



Railtalk Magazine

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Submissions & Contributions

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

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Photographic Contributions

All Photographic contributions should 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 214

Not wanting to criticize the UK rail network, but in its current state do we need this, as Trainline partners with Brooklyn Beckham to promote UK rail to American tourists.....

Celebrity chef and influencer Brooklyn Beckham has become the latest celebrity to promote the joys of rail travel in the UK and across Europe to the American market, in partnership with Trainline.

With growing numbers of US visitors exploring Europe, Trainline has been targeting the American market on behalf of UK and European carriers to persuade tourists to take the train instead of fly or hire cars during their visit. In the latest Trainline campaign, Brooklyn Beckham has revealed his guide to his favourite local snacks to eat onboard trains – inspired by his own childhood living in the UK, France, Italy and Spain – and curated his own recipes for making the snacks. Combined with restaurant and food market recommendations for major European cities, the guide is designed to inspire dreams of European rail travel among American audiences.

As well as attracting press coverage among US media outlets, Brooklyn Beckham has been posting videos promoting the benefits of rail travel to his 16m Instagram followers.

Beckham said: “Food and travel are inseparable for me and discovering

a destination’s cuisine is one of the most enriching parts of the journey. Teaming up with Trainline, my goal was to create a platform to share the culinary delights of the places that have inspired me and shaped my cooking style, encouraging others to embark on their own flavourful adventure through Europe enjoying the sites, scenes and snacks by train.”

John Davies, VP industry relations at Trainline, added: “This is another example of Trainline’s unique ability to reach new audiences and influence them to take the train. US tourists to the UK are on the rise, but it’s a nation that doesn’t have a culture of rail travel. That’s why we’re working hard to inspire them to choose the train rather than hire a car, and this is attracting American tourists onboard in record numbers.”

And some good news from Northern this month who report that the number of dangerous attacks on its trains was down almost 90% in the previous 12 months, with the number of recorded incidents falling from 69 to just eight.....

Northern is asking members of the public to treat everyone working on the railway with respect as it cracks down on verbal and physical abuse.

The train operator has highlighted a number of incidents conductors have faced while they work to ensure everyone reaches their destination

safely and that they all have a valid ticket for travel. While the overwhelming majority of people who travel with Northern are polite and respectful, a very small minority has resorted to shouting, spitting and attacking members of staff in recent years. Northern said it will not tolerate verbal and physical abuse towards staff and will take action against anyone who threatens their employees’ safety. The train operator says the chance of perpetrators being caught on camera is now much higher after it added a further 600 new CCTV cameras to the more than 1,000 that monitor its station estate. It came after the operator installed 7,000 HD CCTV cameras on board its fleet of trains and invested £1.7 million in the roll-out of more than 1,000 extra body-worn camera kits, taking the total number now in operation to 1,300.

A Northern spokesperson said: “We welcome millions of customers on board our trains every year and the overwhelming majority are polite, considerate and respectful of others. Unfortunately, given the numbers involved, our conductors do also encounter people who are somewhat less respectful of them and the safety critical role they have on-board – and that is unacceptable.”

Until next month, stay safe.

Andy

This Page

On a dismal June 12th, Class 20 189 and 20 142 are seen shortly after passing Mossley hauling 45 108 from its East Lancashire railway base to the North Yorkshire Moors Railway for their diesel gala. [Lee Stanford](#)

Front Cover

Just before sunset on June 22nd, the Midland Pullman heads southbound at Winwick with 1Z46 Carlisle to Holyhead. [Brian Dobbs](#)





On a lovely sunny evening, June 7th, Class 59 003 passes Con Dover hauling the 6M51 16:23 Baglan Bay - Chirk loaded timber. *Phil Martin*

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These issues wouldn't be possible without contributions from:

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Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR BoB Class No. 34067 'Tangmere' is seen speeding the late running 'Cumbrian Mountain Express' 1Z86 through Beckfoot towards Tebay and Carlisle on June 22nd. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Standing majestically above the pretty hamlet of Stonehouse, SR BoB Class No. 34067 'Tangmere' works the return leg of 'The Cumbrian Mountain Express' 1Z87 over Artengill Viaduct heading back to Preston on June 22nd. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86259 'Les Ross' coasts into Northampton running 64mins late with 'The Cumbrian Mountain Express' 1Z86 06:30 London Euston to Carlisle on June 22nd. *Derek Elston*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

SR 'Battle of Britain' Class Pacific No. 34067
'Tangmere' flies through Arnside station with
'The Cumbrian Coast Express' on June 1st.
Gerald Nicholl



Charter Scene Pathfinder Railtours

The Mazey Day Cornishman

Class 50 007 and 50 049 working the 1769
Dorridge - Penzance pass Cockwood Harbour
on June 29th. *Carl Grocott*



Charter Scene

Branch Line Society

The Bucket and Spade Charter

On June 5th, Class 40 No. D213 'Andania' working a 'Railway Benefit Fund' charter called 'The Bucket and Spade' 1Z85 Crewe to Scarborough passes Greenfield. *Russell Clarke*



Charter Scene

Branch Line Society

The Bucket and Spade Charter

On June 5th, Class 40 No. D213 'Andania' working the 'Railway Benefit Fund' charter, 'The Bucket and Spade' 1Z85 Crewe to Scarborough passes Moore. *Mark Enderby*



Charter Scene

Branch Line Society

The Bucket and Spade Charter

The Branch Line Society organised 'The Bucket and Spade' tour from Crewe to Scarborough on June 5th. LSL operated the tour using Class 40 No. D213 'Andania', which is seen here passing Guide Bridge. *Lee Stanford*



Charter Scene Branch Line Society

The Bucket and Spade Charter

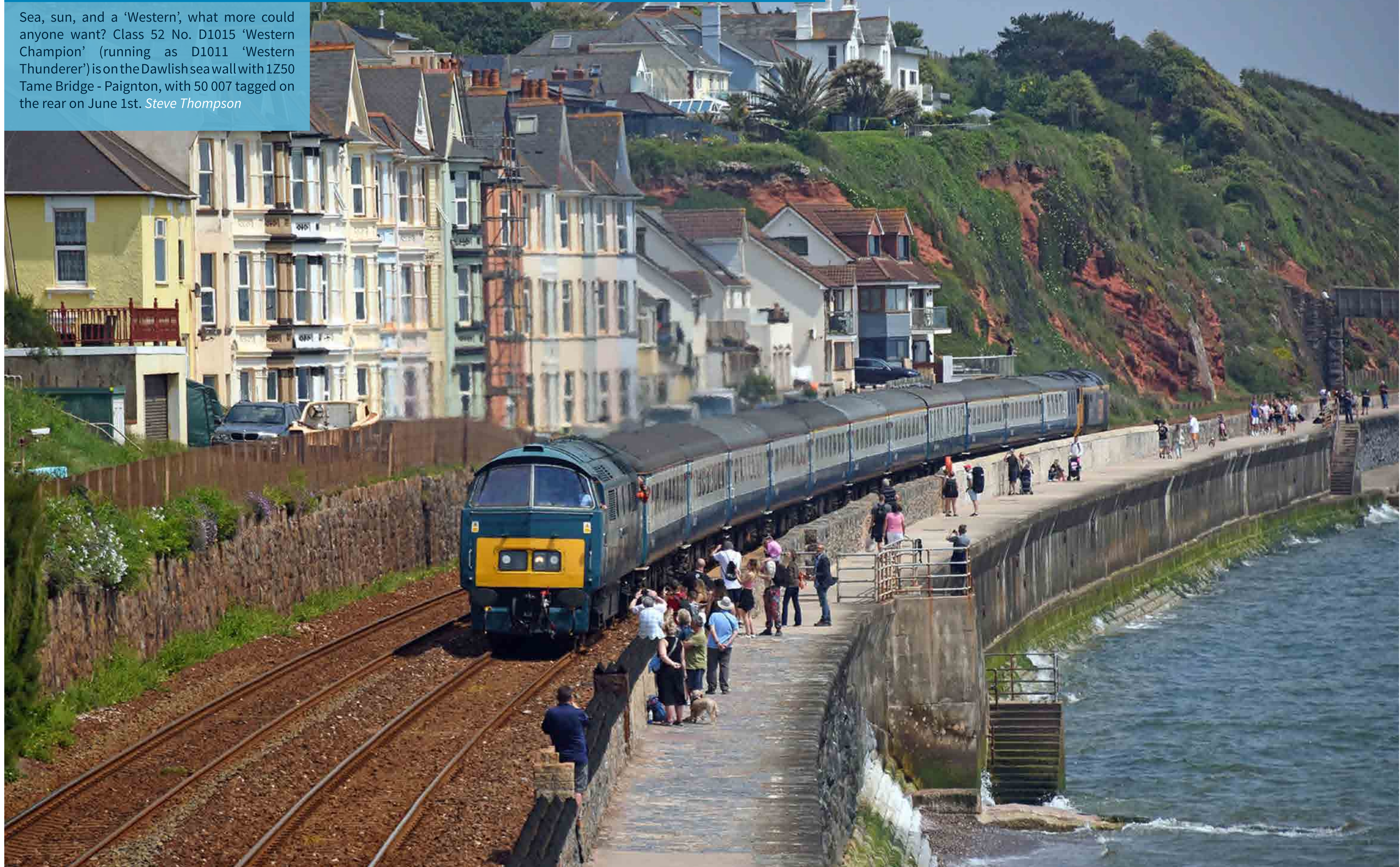
Class 40 No. D213 passes Winwick on June 5th with the return 1Z88 Scarborough to Crewe.
Mark Enderby



