeston*

▶ Power cars Nos. 43321 and 43357 head through Swindon on February 13th working 0Z24 Reading Triangle Sidings to Bicester via Swindon, Bristol Parkway [reverse], Swindon, Oxford and then Bicester. *Ken Mumford*



Network Rail

Power cars Nos. 43257 and 43277 heads north through Acton Bridge on February 13th with a Derby - Carlisle test train working.

Brian Battersby

Class 37 422 and 37 407 approach Heaton Norris Junction on February 8th with the 10:30 Stockport to New Mills South Junction snowplough working, although subsequently they were not required. *Lee Stanford*

On the evening of February 8th, Class 37 422 and 37 407 present an unusual sight in platform 3A at Stockport before heading back to Crewe. *Lee Stanford*



Power cars Nos. 43480 and 43468 ease away from Northampton after a stand while working 6Q77, the 13:30 Wembley Receptions 1-7 to Walton Old Junction.M.S.C.Sidings delivering 777 037, 777 038, 777 039 and 777 041 on February 14th. *Derek Elston*



TransPennine Express

Bi-mode Class 802 201 runs through Patricroft station on February 24th, working the 11:51 Liverpool Lime Street to Newcastle service. *Barry Longson*



TransPennine Express

▶ In true Trans Pennine weather, Class 185 127 crosses Gauxholme Viaduct on February 14th with an ECS working from Leeds to Manchester Victoria, presumably crew training for the following week's diversions. *Jeff Nicholls*

▶ Class 397 006 calls at Manchester Oxford Road with a service to Edinburgh on February 1st. *John Sloane*

▶ A points failure on February 7th caused delays at Stockport and created the unusual sight of two Sheffield bound trains standing side by side. EMR's Class 158 864 waits to depart with the late running 09:51 Liverpool to Nottingham service as 185 145 waits to proceed to Cleethorpes. *Lee Stanford*



TransPennine Express

▶ Class 397 005 passes Euxton on February 14th with a Glasgow to Liverpool service.
John Sloane

▶ Class 397 011 approaches working a Glasgow Central - Manchester Airport service.
Michael Lynam

▶ Class 802 204 arrives at Manchester Victoria from Newcastle on a service to Liverpool Lime Street on February 29th. *Michael Lynam*



TransPennine Express

On February 29th, Class 185 130 is seen departing the Reverse Siding at Manchester Victoria on route learning duties to Huddersfield and back. *Michael Lynam*



Transport for Wales

▶ Class 197 016 passes through Moore and heads for Acton Grange Junction with a Llandudno - Manchester Airport working on February 3rd. The signal in the distance indicates that the train will head directly into Warrington Bank Quay station and not travel via the low level line over the Mersey.

Jeff Nicholls

▶ Class 197 021 heads into Crewe on February 17th with a service from Chester.

Richard Hargreaves

▶ Class 197 001 passes Kempseye with 1V38 09:30 Manchester Piccadilly - Carmarthen service on February 23rd. *Keith Davies*



Transport for Wales

On February 16th, Class 67 022 has charge of a 5 coach with DVT set, departing Crewe with the 14:30 Manchester Piccadilly to Cardiff Central service. *Barry Longson*

Class 67 015 passes Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on February 10th. *Keith Davies*

Class 197 110 passes Kempseye with 1W16 07:03 Milford Haven - Manchester Piccadilly service on February 10th. *Keith Davies*



Transport for Wales

Class 67 022 is seen at Bayston Hill on February 10th working 1W57 10:52 Cardiff Central - Manchester Piccadilly service. *Keith Davies*

Class 197 019 calls at Manchester Oxford Road with a service to Llandudno on February 1st. *John Sloane*

Class 67 025 speeds past Kempsey on February 23rd with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*



Transport for Wales

▶ Class 67 029 passes Kempesye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on February 24th. *Keith Davies*

▶ On February 20th, Class 67 015 and DVT No. 82216 call at Stockport working a Cardiff - Manchester Piccadilly service. *Michael Lynam*

▶ Class 153 353 departs Crewe on February 1st with a service to Shrewsbury. *Michael Lynam*



Transport for Wales

On February 7th, Class 197 001 and 197 020 are seen
stabled in sidings adjacent to Chester station.

Michael Lynam



Transport for Wales

Class 67 008 and DVT No. 82229 pass Kempsey with 1W55
08:59 Cardiff Central - Manchester Piccadilly service on
February 3rd. *Keith Davies*



Units: DMUs and EMUs

▶ The sun is now setting on the Merseyrail Class 507s left in service. The low winter sunshine highlights Class 507 017 at Ainsdale with a Hunts Cross to Southport Service, on January 9th. *Paul Senior*

▶ On Saturday February 24th, the line to Bolton was closed due to engineering work. Northern's Class 331 031 and 331 011 are seen approaching Patricroft working the diverted 11:21 Blackpool North to Manchester Airport service. *Barry Longson*

▶ On February 13th, a couple of Class 158s are seen stabled at Hull Paragon, Nos. 158 906 and 158 796, the latter forming a stopping service to Doncaster. *Steve Thompson*



Units: DMUs and EMUs

On February 16th, South Western Railway's Class 458 404 heads slowly along Southampton Up Goods Loop and prepares to stop as it approaches the footbridge at Saxon Road, Southampton with 11:19 Bournemouth Depot - Basingstoke test working. The rear unit was 458 423. *John Goodrich*

Merseyrail's Class 507 029 stands at Chester on February 27th with a service to Liverpool Central. *Brian Battersby*

Royal Mail liveried Class 325 009 heads south through Acton Bridge on February 6th. *Brian Battersby*



Units: DMUs and EMUs

London Northwestern Railway's Class 730 212 and 350 120 are seen stabled at Stafford on February 17th. *Richard Hargreaves*

West Midlands Trains' Class 730 001 passes through Acton Bridge on February 13th with a Liverpool Lime St. - Crewe training run. *Brian Battersby*

New LNWR EMU Class 730 212 runs through Stafford working 3Q03 Crewe to Oxley on February 16th. *Barry Longson*



Units: DMUs and EMUs

▶ South Western Railway's Class 458 423 is the rear unit of 11:19 Bournemouth Depot - Basingstoke test run on February 16th. It is seen from Saxon Road footbridge, Southampton departing Southampton Up Goods Loop after a brief stop for pathing purposes. *John Goodrich*

▶ Northern's Class 158 797 waits to depart Wigan Wallgate with the 12:49 service to Leeds on February 12th. *Paul Senior*

▶ The LNWR Class 350/2 EMUs are rumoured to be going off lease when the new class 730s are introduced. Here we see Class 350 240 on the approach to Rugeley TV with the 12:52 terminating service from Birmingham New Street. *Barry Longson*



Units: DMUs and EMUs

▶ Retro liveried Class 507 001 and Merseyrail's Class 507 029 are seen at Southport on February 8th. *John Sloane*

▶ Northern's Class 150 150 leads a service from Liverpool as it arrives at Manchester Oxford Road on February 1st. *John Sloane*

▶ Northern's Class 769 458 passes Chapel Lane Crossing, Parbold on February 20th. *John Sloane*



Units: DMUs and EMUs

▶ Former Greater Anglia EMU Class 321 341 finds itself stabled at Crewe on February 16th.
Barry Longson

▶ Testing of new units continues apace and here we see West Mid's Class 730 031 working 5Q03 13:00 Wolverhampton to Birmingham New Street via Stafford depart from the former parcels platform on February 16th.
Barry Longson

▶ Merseyrail's Class 507 018 stands at Chester on February 27th with a service to Liverpool Central.
Brian Battersby



Units: DMUs and EMUs

Merseyrail's new bi-mode Class 777 148 sits in the sun at Headbolt Lane on February 26th, ready to work the 13:26 to Liverpool Central service. *Barry Longson*

Northern's Class 331 106 calls at Manchester Oxford Road with a service from the Airport to Blackpool on February 1st. *John Sloane*

Northern's Class 150 126 and 150 131 wait to depart Manchester Victoria with the 15:56 service to Rochdale on February 12th. *Paul Senior*



Units: DMUs and EMUs

South Western Railway's Class 158 888 is seen at its Dunbridge stop with the 2R50 Salisbury to Romsey on the February 5th. *Michael Bennett*

Retro BR Blue Merseyrail's Class 507 001 slows for the stop at Conway Park, on the Wirral line, with the 14:09 New Brighton to Liverpool Central service on February 3rd. *Paul Senior*

Still avoiding the scrapman, Merseyrail's Class 507 016 is seen at Ormskirk awaiting departure time with the 14:34 to Liverpool Central on February 26th. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's Class 769 431 approaches Crow Nest Junction with a Southport to Manchester Oxford Road service on February 29th.

John Sloane

▶ West Midlands' Class 730 047 working ECS move 5B01 12:50 Soho L.M.D. to Bletchley C.S. passes through Northampton on February 20th. *Derek Elston*

▶ Northern's Class 150 132 comes off the Atherton line at Crow Nest Junction with a service to Headbolt Lane on February 29th. *John Sloane*



Units: DMUs and EMUs

▶ On February 29th, Northern's Class 769 458 rounds the curve on the approach to Crow Nest Junction from Bolton with a service from Manchester Oxford Road to Southport.

John Sloane

▶ Northern's Class 331 109 passes through Charnock Richard cutting with a Blackpool to Liverpool service on February 29th.

John Sloane

▶ On February 10th, Northern's Class 331 111 passes the summit at Coppull Moor with a Liverpool Lime St. to Blackpool service.

John Sloane



Units: DMUs and EMUs

On February 7th, Merseyrail's Class 777 004 and other members of the class are seen at the Kirkdale depot. *Michael Lynam*

Merseyrail's battery powered Class 777 150 calls at Kirkdale working a Headbolt Lane - Liverpool Central service on February 7th. *Michael Lynam*

The old order in the shape of former Anglia Class 321 429 passes through Northampton running as 5Z10 11:24 Wolverton Centre Sidings to Rugby Depot Access Line on February 28th. *Derek Elston*



Units: DMUs and EMUs

▶ Northern's Class 158 907 reverses at Lancaster on February 27th working a Leeds - Morecambe service. *Michael Lynam*

▶ London Overground's final 5 car Aventra, Class 710 374 passing Northampton running as 5Q31 the 09:19 Willesden T.M.D to Rugby shakedown run on February 23rd. *Derek Elston*

▶ Throughout February, Class 321 341 could be seen in what is usually the 'Thunderbird siding' at Crewe. It is believed that the unit is destined for Varmis Rail for conversion to a Swift Express parcels unit. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 150131 leading 150 120 working the 2B30 13:51 Manchester Piccadilly to Buxton service are seen approaching Chapel-en-le-Frith station on February 24th. *Keith Chapman*



Scotrail

ScotRail sprinter Class 156 432 sits at Platform 2 of rain soaked Kilmarnock station ready to work the 1A21 17:29 back to Glasgow Central on February 12th. *Greig Gibson*



February 28th was another wet Wednesday in Milnrow, when Metrolink tram No. 3061 was seen promoting the reopening of Rochdale Town Hall after refurbishment.
Bryan Roberts



Manchester Metrolink

On February 29th, trams Nos. 3080 and 3121 arrive at Rochdale en route to East Didsbury.
Michael Lynam

At Manchester Victoria on February 29th, tram No. 3036 arrives heading to Bury, while Nos. 3077 and 3146 depart for East Didsbury.
Michael Lynam

On February 20th, tram No. 3147 waits to depart Manchester Victoria with a service to Manchester Airport.
Michael Lynam



Class 66 305 and 66 759 stand in Eastleigh Yard on February 9th with the 05:01 from Staines. The train consist is the Schweerbau High Speed Milling Unit.
David Lindsay



Chelmsford named best station for London commuters

Chelmsford station has been named the best train station for London commuters, new figures show. The Greater Anglia station beat 30 others to the top spot in the On Time Trains analysis, with 88% of trains running on time and barely 1% cancelled. Chelmsford station achieved best 2023/24 London commuter station. 5 out of 5 star for performance and frequency. 4.5 out of 5 star for speed. 4 out of 5 star for value. In the study, services were ranked on four measures – performance (how often trains arrive on time), frequency, speed, and value (cost per mile).

Chelmsford received an overall score of 87%, placing it at the top of the table. At Chelmsford, an increase in the number of morning peak services also meant passengers waited for an average of just eight minutes on their way to and from London Liverpool Street.

Chelmsford station is on the Great Eastern Main Line between Norwich and London and serves over 15,000 passengers per day.

Greater Anglia's Managing Director, Jamie Burles, said, "I am delighted to see that Chelmsford has been named the best station for on time trains. We recently completed our fleet replacement programme which means that brand new trains are now running on every service we operate. This has been a key factor in a transformational step-change in performance and reliability and a vastly improved on-board experience for customers across the network - as these excellent results demonstrate."

Shenfield and Wickford came in at third and fourth place respectively.

The analysis looked at 30 London commuter stations outside the M25, each within an hour's travel time of the capital and with more than a million (pre-pandemic) passenger journeys per year.

Fares Advice with RailUK

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

Advance tickets on other TOCs following cancellations

Q: If a train is cancelled by operator A, and the next available train is operated by operator B, are the passengers holding an advance purchase or TOC specific ticket entitled to travel on the next available train (even if operator B) or must they wait for the next train by operator A?

This assumes TOC A has not asked for ticket acceptance.

A: *The question as posed cannot really be answered in general. There are various provisions placing various obligations on different parties in different sets of circumstances. Each uses different criteria and works in a different way. The staff of some rail companies are notorious for disputing the applicability of some of these obligations in particular circumstances.*

You might start by considering NRCot 28.2 "Where disruption prevents you from completing the journey for which your Ticket is valid and is being used, any Train Company will, where it reasonably can, provide you with alternative means of travel to your destination, or if necessary, provide overnight accommodation for you."

It's also worth noting condition 5.2 of the Advance ticket conditions: 5.2 If delays occur while travelling, you will be allowed to take the next available train(s) to complete your journey.

There have been various discussions about the meaning of this term in the past. My view - although I accept not everyone shares it - is that this authorises you to take the next available service regardless of operator. But you may encounter difficulties in vindicating this right so I would only suggest doing this if you are sufficiently clued-up on your rights, and/or are willing to take this up further if necessary.

If the foreseeable delay by waiting for the next "TOC A" service would be over 60 minutes, the right to re-routing under the Passenger Rights and Obligations Regulation (PRO) kicks in. This has also been discussed at length in previous threads and similarly may encounter difficulties.

What does "Not valid on trains timed to depart" actually mean?

Q: What does "Not valid on trains timed to depart" actually mean? I have a ticket, say, code UE, that states, amongst other things: "Not valid on trains timed to depart London Waterloo 16:00-19:00" I don't get on the train at Waterloo, but I do get on a train at Woking that did depart Waterloo. Now, I have been interpreting the phrase to apply to the entire journey of such a train, i.e. if it WAS timed to depart Waterloo in the time window stated, it is out of bounds for me. However I had a chat with a guy in a ticket booth and then followed up on the phone with SWR, and I'm being told this is an incorrect interpretation, but I'm struggling to read it any other way so I'm rather concerned the people I spoke to are simply wrong. Effectively the description of the restriction I've been given is "Not valid to join a train at Waterloo timed to depart 16:00-19:00". I.e. it only applies AT Waterloo. However, the wording doesn't say that, it seems to say a different thing. The only way I can make the verbal description from the staff concur with the online written restriction is by doing some linguistic gymnastics along the lines of: Once the train has departed Waterloo, it is no longer timed to depart Waterloo. i.e. the restriction is only forward-looking in time. The chosen wording is terrible at getting this point across though, and I doubt revenue protection are fans of linguistic gymnastics, so what do others make of it?

A: *It means trains timetabled to depart between 16.00 and 19.00, so if it was late and departed at 23.59, you would technically still not be permitted to take it. The problem, of course, is passengers joining elsewhere don't know where the train has come from, nor what time it left there. Unless the railways start giving this information out routinely then they can't expect people to know.*

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!