Charter Scene Pathfinder Railtours

The English Riviera Airshow

Sea, sun, and a 'Western', what more could anyone want? Class 52 No. D1015 'Western Champion' (running as D1011 'Western Thunderer') is on the Dawlish sea wall with 1Z50 Tame Bridge - Paignton, with 50 007 tagged on the rear on June 1st. *Steve Thompson*



Charter Scene Statesman Rail

Cornish Riviera Mazey Day Statesman

Class 47 810 and 47 712 working the 1764 Wolverhampton - Penzance pass Cockwood Harbour on June 29th. *Carl Grocott*



Charter Scene UK Raitours

The Westbury Wizzo

Class 52 No. D1015 'Western Champion' passes Pewsey with UK Raitours 'The Westbury Wizzo' 1Z77 from East Midlands Parkway to Cranmore on July 6th. *Chris Morrison*



Charter Scene UK Railtours

The Westbury Wizzo

'Western Champion' approaches Culham on July 6th with the return 'Westbury Wizzo' tour, 1Z79 Cranmore to East Midlands Parkway.
Chris Morrison



Charter Scene Statesman Rail

Snowdonia Statesman

On June 20th, Class 47 593 and 47 712 top'n'tail the 1Z53 Cardiff - Blaenau Ffestiniog, seen here at Birmingham New Street. *Richard Hargreaves*



Charter Scene Northern Belle

Northern Belle

Class 57 315 and 57 313 are seen departing Peterborough with 1Z40, the 07:33 Norwich to Chesterfield on June 6th. *Derek Elston*



Charter Scene Northern Belle

Northern Belle

Class 57 601 'Windsor Castle' approaches Northampton with a race goers special, 1Z68 06:35 Manchester Victoria to Ascot on June 20th. Class 57 313 was on the rear. *Derek Elston*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On June 15th, plenty of exhaust to be seen in the abysmal weather conditions as No. 34067 'Tangmere' works 1Z58 the 'Northern Belle' through Beckfoot heading to Carlisle.

Shep Woolley



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

'Tangmere' speeds through Lostock Hall on June 15th with 1Z59 14:17 Carlisle - Leeds.
John Balaam



Charter Scene Saphos Trains

Private Charter

Rebuilt Bulleid Pacific No. 34046 'Braunton' climbs through Greenfield station heading a private charter to York on June 3rd.
Gerald Nicholl



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER A4 No. 60007 'Sir Nigel Gresley' finds a brief patch of sunshine at Golborne on June 5th. The A4 was at the head of the northbound 'Settle and Carlisle Fellsman'. *Jeff Nicholls*



Settle & Carlisle Fellsman

▶ ‘Sir Nigel Gresley’ passes Helwith Bridge on June 5th working from Crewe - Carlisle via Chester and the S&C with Class 47 810 on the rear. *Michael Lynam*

▶ No. 60009 heads past Winwick on June 5th with the 1Z47 return working from Carlisle back to Crewe via Chester. *Mark Enderby*

▶ ‘Sir Nigel Gresley’ blasts past Daresbury on June 5th working 1Z45 Crewe - Chester - Carlisle. *Mark Enderby*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER A4 Pacific No. 60007 'Sir Nigel Gresley' accelerates through Ribbleshead station with the returning 'Settle and Carlisle Fellsman' on June 5th. *Gerald Nicholl*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

With a moody looking Pen-y-Ghent as the backdrop, A4 No. 60007 'Sir Nigel Gresley' speeds through Selside with the northbound 'Settle & Carlisle Fellsman' 1Z71 from Blackpool to Carlisle on July 3rd. *Shep Woolley*



Settle & Carlisle Fellsman

▶ Class 47 810 passes Helwith Bridge on June 5th on the rear of the working from Crewe - Carlisle via Chester, hauled by 'Sir Nigel Gresley'.

Michael Lynam

▶ 'Sir Nigel Gresley' catches some late evening sunshine as it departs Warrington Bank Quay with the returning 'Settle and Carlisle Fellsman' on June 5th.

Jeff Nicholls

▶ Tagging along at the rear of the 'Settle and Carlisle Fellsman' hauled by No. 60007 'Sir Nigel Gresley' on June 5th, Class 47 No. D1724 will take the lower route out of Bank Quay station and towards Chester because 390 152 is taking the high road with a London Euston bound service.

Jeff Nicholls



Charter Scene

Saphos Trains

Settle & Carlisle Fellsman

Typical S&C weather at Greengates as No. 60007 'Sir Nigel Gresley' works the return leg of the 'Settle & Carlisle Fellsman' 1Z72 towards Aisgill and back to Blackpool on July 3rd.
Shep Woolley



Vintage Trains

The Cathedrals Express

▶ GWR No. 5043 'Earl of Mount Edgcumbe' hauling the 1Z64 15:57 Cardiff Central - Dorridge is seen at Conover on June 22nd. *Phil Martin*

▶ Class 47 773 is seen on the rear of 1Z62 Dorridge - Cardiff as it passes Kempsey on June 22nd. *Phil Martin*

▶ Great Western Castle Class No. 5043 'Earl of Mount Edgcumbe' hauling the 1Z62 06:55 Dorridge - Cardiff Central passes Kempsey, Shrewsbury on June 22nd. *Phil Martin*



Charter Scene

Vintage Trains

The Cathedrals Express

On June 22nd, GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' passes the signals at Cheney Longville near Craven Arms with a return trip from Cardiff to Birmingham.