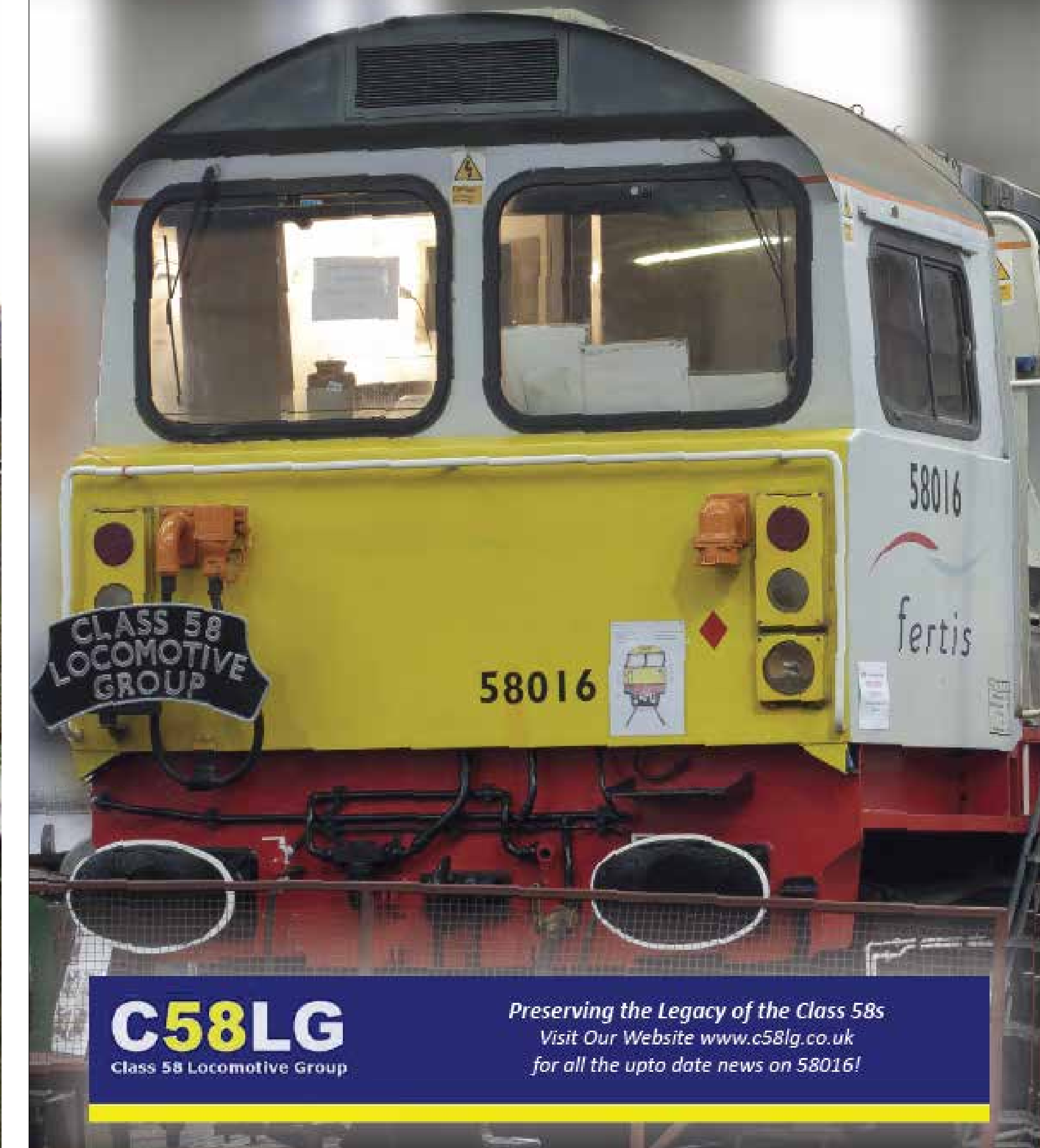
Derby on 14th February, with Hanson's Class 50 008 'Thunderer' on an empty stock working from Chaddesden Sidings to Old Dalby.
Bryan Roberts



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

New measures introduced to improve safety on the Greater Anglia network

Greater Anglia is pleased to announce the introduction of Transport Safety Officers (TSOs) aimed at enhancing safety on the rail network in Essex, as part of a joint project.

Six Transport Safety Officers will carry out patrols between Southend Victoria and Shenfield, Shenfield and Colchester, and Colchester and Clacton-on-Sea.

This pilot, developed in collaboration with Thurrock Council, Southend-on-Sea City Council, and Essex County Council, has received funding from the Department for Transport, totalling £490,000.

The Transport Safety Officers will work in close coordination with transport operators in Essex, including Greater Anglia, c2c, Ensign Buses, and other law enforcement agencies, including the British Transport Police and Essex Police. They will patrol targeted routes and locations, address anti-social behaviour, and promote safety for all passengers.

While the primary focus of the Transport Safety Officers will be to engage and educate, they will also possess enforcement powers, including the authority to issue fixed penalty notices for specific anti-social behaviours.

Matt Wakefield, Greater Anglia's Head of Safety, Security and Sustainability, said: "We are very pleased to welcome TSOs to our network. Although the railway is a safe place, we are always supportive of any initiative which further improves passengers' safety and overall journeys.

"TSOs are committed to reducing anti-social behaviour and Violence Against Women and Girls by working with other established agencies, fostering a safe, inclusive environment for all.

"The TSOs will work alongside our existing partners including Land Sheriffs and the Rail Pastors, who help vulnerable people during their time of need. They will patrol throughout the day and into the evening, visiting stations, boarding trains, and helping anyone who is vulnerable, distressed, or in need of some assistance."

Greater Anglia to install tables on its Stansted Express trains

Greater Anglia (GA) is to fit its Stansted Express trains with tables, in a significant customer-focused upgrade that is scheduled to begin later this year and is due for completion by the end of 2025. The initiative will also benefit passengers on GA's intercity services between Norwich, Ipswich, Colchester, and London, as the Class 745/1 Stansted Express trains operate a few of those services each day.

Although the trains already have fold down, seat-back tables on most seats, there are currently no tables in the bays of four seats. This is because when the trains were ordered and specified, it was expected that passenger demand profiles, operating schedules and prospective rail infrastructure upgrades would mean that the trains would only operate a couple of services a day at most on the Great Eastern Main Line.

In fact, the trains are covering more services than anticipated and customer feedback has reinforced the value passengers place on tables, especially on the intercity services, but also on the Stansted Express services too, enabling them to work more easily, use their laptops, and place papers, books or drinks on tables when sat in the bays of four seats.

As a result, Greater Anglia has worked with Stadler, the company which manufactured and maintains the trains, to develop a scheme to install tables in all the bays of four on the Stansted Express trains, so customers will always have access to tables on intercity services once the installation programme is complete.

As the efficient use of Greater Anglia's intercity and Stansted Express trains means most trains are in service for most of the week, to maintain the excellent performance and availability of Greater Anglia

services (currently consistently the most punctual and reliable in the UK), the tables will be fitted in a phased way - rather than taking a full train out of service for a number of weeks at a time with the extra challenges that would present. But customers will progressively see more and more tables fitted during the project from this autumn onwards through to project completion, which is due by the end of next year.

Martin Moran, Greater Anglia's Commercial and Customer Service Director said: "We are pleased to be delivering this significant upgrade, which will provide a better service for our customers, and which directly addresses feedback from passengers on the need for tables on all of our intercity services. "We always seek to address our customers' priorities for high service standards and ongoing improvements. Our high-quality new trains have been very well received, but this was a further enhancement which had been highlighted by many customers, so we're glad to be able to confirm we will now be fitting tables throughout our Stansted Express trains, with benefits for both our Stansted Express and intercity customers."



Toton Depot on February 14th with DB Class 66 150 and GBRF Class 60 085 'Snowdon' in view. *Bryan Roberts*



On February 9th, Colas Rail track machine No. DR73965 heads through Swindon working 6J44 Truro Yard to Swindon Transfer. *Ken Mumford*



Mayor opens new region-wide college rail training academy

Andy Street, Mayor of the West Midlands, has officially opened a new region-wide rail training academy designed to support hundreds of new training and employment opportunities for local people in the sector.

The Transport, Rail and Infrastructure Academy (TRIA), which has been developed by the City of Wolverhampton College and National Infrastructure Solutions (NIS), will give individuals entry and advanced skills required to gain sustainable jobs, whilst also meeting the demand for skilled operatives to work in the construction and maintenance of train lines, tram routes and stations.

The launch took place at TRIA's new site at the Black Country Innovative Manufacturing Organisation (BCIMO)'s Very Light Rail National Innovation Centre in Dudley, where the Mayor also cut the ribbon on a state-of-the-art new Signalling Academy.

To support residents into good jobs in rail, the WMCA is investing £1.1m to create 432 training places at the Dudley site.

Andy Street, Mayor of the West Midlands and Chair of West Midlands Combined Authority (WMCA), said: "Hundreds of millions of pounds are being invested right now into the region's train and tram network, with new rail lines and stations being built and new Metro routes under construction.

"That's great news for the travelling public but we also need to make sure this unprecedented investment benefits local people in terms of new jobs and careers. That's why the WMCA is helping to fund this state-of-the-art training academy and matching skills courses to the needs of our regional economy.

"I can't wait to see local people land good quality jobs in the rail industry as a direct result of this latest investment, further cementing the role of the West Midlands as the training hub of the UK."

TRIA is an extension of a 5-year partnership between the City of Wolverhampton College and National Infrastructure Solutions (NIS), the latter a leading provider of training in the rail, civil engineering, and utilities industries.

The Dudley site boasts more than 2000 metres of conventional rail track, including two split-level platforms, an 870m tunnel and signalling components to give students hands-on training in multiple disciplines across the industry and enhance their learning experience

by working with the same equipment as used on rail construction sites.

This latest development has seen the two organisations leverage considerable investment from the private sector as employers rush to back the training model and the new Signalling Academy highlights even further how training courses are being developed to meet a real need in the industry.

Davie Carns, managing director of National Infrastructure Solutions, continued: "Our partnership with City of Wolverhampton College and the WMCA is now in its fifth year and, by working together, we have delivered training that has created sustainable employment for more than 2000 people.

"TRIA is the next step in the relationship and will give us the framework to provide specialist courses across multiple locations in the West Midlands, encouraging greater employer engagement and the potential for more jobs.

"The Black Country Signalling Academy at BCIMO is another example of how we are listening to businesses and developing training for more technical roles that are currently in high demand.



"Our first six months in Dudley have been a resounding success with 500 students trained already. This is just the start."

Malcolm Cowgill, principal of City of Wolverhampton College, added his support: "The economic climate at the moment means we need to support local people into jobs.

"Working in partnership with our training provider NIS, the academy will offer employer-led training to address skills gaps in specific areas, focussing on getting entry-level candidates into work, upskilling existing operatives and ensuring that the workforce is equipped with the latest industry-recognised qualifications and accreditations to ensure sustainable skilled employment

now and in the future."

TRIA already has an industry-standard rail training site at the college's Wellington Road campus, in Bilston - which features more than 40 metres of railway track and was the first in the UK to offer training on slab track technology which is used in the construction of high-speed rail lines - with plans to open an additional site in Aston, Birmingham, later in the year.

Yes, they're still there! A line up of Class 321s in Walton Yard, Warrington on February 3rd. The factory beyond belongs to Solvay Intertox. *Jeff Nicholls*



New images released and planning application submitted for multimillion pound station development in Haxby

New images have been released showing what Haxby's new multimillion pound station could look like after the submission of a planning application, bringing the reconnection of the town and neighbouring areas to the UK rail network a step closer. Just days after Prime Minister Rishi Sunak's visit to the proposed site, Network Rail, in partnership with City of York Council and the Department for Transport, has submitted a planning application to build a new, two platform railway station in the town. The station, located on Towthorpe Road, will be part of the York to Scarborough line and be the town's first rail connection in almost 100 years after the previous station was closed in 1930. The £24m project is being delivered by Network Rail through funding from the Department for Transport and City of York Council. Subject to planning consent being granted, final detailed designs will be completed throughout the remainder of 2024, with construction expected to start on site in spring 2025.

The new images show what the station could look like in the future, with a fully accessible footbridge with lifts and steps connecting the two platforms, bike shelters, a 154-space car park (including EV charging), taxi rank and a bus stop. Shared-use paths will connect the station to residential areas of Haxby for those travelling to the station on foot or by bicycle. So far, around £3.5m has been provided from the Restoring Your Railways fund, which aims to support the reinstatement of old lines and stations. Network Rail has already carried out ground surveys at the proposed station site. The new

station is expected to enter service in 2026.

Iain Kelly, Network Rail's Project Sponsor for Haxby station, said: "The submission of this planning application is a major milestone in the development of Haxby station. A lot of behind-the-scenes work by Network Rail and City of York Council has taken place to get the project to this stage and we are ready to press ahead with delivering a station local residents can be proud of. Haxby's new station will provide residents with greater connectivity and offer more sustainable transport methods which tie in with Network Rail's ambition to be simpler, better and greener."

Councillor Pete Kilbane, Deputy Leader of City of York Council and Executive Member for Economy and Transport said: "This is a significant step towards bringing a railway station back to Haxby. We have been working closely with Network Rail to progress this project and look forward to making this become a reality. If approved, a new station at Haxby would greatly improve public transport in the north of the city, reducing the need for people to travel by car. This is in line with our Council Plan priority of 'sustainable, accessible transport for all'. This application will now go through the independent planning process and I would urge anyone to have a look at the plans and share your comments."

Image: Proposed appearance ©Network Rail



Loco Fleet List Ten

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

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

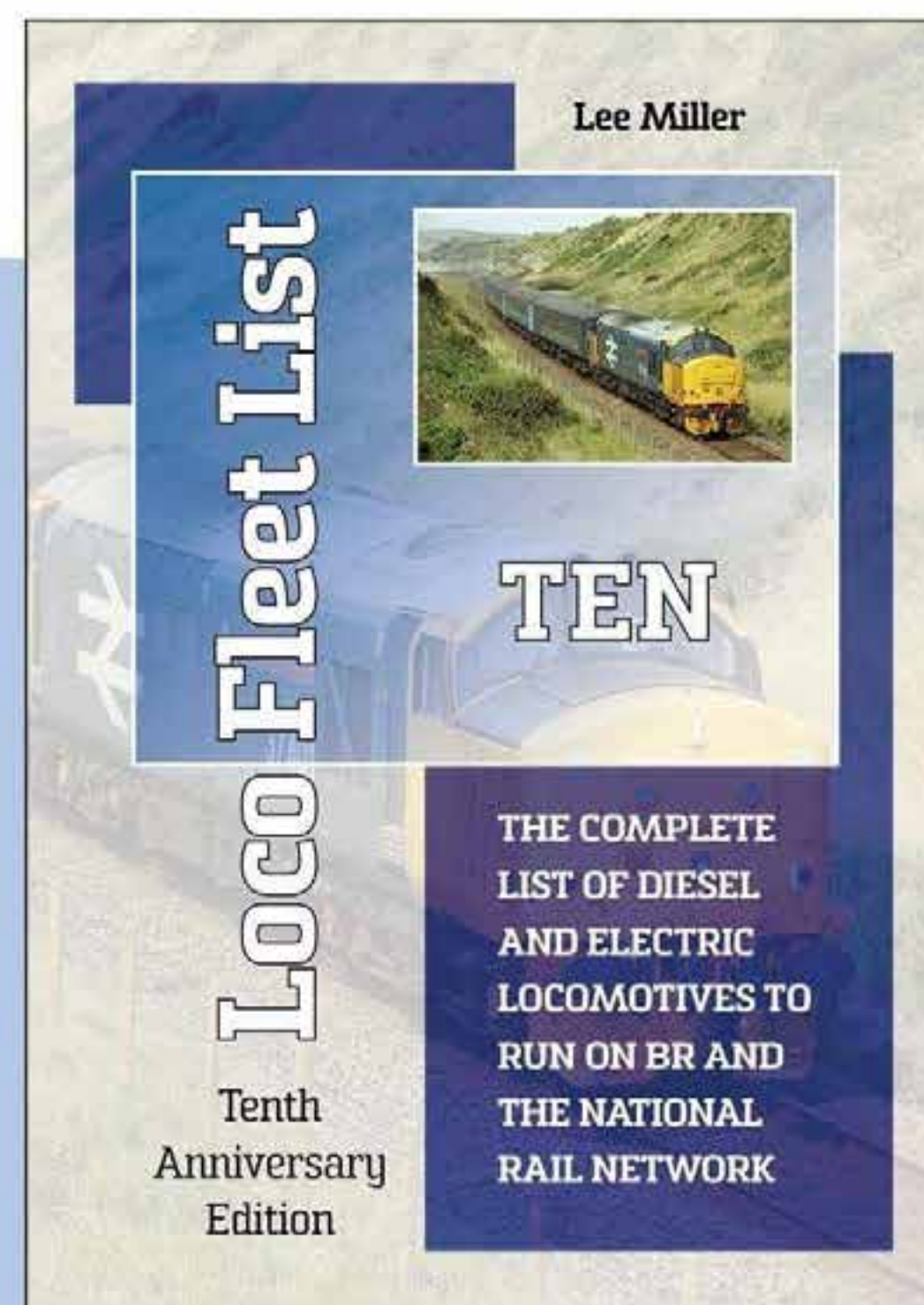
Features:

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

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

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

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



National Rail

Class 37 667 (D6851) 'Flopsie' is seen stabled at Crewe on February 17th.
Richard Hargreaves



SOUTHERN COUNTIES RAILWAY SOCIETY

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Recycled plastic sleepers laid in historic Perthshire railway tunnel



A 175-year-old Perthshire railway tunnel has been given a new lease of life in a £6m project delivered by Network Rail.

Trains travelling through Moncrieffe tunnel, south of Perth, will now be running on rails supported by recycled plastic sleepers.

More than 3,690 new plastic sleepers were laid during engineering work to renew the track which was successfully completed on Tuesday, February 27th, following three short closures of the line during February.

It's the first time that composite sleepers – which lay on top of the ballast, hold up the rails and keep them the correct distance apart – have been used at such volume anywhere on Scotland's Railway.