Chris Morrison



Charter Scene Saphos Trains

The Lakelander

On June 8th, working the return leg of 'The Lakelander' away from Foxfield some forty five minutes late, No. 34046 'Braunton' heads for Barrow and back to Leeds. *Shep Woolley*



Saphos Trains

The Lakelander

▶ Class 47 No. D1935 (47 805) departs Rochdale on a typically rainy June 8th with 1Z46 Leeds to Carlisle tour with 57 311 in black livery on the rear. No. D1935 will work to Preston where 'Braunton' will take over for the trip to Carlisle and back. *Russell Clarke*

▼ Class 47 No. D1935 (47 805) departs Rochdale on a typically rainy June 8th with 1Z46 Leeds to Carlisle tour with 57 311 in black livery on the rear. No. D1935 will work to Preston where 'Braunton' will take over for the trip to Carlisle and back. *Russell Clark*



Charter Scene

Midland Pullman

Settle to Carlisle & Coastal Pullman

On June 12th, power cars Nos. 43055 and 43047 work the 'Midland Pullman' through Pleasington with a Gerrards Cross - Carlisle via the S&C trip. *Michael Lynam*



Charter Scene Branch Line Society

The Glasgow GM

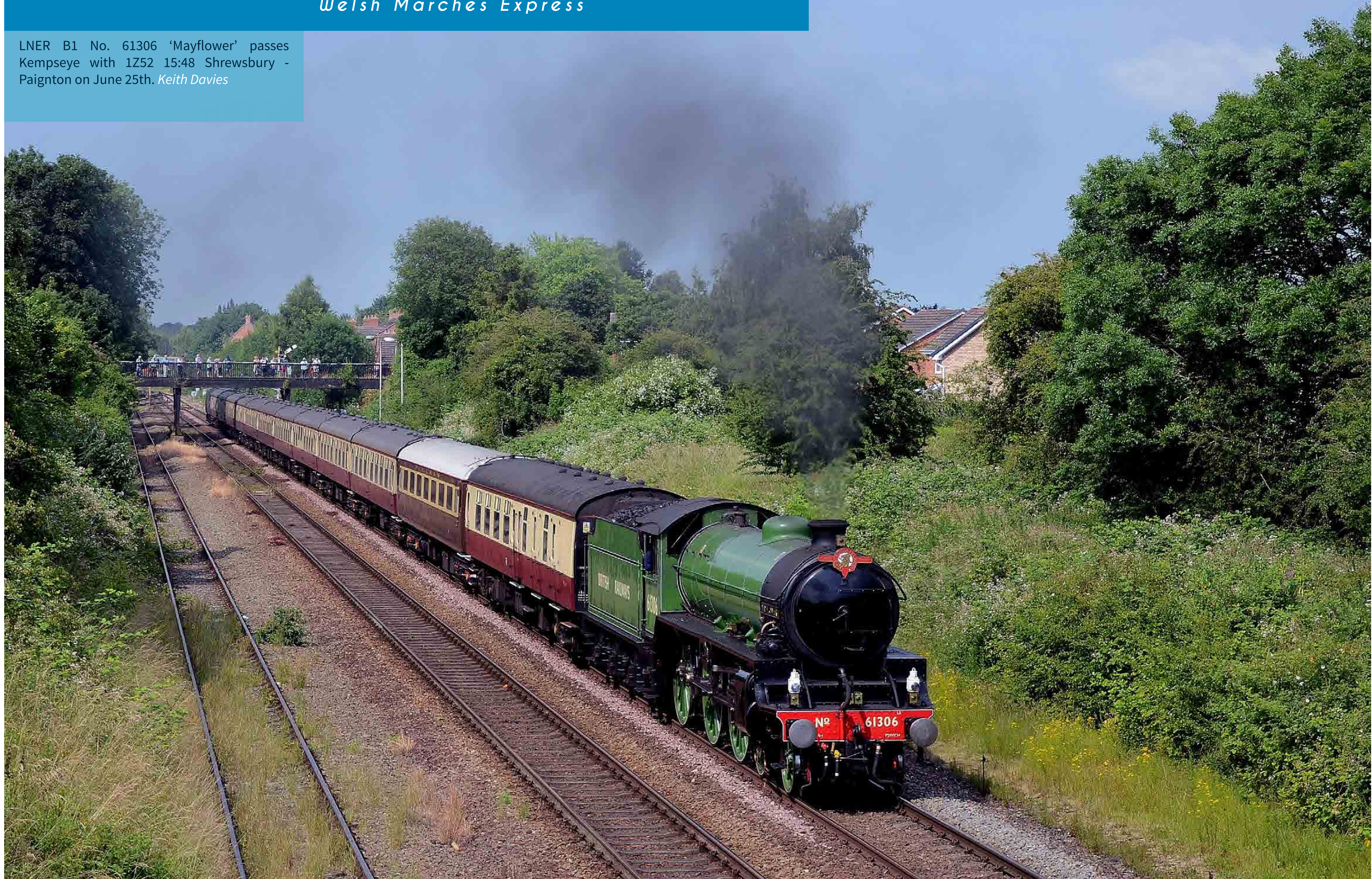
Class 57 306 and 57 310 cross Stockport Viaduct on June 23rd, with the final leg of a Branch Line Society outing, This part of the journey was booked as 1Z62 17:11 Blackburn to Derby. The tour had earlier been to various places in Scotland. *Barry Longson*



Charter Scene Saphos Trains

Welsh Marches Express

LNER B1 No. 61306 'Mayflower' passes Kempsey with 1Z52 15:48 Shrewsbury - Paignton on June 25th. *Keith Davies*



Charter Scene Branch Line Society

The Holt Hoover

The driver looks back for the tip as Class 33 No. D6515 'Lt Jenny Lewis RN' prepares to depart Peterborough with 1Z33 08:34 Eastleigh to Sheringham, North Norfolk Railway on June 6th with 50 008 on the rear. *Derek Elston*



Charter Scene West Coast Railways

The Dalesman

On June 11th, Class 47 746 and 37 516 are seen at Chester with 1Z57 Carlisle - Carnforth - Chester return charter. *Brian Battersby*



Charter Scene ECS and Light Engine Moves

Class 47 593 and 47 810 working 5Z47
Goodrington Sidings - Crewe pass Teignmouth
on June 26th. *Carl Grocott*



Charter Scene ECS and Light Engine Moves

Class 33 012 heads the London Underground 4TC unit passing Dorridge as 5Z33 from Tyseley to Eastleigh after visiting the North Norfolk Railway Diesel Gala on June 10th. On the left, a West Midlands Railway Class 172 departs for Worcester Foregate St. *Chris Morrison*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 830 'Beeching's Legacy' passes Mills Hill working 0J47 Crewe Basford Hall to East Lancs Railway conveying 70 014 to the diesel gala on June 27th. *Russell Clarke*

▶ Class 90 001 'Royal Scot' is seen working a short trip 5T38 to Crewe electric depot with a single coach on July 4th. *Russell Clarke*

▶ On the western edge of Chat Moss on June 19th, Class 20 142 and 20 149 make their way from the East Lancs Railway to the Severn Valley Railway. It's been a long time since any 'Choppers' were seen on the Moss.

Jeff Nicholls



Charter Scene ECS and Light Engine Moves

Class 45 118 and 47 593 are seen at Chester on June 11th, This was a test run for the Peak following overhaul. *Brian Battersby*



Charter Scene ECS and Light Engine Moves

On June 26th, Class 37 425 leads 26 007 and 20 066 on a move to the ELR for use during the lines summer diesel gala. Here they are seen passing Patricroft, running as 0Z71 10:10 Crewe Holding Sidings to Bury. *Barry Longson*



Charter Scene

ECS and Light Engine Moves

▶ No. 35018 'British India Line' working a load 7 ECS move as 5Z42 11:26 Carnforth Steamtown to Southall WCR heads through Northampton on June 4th. *Derek Elston*

▶ Class 45 118 is seen arriving back at Crewe with 5P55 Shrewsbury Coton Hill to Crewe test run on July 4th. *Russell Clarke*

▶ 'British India Line' heads a rake of seven West Coast Mark 1 carriages through Acton Bridge on June 4th, which it is taking to the Swanage Railway. *Brian Battersby*



Charter Scene

ECS and Light Engine Moves

▶ On July 5th, an unusual sight to see a Merchant Navy class loco on the main line tender first without diesel assistance as 'British India Line' passes Ashurst New Forest with a Southall to Swanage empty stock move to be used during the forthcoming steam gala on the Swanage Railway. *David Mead*

▶ Class 37 425 leads 26 007 and 20 066 on a Crewe - Keighley light engine move through Moore on June 26th. *Mark Enderby*

▶ Class 33 207 'Jim Martin' and No. 35018 'British India Line' double head the ECS move 5Z18, 10:32 Southall West Coast Railways to Carnforth Steamtown through Northampton on June 11th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ Class 45 118 and 57 311 top'n'tail the 5P55 Crewe to Crewe test run through Wellington on July 4th. *Richard Hargreaves*

▶ Class 20s Nos. D8107 and D8096 pass Kempseye with 5Z20 08:40 Crewe H.S. - Ninian Park on June 10th. *Keith Davies*