Trains couldn't run while work took place but have now returned following the £6m investment in the project, which will keep the railway reliable for years to come.

During the work, 10,860 tonnes of ballast, around 6000m of new rails, and 448 concrete sleepers were also laid on both lines.

At over 1000m long, Moncrieffe tunnel - which first opened in May 1848 - is the fifth longest and one of the oldest railway tunnels in Scotland.

Craig Barclay, operations director, said: "The work we've completed at Moncrieffe tunnel will keep the railway, and train services, as reliable as possible now and in the future."

"While the tunnel has had a long and very significant history, we've used innovative and modern technology that'll keep trains moving on what is a vital route on Scotland's Railway."

"We thank passengers for their patience while we carried out the work."

The recycled composite sleepers will help Network Rail in its aim to achieve a net zero carbon target by 2035.

The sleepers also offer a significant life cycle of 50 years and when they are eventually replaced, they can be re-used, re-purposed or recycled to make new sleepers or other composite products.

Network Rail Property and Bloc announce strategic partnership with Citra Living

A unique partnership between blocwork, a Network Rail and bloc group joint venture, and Citra Living, has been agreed that plans to build over 2,000 new homes across Great Britain.

In the partnership, Network Rail Property (NRP) will draw potential sites from its extensive rail side property portfolio with bloc acting as developer, and Citra Living managing and operating these high quality built-to-rent homes, with an option to acquire some of the sites.

Citra Living is part of Lloyds Banking Group, who own and operate a growing portfolio of more than 2,000 professionally managed homes for rent, improving access to good value, quality, sustainable housing across the UK. Citra Living help to support investment into local

communities by building and renting homes that people want, in the places they are needed.

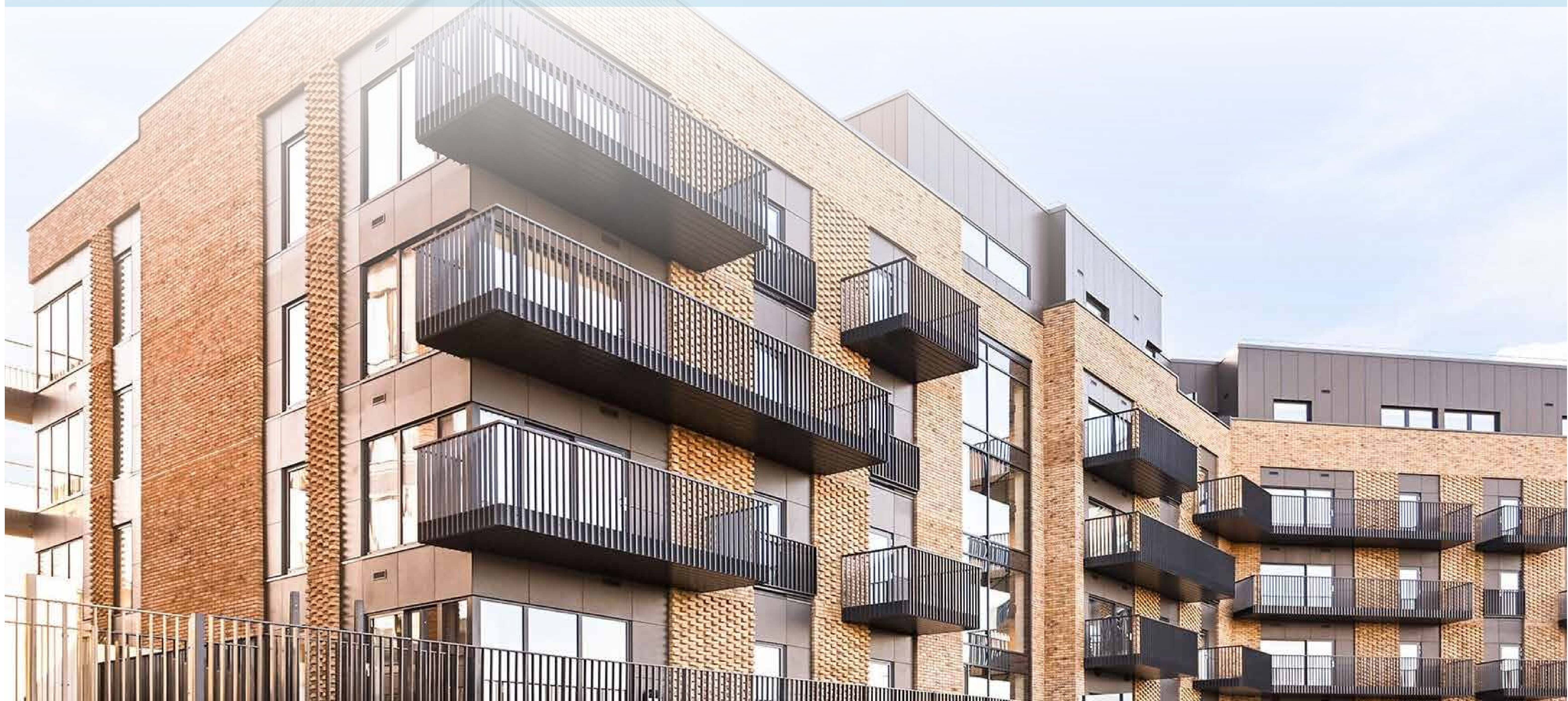
The brownfield regeneration of underutilised railway land will further help the UK to meet its ambitious housing targets. Partnering with Citra Living will accelerate the provision of high-quality rental homes with excellent transport links in towns and cities, meeting local housing demand and creating sustainable communities. Schemes recently delivered across the Citra Living portfolio include Bristol, Chesterfield, Peterborough and Ashford.

Robin Dobson, group property director at Network Rail, said: “This partnership, aimed at family living, is another key collaboration for NRP that will help us tangibly

address the current housing crisis with thousands of new homes for families. These developments will also serve to breathe new life into towns and cities directly next to vital transport links.”

Nick Legget, development director at blocwork, said: “The partnership between Citra Living and blocwork will see some 2,000 much needed high quality rental homes delivered to city centre brownfield areas. Having launched our first build to rent in the latter half of 2023, we’re now extending our offering further, this time providing high quality homes for families. I’m excited to see how far the partnership between our organisations takes us in the years to come.”

Andy Hutchinson, CEO at Citra Living, said: “This is an exciting new partnership for Citra. It not only creates thousands of much needed new, quality family homes, it will also regenerate several disused sites. Our partnerships with others on similar properties show us how successful such projects can be in creating homes and amenities people want, where they want them.”



National Rail

On February 27th, stored and withdrawn locos of West Coast Railway at Carnforth include Class 47 355, 57 005, the dubiously numbered 47 555, 37 712, 08 848 and 47 787. *Michael Lynam*



Network Rail completes major engineering work at UK's only sliding bridge

Network Rail engineers have completed a mammoth nine-day programme of engineering work at the UK's only sliding bridge in Keadby, near Scunthorpe.

Teams have worked around the clock since midnight on Saturday February 17th until the early hours of Monday February 26th to strengthen one of the canal's walls and remove rails and track equipment that has been in place for many years, to install new replacements.

A 24.5 tonne pre-cast concrete slab has been installed on the canal's north wall to strengthen it for years to come. To carry out this work, engineers had to drain part of the Stainforth and Keadby canal using a limpet dam, a structure positioned on the side of the canal wall which created a water-tight seal, meaning teams could carry out these vital repairs in a safe and dry environment.

On the bridge's deck, wooden beams which had old rails on top of them, have been

replaced with metal supports. 200m of new rails covered in a special coating and painted white have been installed so that they absorb less heat in summer.

More than 100 engineers have been on site working on the project, which will deliver smoother and more reliable journeys for passengers and freight services on a more resilient railway.

The original bridge dates to the 1860s, before being converted into a sliding bridge in 1925. It connects Doncaster with Scunthorpe and the Lincolnshire coast and is one of the busiest routes for freight trains in the UK. During the nine-day programme, engineers also worked at nearby Althorpe station. Teams have carried out work to the structure of the platforms and have started work to replace the station's existing footbridge with a new one, installing a temporary structure to keep passengers connected to both platforms.

The 108-year-old footbridge will be replaced with a modern-style structure over the coming months, with the new bridge expected to open in April 2024.

Sean Ellerby, Scheme Project Manager for Network Rail, said: "The last nine days has seen an incredible amount of hard work from our teams as they carried out a large-scale programme of improvements to the sliding bridge, railway, and canal wall in Keadby.

"These vital upgrades will improve reliability and deliver smoother journeys for passenger and freight services for years to come, and by replacing old with new will result in less maintenance-related disruption.

"Carrying out this work over nine continuous days is more efficient and means less disruption to services than access on multiple weekends, and I would like to thank passengers and freight users for their patience and understanding while the work has been carried out."



Network Rail investigating historic mine found beneath Walkden station

Surveys are due to take place at Walkden station in Greater Manchester after the discovery of historic mine shafts delayed work to improve accessibility for passengers.

Engineers discovered the shafts when designing the multi-million-pound 'Access for All' upgrade of the station.

Work on the new lift cannot start until the mining issues are fully understood.

When complete, the work will make 136-year-old station accessible for all passengers for the first time.

To carry out the surveys, engineers will drill beneath the surface of the station to understand the ground conditions.

Tommy Fleming, sponsor at Network Rail, said: "I'm sorry for the delay of these much-needed improvements at Walkden station. We are working hard to deliver this project, and these specialist surveys are the next step of that process."

"I advise passengers to check before they travel at nationalrail.co.uk or with their train operator and thank you for your patience."

Network Rail's track machine No. DR 73121 working 6Q54 Severn Tunnel Sidings to Reading Triangle Sidings heads through Swindon on February 20th. *Colin Pidgeon*



Mossley to welcome fully accessible rail station for first time



For the first time since its opening in 1849, passengers are set to have a fully accessible rail station in Mossley, Greater Manchester. The Transpennine Route Upgrade (TRU) has outlined its proposal to relocate Mossley station. The proposals include an accessible footbridge with lifts, extended platforms to support longer trains allowing more seats for passengers, and full electrification of the route through the town for cleaner, faster journeys. Located around 300m east of its current site, the relocated Mossley station is set to be completed by the end of the decade as part of the multi-billion-pound TRU project between Manchester and York, bringing cleaner, greener and better travel along the route.

Jonathan Reynolds MP said: "I am delighted we are finally getting the new Mossley station we deserve. Alongside the Mossley councillors, I have long campaigned for an accessible station, and I am thrilled that it is coming to fruition at last. These plans represent not a piecemeal solution but a transformative one, which will see Mossley thrive as a place that people can more reliably and inclusively rely on the rail network for work, study and leisure. Naturally there may be some local disruption whilst works take place, but

please bear with this. The long-term economic benefits will be considerable and help make Mossley a brilliant place to live."

The existing Mossley Station site will have historical elements retained, including the station building. The car park will remain in operation to tackle potential overflow from the new station. TRU will engage with local residents and businesses through a public consultation later in the year to discuss plans for both the existing site and the new station.

Transpennine Route Upgrade Managing Director, Neil Holm, said: "The construction of a new, fully accessible station in Mossley tackles the obvious challenges facing those with mobility needs and those travelling with prams, luggage or who have other access requirements. The new Mossley station and wider work underway now across TRU will provide greater access to the railway for more people and cleaner, greener and more reliable journeys for passengers. We look forward to working with the community on our plans."

Public consultation and further details of Transpennine Route Upgrade plans at Mossley will be available later this year.

Digital future of signalling on the East Coast Main Line takes major step forward after section commissioning

The East Coast Digital Programme has taken a big step forward with the renewal of infrastructure successfully commissioned that now enables the Welwyn to Hitchin (W2H) ETCS overlay to be tested and proven, with engineers having worked around the clock between February 17th-20th. W2H is Britain's first instance of infrastructure commissioning towards a 'no signals' intercity mainline.

The overlay is a critical part of ECDP's delivery plan. To achieve the end goal of a 'no signals' railway on the southern part of the East Coast Main Line, it is necessary to create a section of the route that can be operated with both conventional and digital signalling. Drivers from all ECML operators will progressively be trained to drive in ETCS through the W2H overlay.

Once all fleets are upgraded and all drivers trained, the progressive roll out of digital signalling throughout ECML (South) can rapidly follow. The W2H overlay will be a key enabler not just for ECDP but for the wider roll out of ETCS across the GB network.

W2H commissioning has involved a 'lite' resignalling in preparation for system proving of the ETCS system. A new proving desk and Radio Block Centre will be put in place in York ROC, to enable the first overnight proving trains to operate from spring 2024. It is expected that migration to ETCS operations on passenger and freight services through the overlay section will begin in 2025.

The W2H resignalling lite has included existing assets moving to Westrace Trackside System equipment, introducing three new Trackguard Westlock interlockings and associated infrastructure, trackside fringe alterations at Hatfield, Biggleswade, Hertford and Letchworth, and renewing the existing train detection with axle counters. Power works took place in the form of introduction of three new principal supply point feeders and replacing seven existing 650v feeders.

Ed Akers, Principal Programme Sponsor for the East Coast Digital Programme, said: "This is a major milestone for the project and I'm incredibly proud of everyone involved in reaching this point. The East Coast Digital Programme will deliver major upgrades for passengers as they travel by train in the future.

"To reach this point and to implement digital signalling on the East Coast Main Line has meant a huge amount of collaboration between Network Rail, train operators, and other rail industry stakeholders through our unique industry partnership.

"While commissioning Welwyn to Hitchin is a key enabler for the East Coast Digital Programme, it is also a significant step towards the rollout of digital signalling across the network."

Ben Lane, Project Director for Siemens Mobility & Infrastructure Sector Lead ECDP, said: "This delivery is a great testament of the 500+ tenacious people we had on various sites that ensured the safe completion of this programme of works. We can now start a period of system proving, getting us closer to a 'no signals' digital railway that will reduce future renewals and maintenance costs, improve reliability for passenger and freight services on the route and provide better return on investment of taxpayers' money."

A spokesperson on behalf of passenger train operators said: "Our teams have been working hard to keep passengers on the move and to get them to their destination as quickly as possible.

"We know that changes to services are never ideal and we want to thank our passengers for their patience while Network Rail carried out this vital work."

Maggie Simpson OBE, Director General, Rail Freight Group, said: "It is great to see real progress being made in ETCS development on the East Coast Main Line, with collaboration between freight operating companies, Network Rail and other partners ensuring that the solutions work for rail freight customers. This is a key step towards full deployment and we look forward to seeing further progress in coming months."

The first stage of ECDP is the Northern City Line (NCL) pathfinder project. This also involves an overlay between Finsbury Park and Moorgate on which Great Northern drivers are progressively being trained to drive in ETCS.

After a series of proving runs and regulatory approvals, the first digitally signalled passenger train operated in November 2023. Currently around a quarter of NCL trains are being operated in ETCS and it is expected that the NCL will be a 'no signals' railway from early 2025.

The NCL pathfinder is enabling the ECDP to 'learn by doing' and the experience being gained by the cross-industry collaboration will be invaluable to the effective delivery of digital signalling on the mainline, starting with W2H.

Station shops signal green shoots of economic recovery

Govia Thameslink Railway (GTR), operator of Great Northern and Thameslink, has welcomed two new retail businesses to Hatfield station.

Kerbside Coffee has opened its latest branch in a retail unit that had been empty for over two years, and Budgens supermarket is now trading in a unit vacant for several months.

The Hatfield businesses are part of a wave of new lettings across the GTR network, which the train company sees as a sign of strong recovery in local economies after the effects of the Covid pandemic. With around 350 retail units on its network in total, GTR signed almost 60 tenancy agreements last year and now has over 60 more in progress, many involving units that have been vacant for two years or more.

David Gornall, GTR's Commercial Director, said: "It's heartening to see our stations' retail businesses bouncing back after such a difficult period. With the recovery in passenger numbers, station retail units are again being seen as good opportunities for thriving trade.

"And of course, it's great news for rail users. We can offer our customers better facilities and a better journey experience, and the station becomes a more valuable asset for the community it serves. Over the next few months, we'll be announcing a great variety of high-quality retail openings at stations across the network."

Jason Harris, founder of Kerbside Coffee, said: "We're beyond excited to bring the Kerbside Coffee experience to Hatfield station. Our mission has always been to serve exceptional coffee, freshly baked goods and super tasty treats while creating a space where people can come together.

We believe in the power of coffee to bring people together, and we're committed to making a positive impact in Hatfield. Hatfield is a vibrant community, and we can't wait to be a part of it - we want to be a place where locals and commuters alike feel a sense of belonging."

Mary Lowe of the Hatfield Association of Rail Travellers said: "There was great unhappiness among rail users and local residents when the previous supermarket closed last year, leading to a public meeting with GTR attended by almost 60 people in November. We are very pleased that things moved on quickly following that meeting and that these two businesses have now opened.

We are working with both to promote community involvement and are grateful to Jason for hosting a book-swap facility in the coffee shop."

National Rail

Class 86 401 'Mons Meg', passes Wigan North Western, with 0Z86 13:30 Carnforth Steamtown to Crewe, light engine move on February 24th. *Paul Senior*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Left or Right?