▶ Class 47 712 and 47 810 pass Battlefield with 5Z65 14:00 Oxley Down Goods Loop - Crewe H.S. on June 30th. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

▶ On June 18th, Class 20 142 and 20 189 pass Saddleworth hauling Peak Class 45 108 as 0Z20 Grosmont to ELR returning it to the Bury after the NYMR diesel event. *Russell Clarke*

▼ On June 4th, the second Bulleid Pacific to pass through Winwick in two days sees No. 35018 'British India Line' head a rake of seven West Coast Mark 1s which it is taking to the Swanage Railway. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

▶ Class 86 259 'Peter Pan/Les Ross' passes Northampton light engine on June 24th after weekend railtour duties as 0Z90 10:05 London Euston to Rugby C.S. *Derek Elston*

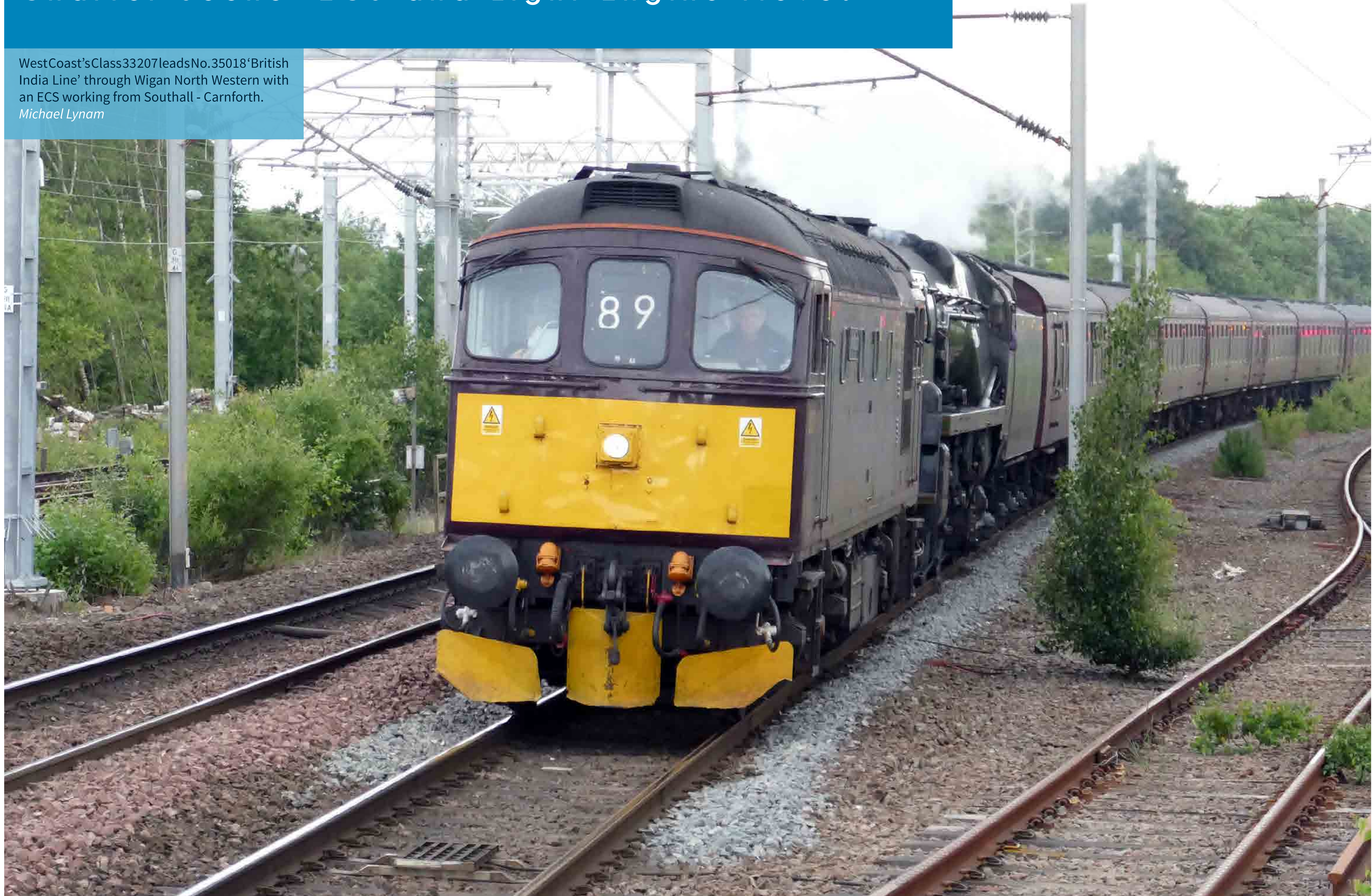
▶ LSL power car No. 43050 is seen on the tail of 5Z51 09:00 Crewe H.S. to Eastleigh Arlington (Zg) with 43049 'Neville Hill' leading as they pass Northampton on June 13th. *Derek Elston*

▶ Class 37 667 (D6851) 'Flopsie' passes through Peterborough on June 6th running light engine as 0Z60 10:16 Crewe H.S. to Sheringham North Norfolk Railway. *Derek Elston*



Charter Scene ECS and Light Engine Moves

West Coast's Class 33207 leads No. 35018 'British India Line' through Wigan North Western with an ECS working from Southall - Carnforth.
Michael Lynam





Avanti West Coast adds more seats with summer timetable change

Avanti West Coast has added extra seats and introduced new trains as part of its summer timetable change.

Launching on June 2nd, the intercity operator's June timetable, which coincides with the industry timetable changes, now offers more connectivity in the West Midlands – with additional services between London and Birmingham on weekdays and Saturdays.

As part of the new timetable, Avanti West Coast will also introduce its new fleet of Hitachi trains. Named Evero, the 23-strong fleet consists of 10 seven-carriage electric trains (807) and 13 five-carriage bi-modes (805).

They will initially serve routes from London to the Midlands, Chester, North Wales and then in the North West. The Class 805 has 299 seats, 16 percent more than the Voyager trains which served this part of the network.

Switching between electric and diesel, the bi-mode versions will principally operate on the London to North Wales route while the electric trains will be focused between London, the West Midlands and Liverpool.

A total of six Evero Class 805s will initially be used on each weekday. The remainder of the fleet will be introduced on the network in due course.

The £350m fleet will be maintained at Alstom's Oxley depot in the West Midlands, and will work alongside the Pendolino trains, which have recently undergone the largest ever upgrade of its kind in the UK with an £117m investment.

Managing Director of Avanti West Coast, Andy Mellors said: "The introduction of our new timetable and the Evero fleet marks an exciting new chapter for our people and customers. The investment is also a key part of our plans to support the UK rail industry, and our wider commitment to improve customer experience on the West Coast Main Line."

Avanti West Coast

▶ Class 390 121, in green environment livery, heads north at Winwick with 9S77 London Euston to Glasgow Central service on June 8th.
Brian Dobbs

▶ Class 805 011 stands in Northampton while working mileage accumulation run 3K82 12:05 London Euston to Crewe on June 7th.
Derek Elston

▶ On June 10th, Class 390 132 arrives at Stockport from London Euston en route to Manchester Piccadilly.
Michael Lynam





Superfare wins the “Passenger experience” category at this year’s Railway Innovation Awards

**Superfare was successful at this year’s Railway Innovation Awards
Honoured by judges in the “Passenger experience” category
Over 70,000 Superfare tickets snapped up since launching last year**

Avanti West Coast’s popular low-cost ticket, Superfare, has been honoured at this year’s Railway Innovation Awards. The Superfare ticket won the “Passenger experience” category at the annual awards, which highlight and celebrate innovation from across rail.

The judges highlighted that Superfare “offers the affordability passengers are looking for and helps to fill up seats which would otherwise be unoccupied”.

It was further praised for being “well-executed” and for attracting new users to rail.

Since its launch last year, over 70,000 Superfare tickets have been sold for journeys to destinations including Birmingham, Glasgow, Liverpool, Manchester, and Preston.