DID YOU KNOW?
The Westinghouse equipment on the M7 locos [LEFT] was on the opposite of the boiler to the O2s [RIGHT].



Two Lamps and Wind Plates



Two top lamps!
8102 carried a lamp iron both on the smokebox top and on the smokebox door. Had it got a new door at some point?



DID YOU KNOW?
The upper part of the bunker 'recess' for the top lamp clearly protected the lamp when the loco was being coaled. Crews, however, called it the 'wind plate' which reduced blast through the open bunker doors

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

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

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



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



10+ Price: £7.60 EACH

If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing. Pricing will vary on artwork / design and quantities.

Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

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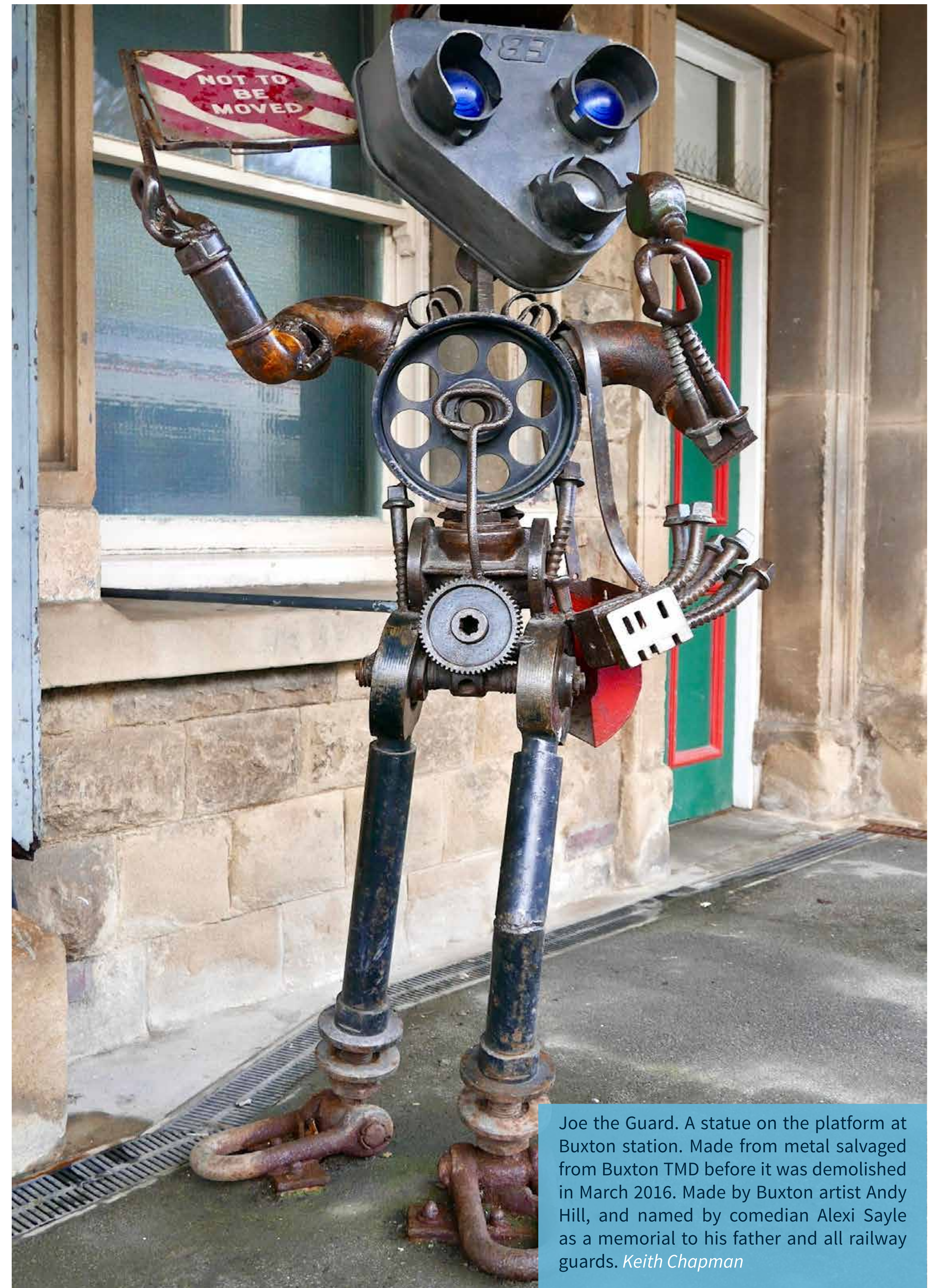
A Different View

LNER's Class 91 105 stands at Leeds on February 22nd having arrived with a service from London King's Cross. *Mark Enderby*



A Different View

Wellingborough station plaque as seen on February 20th. *Derek Elston*



Joe the Guard. A statue on the platform at Buxton station. Made from metal salvaged from Buxton TMD before it was demolished in March 2016. Made by Buxton artist Andy Hill, and named by comedian Alexi Sayle as a memorial to his father and all railway guards. *Keith Chapman*

VOLUNTEERS WIN TWO NATIONAL AWARDS FOR AMBITIOUS RESTORATION OF UNIQUE VICTORIAN STEAM LOCOMOTIVE



Dedicated Swanage Railway volunteers are celebrating after winning two prestigious national awards for their six-year restoration of a unique Victorian steam locomotive so it could haul its first passenger train in almost 80 years. The Swanage Railway Trust's 563 Locomotive Group scooped the Heritage Railway Association Chairman's Special Award and also the Association's Steam Railway Magazine Readers' Award for the ambitious project costing £650,000. The two Heritage Railway Association awards to the Swanage Railway Trust came just days after the Swanage Railway won the Business of the Year Award, for its contribution to tourism in the Isle of Purbeck, from The Total Guide to Tourism, in the Purbeck Business Awards. 563 Locomotive Group chairman Nathan Au was presented with the two awards by Heritage Railway Association vice-chairman Chris Price and Steam Railway deputy editor Thomas Bright at a special Heritage Railway Association Annual Awards evening in Brighton, East Sussex, on Saturday, February 10th.

The Heritage Railway Association chairman is Sir Peter Hendy, Lord Hendy of Richmond Hill, who is also the chair of Network Rail, a trustee of the Science Museum Group and a director of the London Transport Museum. Resplendent in its new lined out 1890s Drummond passenger green livery, the 81-tonne T3 was officially unveiled in a special ceremony at Swanage station in October, 2023, so that it could haul its first passenger train since 1945 when the locomotive was withdrawn by the Southern Railway after having run a total of 1.5 million miles. With the £650,000 cost of the meticulous restoration almost all covered by generous donations from railway enthusiasts, No. 563 hauled its first freight trains since 1945 during a special Winter Warm Up weekend on the Swanage Railway in January, 2024. Built in 1893 to a design by renowned engineer William Adams – and one of the finest express passenger train locomotives of the Victorian era – the non-working T3 No. 563 was donated to the Swanage Railway Trust by the National Railway Museum in 2017. Due to be scrapped in the late 1930s, No. 563 was spared by the start of the Second World War in 1939 while with the coming of peace, the T3's cutting up was prevented when the steam locomotive was selected to be part of the centenary celebrations for London's Waterloo station in 1948.

are delighted to have won these two Heritage Railway Association awards and I would like to thank everyone who voted for the T3 project which has been fulfilling while also being challenging at times. We are also very grateful to everyone who has been involved with the T3's restoration for their hard work and commitment as well as to our supporters for their donations, contributions and faith in the six-year project that turned a non-working exhibit into a fully working steam locomotive from the late Victorian era. It was a thrill to see the T3 steam for the first time and drive the locomotive when it hauled its first passenger trains since 1945 – experiencing what it was like to be a Victorian engineman," added Nathan who is a volunteer driver on the Swanage Railway. Swanage Railway Trust chairman Frank Roberts explained: "The Swanage Railway Trust is thrilled to have won these two prestigious awards from the Heritage Railway Association which reflect the achievement and professionalism of the T3 restoration. I would like to thank the National Railway Museum for its faith in donating the T3 to the Swanage Railway Trust so the Victorian locomotive could be fully restored so the public can enjoy it hauling passenger trains for the first time since 1945. Had it not been for the outbreak of the Second World War in 1939, and then the celebrations marking the centenary of London's Waterloo station, No. 563 – the last of the T3s – would have been cut up for scrap metal. The T3 is a time machine, a living and breathing machine when glamorous railways ruled supreme with their brightly painted and highly polished steam locomotives. When No. 563 was born, the motor car was a curiosity and the first aeroplane had yet to fly. Railways powered by steam dominated the movement of people and freight. By the time the T3 was retired after the Second World War, the transport landscape had changed forever; the dawn of mass motoring was on the horizon and aircraft were crossing the world," added Frank, a Swanage Railway volunteer for 40 years.

Restoration of the T3 was started in late 2017 with work on the Victorian locomotive being carried out by specialist contractors at the Flour Mill engineering workshops in the Forest of Dean, Gloucestershire, as well as at the Swanage Railway's Herston engineering works on the outskirts of Swanage.

Top Photo: Nathan Au with T3 HRA awards at Swanage. Bottom Photo: The T3 near Swanage.

Both ©ANDREW PM WRIGHT

563 Locomotive Group chairman Nathan Au said: "We

Full Steam Ahead for A Weekend of Family Fun at Great Central Railway's 125th Anniversary Weekend - March 16th/17th



Leicestershire's heritage railway, Great Central Railway, will be 'reunified' with Great Central Railway Nottingham for the first time in over 50 years as part of a major weekend of events in March to celebrate the 125th Anniversary of this award-winning, heritage railway line.

Originally opened to passenger traffic in 1899, the Great Central Railway later became part of the London and North Eastern Railway in 1923, then

part of British Rail in 1948. Closed in stages, the last trains ran in 1969. Volunteers began to preserve the line and infrastructure immediately.

Today, the Great Central Railway is one of Leicestershire's most important visitor attractions and boasts the longest piece of preserved double track - in essence, two train tracks where two steam trains can pass one another - in the World at over eight miles in length and running between Loughborough and Leicester North.

History will be made:

Exclusively, over this 125th Anniversary weekend, history will be made as the Leicestershire track is 'reunified' once again with the Great Central Railway Nottingham track in Ruddington (Nottingham Transport Heritage Centre), offering visitors a glimpse into the future when reunification will be permanent, an ongoing project and part of GCR's active fundraising campaign. For now, the two halves will be joined by a specially commissioned 125th-anniversary rail replacement bus service using vintage Routemaster buses.

Highlights of the 125th-Anniversary Celebrations

This 125th-anniversary open weekend is one of the jewels in GCR's 2024 Calendar of activities. All stations along the tracks will be open throughout the weekend, offering an exciting opportunity to get up close and personal with many of the GCR fleet of heritage steam and diesel engines. There will also be opportunities to visit the footplate of some of these engines - a must for kids (and BIG kids) alike.

Great Central Railway Visitors will also be invited to explore history with our family-friendly, guided tour where you can discover the railway's past and delve

into the story of Loughborough Central station.

What's more, There will be expert-led, behind-the-scenes tours of the Loughborough loco sheds where you can see some of these majestic trains being lovingly stripped down, restored and repaired; and even get exclusive access to some of the buildings that are usually restricted access and out of the public eye, making it an ideal experience for families, the local community and enthusiasts alike.

Both Loughborough and Ruddington stations will be running their popular miniature ride on trains; great fun for all the family, and visitors to Ruddington will also have the chance to take control and drive a train on the model railway or visit the collection of heritage buses from the Nottingham Area Bus Society.

Steam trains will be making regular journeys along the heritage line between Loughborough and Leicester North, allowing you to take a seat and experience the magic of this heritage railway as you travel through the beautiful, Leicestershire countryside.

If you need to wet your whistle, a delicious selection of food and drinks will be available at any of the many cafes along the line, there's somewhere to get a drink at every station at GCR and GCRN! You can even onboard the train from the railway's Griddle Car whilst those looking for a souvenir from their day at the station can enjoy a peruse in the shops at both Loughborough and Ruddington Stations.

Simon Bracewell, Head of Marketing & Communications of the Great Central Railway said; "We're extremely excited to invite train enthusiasts and families alike to our celebratory 125th Anniversary open weekend in March. Whether you've been to Great Central Railway or the Great Central Railway Nottingham before or visiting us for the first time, this is the perfect opportunity to experience our historic railways in a way that has never been seen before!"

Your Ticket to ride:

Your day ticket allows you full access to all attractions across both the Leicestershire and Nottingham sites and includes both the train travel and 'reunification' bus service, too.

And what's even better news is that kids go for a quid. That's right, if you're aged 3-15, your ticket costs just £1 (under 13s must be accompanied by an adult)

For more information, view the full list of exciting attractions available and book your 125th Anniversary tickets, visit <https://www.gcrailway.co.uk/whatson2024/>

East Lancs Railway

LMS 4-6-0 No. 45690 'Leander' is seen at Ewood Bridge with a service from Heywood to Rawtenstall on February 24th.
Brian Dobbs



East Lancs Railway

▶ Network Rail's Class 153 317 is seen in the bay at Bury Bolton Street on February 24th. The unit has been used for trialling sandite solutions.
Russell Clarke

▶ Hunslet Austerity 0-6-0 Tender Loco 'Douglas' prepares to work the dining train on February 24th at Bury Bolton Street. *Russell Clarke*

▶ Class 37 109 departs Irwell Vale on February 10th with a service to Rawtenstall.
Michael Lynam



East Lancs Railway

▶ At the lines Winter Diesel Day on February 10th, ScotRail liveried Class 47 765 approaches Irwell Vale en route to Heywood. *Michael Lynam*

▶ Class 50 015 departs Irwell Vale on February 10th with a service to Rawtenstall. *Michael Lynam*

▶ On February 24th, No. 45690 'Leander' arrives at Bury Bolton street. *Russell Clarke*



East Lancs Railway

On February 24th, Class 24 No. D5054 approaches Irwell Vale with a service to Heywood. *Michael Lynam*



East Lancs Railway

On February 23rd, No. 45690 'Leander' waits to depart Bury with a service to Rawtenstall.
Michael Lynam

On February 10th, Class 45 108 approaches Townsend Fold with a service Rawtenstall.
Michael Lynam

On February 23rd, Hunslet Austerity 0-6-0 Tender Loco 'Douglas' prepares to work the lunch time dining service from Bury Bolton Street.
Michael Lynam



Battlefield Line

BR Standard Class 2 2-6-0 No. 78018 is seen in operation at the line on February 24th.

John Alsop

At the lines winter steam gala, BR Standard Class 2 2-6-0 No. 78018 is seen in action returning to the line after spending many years at the Great Central Railway. *John Alsop*

GWR Large Prairie No. 4144 was also in action at the winter steam gala in February.

John Alsop



Severn Valley Railway

GWR 5700 Class 0-6-0PT No. 7714 is seen at Bewdley with a goods train on February 23rd. *Phil Martin*



Severn Valley Railway

GWR 'Manor' Class No. 7812 'Erlestoke Manor' is seen at Bewdley with a passenger working on February 23rd. *Phil Martin*



From the Archives

A MetCam unit leads a service from Blackpool North to Manchester Victoria as it passes Farington Curve Junction on July 3rd 1986.
John Sloane



From the Archives

▶ Class 57 004 ambles through Newport at the head of a Wentloog to Southampton liner on March 1st 2006. *John Sloane*

▶ Load Haul liveried Class 56 034 hauls a MGR working through Aldwarke on January 1st 1996. *Brian Hewertson*

▶ Class 58 049 stands at Worksop on August 4th 1989. *Brian Hewertson*



From the Archives

▶ Working light engine from Crewe IEMD to Warrington Arpley Yard, Class 92 017 in Stobart Rail livery, is photographed crossing the bridge over the River Mersey known locally as 'Twelve Arches'. *Jeff Nicholls*

▶ Class 66 414 working the 4M44 to Daventry passes Winwick on June 28th 2011. *Jeff Nicholls*

▶ On February 10th 2011, Class 92 017 heads a 'Tesco' working through Winwick. *Jeff Nicholls*



From the Archives

Framed by the once the fine set of semaphore signals at Blackpool North, Northern's Class 158 901 arrives with the 09:07 service from Leeds on May 10th 2017. *Paul Senior*



From the Archives

A line of locos which includes Class 47 287, 47 369, 47 124 and 31 442 are seen stabled in front of the former coaling plant at Immingham shed on May 3rd 1986.
John Sloane



From the Archives

▶ Heating vehicle No. ADB968000, formerly D8243, stands outside Marylebone depot on July 19th 1986. *John Sloane*

▶ LNER No. 4771 'Green Arrow' eases past Miles Platting signal box before descending to Manchester Victoria with an enthusiast special on April 26th 1986. *John Sloane*

▶ Network Rail 'ice breakers' Class 86 902 and 86 901 are seen stabled in York station on January 4th 1986. *John Sloane*



From the Archives

Class 73 123 'Gatwick Express' is seen stabled outside Clapham Junction carriage shed on July 18th 1986. *John Sloane*