Superfare is unique because it is designed for customers with flexibility. The ticket enables them to book a journey for a specific date, with the choice of morning, afternoon, or evening time slots at a cheaper fare – with the exact time of travel selected by Avanti West Coast.

With at least 24 hours’ notice, the operator will match customers to an empty seat on a quieter train, advising them of their reservation details and train’s departure time. Superfare is available for single journeys to and from London to many destinations on the West Coast – with prices for a one-way ticket costing between £9 and £30.

Sarah Copley, Commercial Director at Avanti West Coast said: “I’m delighted to see Superfare recognised again as it proves to be ever popular with our customers. Winning at the Railway Innovation Awards highlights how Avanti uses innovation to deliver value for money for our customers and grow the market for rail.”



Final Pendolino refurbished as part the UK's biggest fleet upgrade

Avanti West Coast's £117m refurbishment of its iconic Pendolino fleet has concluded after the final completed train went into service. The departure of the last Pendolino from rail manufacturer Alstom's Widnes facility marked the end of the project – the UK's biggest ever fleet upgrade. It has seen 574 refurbished carriages delivered in just over two years, at a rate of one completed train every two weeks.

The last train, 390 020, entered into service on June 24th – working the 08:43 service from Liverpool Lime Street to London Euston. The Pendolinos have served routes between London, Birmingham, Manchester, Liverpool, Glasgow, and Edinburgh for close to 20 years and the upgrade has returned the whole Pendolino fleet to an 'as new' condition.

Customer benefits of the fleet overhaul include:

- 25,000 new, ergonomic Standard Class seats;
- Conversion of one First Class carriage on each of the 35 eleven-carriage Pendolinos to provide more than 2,000 extra Standard Class seats;
- The introduction of a new onboard shop;
- Improved lighting;
- Refurbished First Class and Standard Premium seats;
- Greater use of technology with customer-friendly passenger information screens;
- Additional luggage space in Standard Class;
- Power points at every seat;

Refurbished toilets; and
New carpets throughout using sustainable British wool.

Andy Mellors, Managing Director at Avanti West Coast said: "The refurbished Pendolinos, together with our new Evero fleet, are a key part of our mission to transform rail travel for our customers on the west coast route. The Pendolino is an iconic train, and now even better than before, offering customers a much-improved travel experience, with innovation and sustainability at its heart."

Peter Broadley, Alstom's Services Managing Director UK who hosted an event at Widnes to mark the completion of the project, commented: "Alstom's successful completion of the UK's biggest ever fleet upgrade demonstrates our commitment to enhancing the journey experience for fare-paying passengers while, at the same time, supporting the growth of sustainable rail travel in the UK."

This milestone highlights the dedication and expertise of our team at Widnes. They have worked tirelessly in partnership with colleagues at Avanti West Coast, Angel Trains and our wider UK supply chain to elevate the interior refurbishment of rolling stock to another level. We are immensely proud to see the entire Alstom-built Pendolino fleet returning to service in peak condition."

UK suppliers are also benefitting from 80 percent of the £117m investment, which is financed by Angel Trains, one of the UK's leading train Asset Management companies.

Malcolm Brown, CEO of Angel Trains, said: "A huge thank you to both Alstom and Avanti West Coast for making the UK's biggest ever fleet upgrade possible. It's significantly transformed our iconic trains, and I'm positive that passengers will enjoy the comfort and connectivity when they travel on one of our refurbished Pendolinos."

"This is exactly what the partnership between our businesses set out to achieve together, and I'm certain that it will encourage people to make a positive decision to travel by train on the West Coast Main Line."

"To demonstrate our commitment to continue developing talent within our suppliers and industry, Angel Trains is excited to announce that we're sponsoring two apprentices to join Alstom's Widnes facility later this year. I wish them every success in what I hope will be a long railway career ahead."

The investment in the Pendolino fleet is just part of the changes that have taken place on the west coast route. These include the ground-breaking Standard Premium and innovative Superfare tickets which continue to grow in popularity, and recent launch into service of the brand-new Evero fleet.

Caledonian Sleeper

▶ Class 92 043 'Andy Withers 50 Years Service' leads a late running 1M11 23:40 Glasgow Central and Edinburgh to London Euston at Northampton, delayed as the line via Weedon was closed on June 22nd. *Derek Elston*

▶ Class 92 014 leads a diverted 1M16 20:45 Inverness, Aberdeen and Fort William to London Euston through Northampton on June 22nd, running 61mins late due to an incident at Mill Lane. *Derek Elston*



Chiltern Railways

Having arrived from Stratford upon Avon, Class 165 010 departs platform 3 running ECS to reach bay platform 1, in readiness for the return journey on June 21st. *Barry Longson*



Six additional Chiltern Railways stations to receive pay as you go technology

Pay as you go technology has been expanded to six additional Chiltern Railways stations at the end of June.

From Sunday June 30th, customers can pay as you go using a contactless card or device at the following six stations:

Beaconsfield
Denham
Denham Golf Club
Gerrards Cross
High Wycombe
Seer Green & Jordans

As part of a major investment, customers at the six stations will be able to tap in and tap out using a contactless card or device, transforming the way rail travel is purchased on the Chiltern network.

Andy Camp, Commercial & Customer Strategy Director at Chiltern Railways, said: "We are delighted that pay as you go technology is being expanded to an additional six Chiltern stations.

Pay as you go offers a more flexible and efficient experience as customers can tap in and tap out at stations, simplifying rail travel."

Using pay as you go with contactless is fast, flexible and convenient. All customers need to travel is their contactless card or device. Customers will be charged the best adult fare for their journey on the day and time of their travel.

Customers using pay as you go with contactless should ensure they tap in at the start of their journey and tap out at the end. If they don't tap in and out, this will show as an incomplete journey, and they may be charged a maximum fare.



Chiltern Railways wins two Railway Innovation Awards for groundbreaking projects

Chiltern Railways has scooped two awards at the 2024 Railway Innovation Awards.

The operator won the Environment and Sustainability award for being the first passenger train operator in the country to use recycled vegetable oil to fuel its trains.

Chiltern switched to using recycled vegetable oil to fuel its locomotives, which haul the iconic 'silver sets' that carry customers on the Chiltern main line between London Marylebone to Stourbridge.

In addition, after also being nominated in the People, Skills and Diversity award for the CGA Empathy Lab, Chiltern then went on to win this award alongside CrossCountry and CGA Experience.

The lab tests the power of empathy training and by using immersive content, provides colleagues with skills they can use in conflict and emotional situations to enhance the customer experience.

Richard Allan, Managing Director of Chiltern Railways, said: "The use of recycled vegetable oil and the Empathy Lab concept are two groundbreaking projects that are early evidence of delivering on our vision to make Chiltern easier, greener and better for colleagues and customers. We are determined to make the railway better for customers and a better place to work for colleagues."

Chiltern was presented with the awards at Marriott Grosvenor Square in London on Friday June 21st.



COLAS RAIL UK WELCOME TWO NEW TAMPERS INTO OPERATION

Colas are delighted to share that Colas Rail UK have welcomed two new Plasser & Theurer (P&T) 09-4x4/4S Tampers into the fleet.

The addition of Nos. DR75016 and DR75017 demonstrates Colas Rail UK's continued investment in the latest technology to maintain their position as key supplier to Network Rail of On Track Machines in the UK.

Nos. DR75016 and DR75017 began fabrication in P&T's facility in Linz, Austria in February 2023. The Tampers were transported to the UK earlier this year to undergo final commissioning and calibration at P&T UK's base at West Ealing before traveling to Severn Valley Railway for a rigorous shakedown ahead of going into contract with Network Rail.

The tamping testing and shakedown activity at the Severn Valley Railway will also improve the track quality of the heritage railway for their volunteers and users of their railway network. Both Tampers will be entering operations in the Western region as we work with our client Network Rail to put the passenger first by continuing to ensure track works can be handed back at line speed to avoid delays and provide a safe and reliable service.

Paul Conway, Head of Engineering and Compliance said "This continued investment in new machines demonstrates Colas Rail's commitment to having a modern fleet of machines to ensure the best operational performance for the client as well as demonstrating our commitment to carbon reduction by replacing 20+ year old Tampers with machines that have the latest EU Stage

5 emissions compliant engines."

This news follows Colas Rail UK's continuous commitment to improving the On Track Plant fleet through innovation, including the use of Hydrotreated Vegetable Oil as well as Solid Oxide Fuel Cells as sustainable diesel alternatives, retrofitting older model Tampers with System 7 technology and the addition of a new Ballast Regulator entering service last year.



COLAS RAIL UK COMMEMORATE NATHAN HAYES

Recently, Colas Rail's Northwest OTM from Rail Services team honoured their colleague, Nathan Hayes, naming a tamper in tribute to him at Ribble Steam Railway and Museum, Preston.

No. DR73942, a 08 4X4 Unimat Tamper was named after Nathan, who tragically passed away at age 33 due to an underlying health issue whilst carrying out machine maintenance in London on August 7th 2023.

Nathan joined Colas Rail UK in 2020 after spending his previous working life at Rigbyes Citroen as a mechanic. Nathan quickly developed his skills as a tamper operator and skilled fitter, capable of fixing any of our machines and sending them back into service. Nathan was a hard-working, professional,

and happy individual who was a credit to his team and is sadly missed by all at Colas Rail UK and across the industry.

The Colas Rail team were joined by Nathan's family, including wife, Lucy, daughters Emily & Alice, parents Derek & Kath and sister Lauren along with many family members and colleagues.

Speaking about Nathan and the event, Damian Fitchett, Assistant Regional Operations Manager said "Although Nathan had only been with Colas Rail for a short time, he made many friends and was an integral part of the Northwest regional team as well as being respected and liked by all who knew him.

We would like to thank Ribble Steam Railway and Museum for facilitating the day with the use of their facilities and providing 2 BR Mk1 carriages for a buffet lunch. All their volunteering staff were fabulous in helping to organise the day."

Colas Rail

▶ A rare visitor for Shropshire as Class 70 810 is seen at Chirk with 6C37 10:30 Chirk - Carlisle on June 9th. *Phil Martin*

▶ On hire from GBRf, Class 66 791 passes near Grateley on June 21st working the 6V27 Eastleigh to Hinksey, heading via Laverstock curve to turn the train. *Michael Bennett*

▶ Class 59 003 is seen at Shrewsbury on June 7th with 6M51 16:23 Baglan Bay - Chirk loaded timber. *Phil Martin*



Colas Rail

On June 18th, Class 56 078 passes Pleasington with a rake of discharged oil tanks from Preston Docks - Haverton. *Michael Lynam*



CrossCountry

▶ Class 170 106 departs Leicester on June 25th with the 12:22 Birmingham New Street to Stansted Airport service. *Barry Longson*

▶ Cross Country have become the latest TOC to give one of their fleet the Pride Colours. Here Voyager Class 220 005 awaits departure time at Manchester Piccadilly with the 13:03 service to Bournemouth. *Barry Longson*

▶ Class 220 023 departs Leamington Spa with the 13:25 Manchester Piccadilly to Bournemouth service on June 21st. *Barry Longson*



CrossCountry

Class 221 137 arrives into Leamington Spa on June 21st, working the 12:25 Manchester Piccadilly to Bournemouth service.
Barry Longson



DB Cargo

June 8th was a mixed day weather wise around Stockport, but the sun was out when Class 66 117 was caught on the approach to Heaton Norris Junction working 6E26 11:56 Knowsley to Wilton containerised waste. *Barry Longson*

Class 66 007 and 66 148 are seen working the 6B33 Theale to Robestson through Swindon on June 21st. *Colin Pidgeon*

On June 10th, Class 66 083 passes Purton Common foot crossing working 0Z51 Portbury Automotive Terminal to Swindon, driver route learning. *Ken Mumford*



DB Cargo

On June 15th, Class 66 044 gingerly descends the bank from Acton Grange Junction, Warrington, with the regular weekly container flats from Trafford Park to Arpley Yard for servicing/repair. The factory in the background belongs to Solvay Intertox. The overhead wires here very rarely see any electric traction pass beneath them, whilst the 'jungle' to the side of the loco and train is Walton Lower Yard, where scores of disused wagons are stored. *Jeff Nicholls*





DB Cargo

▶ A recently introduced flow is tinsplate from Trostre to Immingham, this is 6Z20 consisting of Class 66 070 and 66 035 with 18 IWA Cargowaggons, seen passing through Scunthorpe on June 6th. *Steve Thompson*

▶ Class 66 134 hauling the 6V32 Tilbury to Trostre heads through Swindon on June 21st. *Colin Pidgeon*

▶ Class 66 176 and 66 034 approach Shrewsbury station on June 16th with 6M85 13:30 Margam T.C. - Carlisle N.Y. *Keith Davies*



DB Cargo

▶ Traffic is still being diverted due the landslip near New Mills Central and one such working here sees Class 66 006 top'n'tail 66 161 pass Davenport with 6H59 13:50 Ashburysto Dowlow Briggs on June 10th. *Barry Longson*

▶ Class 66 652 working the 6E16 passes Winwick on June 5th. *Mark Enderby*

▶ Looking resplendent in a recent coat of DB Cargo red, Class 66 154 soaks up the sun at Eastleigh on June 14th. *Ian Callander*



DB Cargo

▶ Class 66 653 working the 6V15 Boston Sleaford Sidings to Swindon Stores is seen at Swindon on June 20th. *Colin Pidgeon*

▶ Class 66 050 passes Kempsey with 6Z71 13:13 Hardendale Quarry to Margam on June 8th. *Keith Davies*

▶ On June 10th, Class 66 086 has charge of 4L56 13:20 Trafford Park to London Gateway as it passes Tamworth. *Barry Longson*



DB Cargo

Showing off a pristine ex-works paint job, DB Cargo's Class 66 133 approaches Eastleigh en route to Southampton Western Docks on a sunny June 14th. *Ian Callander*

Class 66 130 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on June 26th. *Keith Davies*

Class 66 088 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on June 1st. *Keith Davies*



DB Cargo

Emerging from the gloom of the cutting at the top of Gunhouse Bank, Class 66 119 soaks up the sun at Scunthorpe West Jct. on June 4th, while hauling 6E20 Margam - Immingham SS, with IHAs loaded with coil for export.

Steve Thompson

Class 66 151 hauling the 6F07 Peak Forest - Dallam heads through Warrington Bank Quay on July 5th.

Mark Enderby

Class 66 148 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on June 6th.

Keith Davies



DB Cargo

▶ Re-gear, and repainted Class 66 652 approaches Wigan Wallgate, with 6M16 05:40 Wilton to Knowsley waste empties on June 6th. *Paul Senior*

▶ On July 6th, Class 66 244 is seen exiting off St. Pinnock Viaduct working 6V74 Exeter Riverside - St Blazey bringing the empty clay wagons down for the week ahead. *Barry Beeston*

▶ Blue Circle Cement at Hope now get their coal imported through Immingham Docks. On June 12th, Class 66 182 is passing through Scunthorpe on 4E33 Earles Sidings - Frodingham Trent Yard conveying 18 HTAs for working to Immingham later. *Steve Thompson*



DB Cargo

On June 10th, Class 66 652 recently re-gearred and repainted passes through Northwich working a Knowsley - Wilton EfW bin train.

Michael Lynam

On June 12th, Class 66 060 and 66 182 head through Scunthorpe in the eveningsun working 6N74 Ent C - Tees Yard slab train.

Steve Thompson

Class 66 133 leads the 4L45 10:02 Wakefield Europort to Felixstowe North intermodal through Peterborough on June 6th.

Derek Elston



DB Cargo

It's quite rare to be able to photograph 6D97 Lackenby - Entrance C as it usually arrives early in the morning. However, on this occasion it ran over two hours late and is seen passing through Scunthorpe with Class 66 129 in charge of a decent rake of empty steel carriers.

Steve Thompson

Class 66 652 heads through Acton Bridge on June 27th with a Knowsley to Wiliton bin train.

Brian Battersby

Looking resplendent in DB red, Class 66 034 slows for a signal check at Leamington Spa on June 21st, while working 6M48 Southampton to Halewood Jaguar cars. *Barry Longson*



DB Cargo

▶ On June 12th, after attention in the wagon shops at Knottingley depot, 3 pairs of FIA flats were worked from Milford W. Sidings to Frodingham Trent Yard as 4Z45. Hauled by Class 66 198, one of the rapidly diminishing band of original EWS liveried machines, it is seen passing through Scunthorpe and approaching journey's end. *Steve Thompson*

▶ On June 21st, Class 66 171 is seen coming off the Coventry line at Leamington Spa while in charge of 60421131 Halewood to Southampton Western Docks. *Barry Longson*

▶ Class 66 050 working 0Z54 Swindon to Westbury via Gloucester and Severn Tunnel is seen at Swindon on June 20th. *Colin Pidgeon*



DB Cargo

On June 4th, Class 66 089 passes through Horton-in-Ribblesdale with a rake of empty box wagons from New Biggin - Tees Docks (BSC). *Michael Lynam*



DB Cargo

On June 2nd, with the closure of the coke ovens at British Steel, coke is now imported with up to three trains per day currently running. Arriving at the Goods Yard prior to running round is Class 66 097 on 6C71 Immingham Bulk Terminal - Entrance C, conveying 21 loaded HTAs.

Steve Thompson

Class 66 171 leads the 6026 11:15 Ditton Foundry Lane to Dollands Moor Sidings through Northampton on June 11th. *Derek Elston*

The driver puts the power on as Class 66 009 gets away from a crew change at Peterborough with 6Z26 10:17 DB Cargo Fan A and B Sidings to Tyne S.S. on June 6th. *Derek Elston*





Direct Rail Services

▶ On June 10th, Class 66 428 and 66 091 pass through Wigan North Western working the 6K05 engineers from Carlisle - Crewe - via the S&C. *Michael Lynam*

▶ Class 68 017 'Hornet' grows through the centre road at Northampton with 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal Fl. on June 7th. *Derek Elston*

▶ On June 4th, Class 68 011 passes light engine through Leyland working from Crewe - Carlisle. *Michael Lynam*



Direct Rail Services

On June 4th, Class 66 430 passes Hellifield working the 6K05 engineers from Carlisle - Crewe. *Michael Lynam*



Direct Rail Services

On June 10th, Class 66 430 rounds the curve
at Tamworth (high level) working 4E49 10:38
Daventry to Doncaster iPort Tesco Express.
Barry Longson



East Midlands Railway

On June 10th, Class 158 866 and 158 863 call at Stockport working a Norwich - Liverpool Lime Street service. *Michael Lynam*

Class 170 422 departs Peterborough with 1L09 09:51 Liverpool Lime Street to Norwich service on June 6th. *Derek Elston*

Class 158 773 is seen arriving at Peterborough on June 6th, with 2K09 11:42 from Lincoln Central. *Derek Elston*





Freightliner

▶ Class 70 015 with the 4029 Crewe to Southampton liner passes Micheldever on June 5th. *Michael Bennett*

▶ Class 90 043 and 90 007 lead the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on June 7th. *Derek Elston*

▶ Class 66 504 passes Walcot with 6Y44 08:48 Harlescote Crossing to Bescot Up Engineers Sidings on June 2nd. *Keith Davies*





FREIGHTLINER ANNOUNCES IN-HOUSE FITMENT OF DIGITAL SIGNALLING EQUIPMENT TO CLASS 66591 LOCOMOTIVE IN COLLABORATION WITH SIEMENS MOBILITY

Freightliner has agreed to a pioneering partnership with Siemens Mobility to fit their First-in-Class (FiC) locomotive, Class 66 591, in-house with European Train Control System (ETCS) equipment to allow the 'next generation' of digital signalling. The introduction of in-cab signalling will ultimately improve the network's reliability supporting the movement of freight onto rail – taking lorries off Britain's roads and reducing carbon emissions.

This partnership marks a significant milestone as Freightliner will retrofit European Train Control System (ETCS) equipment to its First in Class 66V locomotive, number 66 591. As owner and operator of 66 591, Freightliner is innovating by completing the fitment in house as a first for the industry. Due to the working knowledge held by the internal fitment team on the subtle differences between core and variant vehicles, Freightliner will bring the knowledge, skills and

experience to make the fitment process streamlined.

This is one of the first of hundreds of freight locos that will be fitted with the technology, many of which will be required to deliver 'no signals' operations through the East Coast Digital Programme (ECDP) which forms the foundation for the progressive roll out of digital signalling on the rail network.

This is the first time on the programme that the operator will independently install ETCS components on its own locomotive. The Class 66V locomotive 66 591 will be fitted by Freightliner's own personnel at the Leeds Midland Road Vehicle Maintenance Facility.

Matt Kent, Director of Operations for Rail Infrastructure at Siemens Mobility said: "I'm excited for this continued collaboration on the programme and I'm confident that our learnings to date, combined with Freightliner's

expertise will support the smooth fitment of the Class 66V locomotive. Ultimately this retrofit of digital signalling equipment will transform rail travel and transport as delivering wider societal and community benefits afforded by digital signalling."

To guarantee success, the fitment team will receive continuous support from Freightliner's ERTMS Engineers and the Siemens Mobility team, who have worked together on the design and installation processes.

The fitment work is scheduled to start in June this year.

Digital Signalling

Digital signalling, using the European Train Control System (ETCS) is a proven technology already in use in many countries in Europe and elsewhere. The East Coast Digital Programme will see the first introduction of ETCS to an intercity mainline in Great Britain and will

provide the foundation for the future expansion of digital signalling across the network. ETCS is currently in use in the central London section of Thameslink and on the Cambrian Line in Wales, and on the Northern City Line (Finsbury Park to Moorgate), in the first stage of ECDP.

Class 66V (Variant Locomotives)

The Class 66V is a variant of the core Class 66 fleet. Variations to the Class 66 locomotive have evolved as the design matured over many years. Internally, subtle differences have developed with wiring, bracketry and item position. Variations impact locomotive usage with certain variants being more equipped for the movement of wagons versus containers.

▶ Class 66 548 heads southbound at Winwick with 4M30 Grangemouth FLT to Daventry on June 22nd. *Brian Dobbs*

▶ Class 90011 and 90003 run light engine through Acton Bridge on June 27th on a Crewe - Garston working. *Brian Battersby*

▶ Class 59 102 in its new livery passes Grateley hauling the Woking stone empties on June 19th. This just leaves one left, Class 59 103, in the Hanson livery. *Michael Bennett*



Freightliner

Returning from it's night's exertions at Santon Foreign Ore Junction, on June 2nd, Class 66 509 and its train present a colourful sight as they approach Scunthorpe station on 6Y32, returning to Doncaster Up Decoy.

Steve Thompson

Class 66 536 passes Walcot with 6Y43 07:56 Harlescott Crossing to Bescot Up Engineers Sidings on June 2nd. *Keith Davies*

Class 66 602 heads through Acton Bridge on June 27th with a Hardendale to Peak Forest working. *Brian Battersby*



A recent addition to the working timetable is the 7038 service from Hanwell Bridge Loop to Tolworth Day Aggregates. This now occasionally runs in place of the regular 6Y01 from Hoo Junction, and is Freightliner operated, as opposed to the DB Cargo service. One of the first locos to pilot this service was Class 66 543, shown here leaving Tolworth at the start of its return run on May 10th - itself a rarity, as Friday deliveries to Tolworth are far from common. *Ian Callander*



Freightliner

Looking pristine, having recently been repainted into Freightliner 'G&W' orange, Class 59 201 lurches across the points out of Tolworth Day Aggregates on May 31st, en route to Hanwell Bridge Loop, having discharged the recently-instigated 7038 aggregates flow.

Ian Callander

Class 66 597 'Viridor' hauling 4M56, the 12:57 London Gateway Freightliner to Garston F.L.T. service heads through Northampton on June 19th. *Derek Elston*

Class 66 506 is seen at Walcot on June 2nd with 6G70 09:05 Harlescott Crossing to Bescot Up Engineers Sidings. *Keith Davies*



Freightliner

▶ On June 20th, Class 66 598 heads through Swindon on 6A16 Whatley to Oxford Banbury Road. *Colin Pidgeon*

▶ Class 66 504 with 197 031 in the consist of 6Q98 the 11:01 Wolverton Centre Sidings to Crewe C.S. (L&NWR Site) heads through Northampton on June 11th. *Derek Elston*

▶ Class 70 014 works through Northampton on June 4th with 4038 09:52 Lawley Street F.L.T. to Southampton M.C.T. *Derek Elston*



Freightliner

▶ Class 66 610 with the 6H51 Hardendale - Tunstead stands at Warrington Bank Quay on July 5th. *Mark Enderby*

▶ Class 66 572 is seen at Northampton working 4L44 06:15 Trafford Park F.L.T. to London Gateway on June 13th. *Derek Elston*

▶ Class 66 618 running as 0B12 Merehead to Wootton Bassett heads through Swindon on June 20th. *Colin Pidgeon*



Freightliner

On June 9th, Class 66 542 had spent the night on the engineering site at Santon Foreign Ore Jct. with 7 wagons of stone. After completion, 6Y30 is shown waiting for the possession to be given up so that it could proceed to Barnetby for a run round and retrace its steps back to Up Decoy at Doncaster. *Steve Thompson*

On June 4th, Class 66 601 passes through Leyland with a rake of empty box wagons from Hardendale Quarry - Tunstead Sidings. *Michael Lynam*

Class 66 588 leads 4L8511:18 Tinsley Intermodal Terminal to Felixstowe North F.L.T. through Peterborough on June 6th. *Derek Elston*



Freightliner

Class 59 104 in the new G&W livery passes through Grateley on June 27th with the Woking to Merehead stone empties. *Michael Bennett*



Freightliner

Class 66 505 with driver Moore on board passes Northampton with 4R98 the 10:59 New Bilton (Cemex) to Willesden Euroterminal on June 11th. *Derek Elston*



OCEAN NETWORK EXPRESS (ONE) AND FREIGHTLINER ADOPT HYDROTREATED VEGETABLE OIL (HVO) FUEL TO POWER RAIL CARGO JOURNEYS IN THE UK

Following a successful 6-month pilot, Ocean Network Express (ONE) UK in partnership with Freightliner will extend their commitment to use HVO100 fuel for all cargo transportation via rail.

A 100% renewable fuel, HVO is made from raw materials such as vegetable oils, waste-based fat and oil from the food industry. Switching to HVO can reduce CO₂ emissions by up to 90% and is the best alternative to conventional diesel which is normally used to power freight trains. The fuel is certified, which means the materials used to create the fuel and their origin are fully verified.

This new initiative will be part of ONE's intended green rail offering, where customers can choose to purchase a carbon reduction certificate which recognises their actions to lower their carbon footprint. To understand more about the green offer and its implementation, customers can reach out to their local sales contact.

Nick Reay, Head of Operations for ONE UK said, "ONE UK, in partnership with Freightliner, is pleased to continue the transportation of our cargo inland using rail powered by HVO100. Over our successful 6-month pilot period, we calculated that an incredible 488 tonnes of CO₂ emissions were saved by switching to this renewable fuel. We thank Freightliner for collaborating with us to make a greener and more sustainable supply chain as ONE continues to find innovative ways to achieve our goal of net zero by 2050."

"We are thrilled that ONE has chosen to roll out HVO fuel to power their UK rail cargo journeys. At Freightliner, we are committed to proactively reducing our environmental impact and being a net zero business. Throughout our long-standing partnership, we have demonstrated our commitment to offering customers a greener alternative using HVO fuel which drastically reduces carbon emissions compared to diesel and road

alternatives," Clive Slayford, Freightliner, Commercial Director - Intermodal Logistics

After working together since 2018, ONE and Freightliner recently announced their new 5-year contract which along with a commitment to sustainability, provides customers with seamless intermodal connections from London Gateway and the Port of Southampton to strategic locations across the UK. Both highly committed to reducing their environmental impact, ONE and Freightliner will continue to look for and provide sustainable solutions to the UK supply chain.

About Ocean Network Express (Europe) Ltd.

Launched on April 1st, 2018, Ocean Network Express (Europe) Ltd. is the regional headquarters and a subsidiary of Ocean Network Express (ONE), headquartered in Singapore.

About Ocean Network Express (ONE)

Ocean Network Express (ONE), headquartered in Singapore, is one of the world's leading liner shipping companies. It operates a fleet of over 230 vessels with a capacity exceeding 1.8 million TEUs. Through its extensive global network, ONE provides reliable container shipping services to over 120 countries.

The company was established by integrating the container shipping businesses of Kawasaki Kisen Kaisha ("K" LINE), Mitsui O.S.K. Lines (MOL), and Nippon Yusen Kaisha (NYK).

Freightliner

▶ At first glance it looks as though Class 70 006 has only empty wagons in tow, but in fact there were 36 containers towards the rear of 4M61 12:56 Southampton to Trafford Park, seen passing Leamington Spa on June 21st.
Barry Longson

▶ Class 66 515 working 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal heads through Northampton on June 13th.
Derek Elston

▶ Class 66 554 passes Northampton with 4L44 the 05:54 Trafford Park F.L.T. to London Gateway liner on June 8th.
Derek Elston





Freightliner

On a sunny June 5th, Class 70 015 passes Horseshoe Bridge, St. Denys, with the 09:32 Crewe - Southampton Maritime. *John Goodrich*

Running almost half an hour down, Class 70004 'TheCoalIndustrySociety' working 4038, the 09:52 Lawley Street F.L.T. to Southampton M.C.T. passes through Northampton on June 11th. *Derek Elston*

Class 90006 'Modern Railways Magazine - Roger Ford' and 90009 lead 4L97 03:14 Garston F.L.T. to Felixstowe North F.L.T. seen on the approach to Northampton on June 22nd. *Derek Elston*



Class 66 708 heads through Acton Bridge on June 27th with a Liverpool BT - Drax Biomass working. *Brian Battersby*

Class 66 775 'HMS Argyll' leads the 4M22 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf through Northampton on June 7th. *Derek Elston*

While DB Cargo's Class 66 154 stands idle in the yard at Eastleigh on June 14th, Class 66 774 performs shunting duties, in readiness for some weekend infrastructure work, having arrived earlier at the front of a triple-header also consisting of Colas 66 848 and DB Cargo 66 053. *Ian Callander*



▶ Class 66 744 was sent to collect recently painted 69 010 on June 10th and the pair are seen passing Tamworth working 0Z74 Eastleigh to Doncaster Decoy Yard. *Barry Longson*

▶ Class 66 775 passes through Acton Bridge on June 27th with a Southampton - Ditton intermodal. *Brian Battersby*

▶ Running 45 minutes down, Class 66 778 'Cambois Depot 25 Years' passes Peterborough with 4L98 06:52 Masborough N&W GBRf to London Gateway GBRf on June 6th. *Derek Elston*



Seen passing Tamworth on June 10th, Class 69 009 has 2 barrier vehicles and SWR EMU 458 412 in tow working 5Q62 13:11 Widnes to Wembley Yard 1 - 7. *Barry Longson*

Looking slightly less than 'chipper' as it draws away from Eastleigh on June 14th, Class 66 759 'Chippy' still wears its attractive GBRf 'Europorte' livery. *Ian Callander*

Class 66 764 and 66 748 pass Preston Boats with 6G71 10:55 Harlescott Crossing to Bescot Up Engineers Sidings on June 2nd. *Keith Davies*



▶ Class 66 785 and 66 306 are seen running light engine through Tamworth, working 0001 Scunthorpe Trent Yard to Eastleigh, on a bright June 10th. *Barry Longson*

▶ Class 66 745 working 6055 14:40 Daventry GBRf to Dollands Moor Sidings heads through Northampton on June 7th. *Derek Elston*

▶ Class 66 780 'The Cemex Express' trundles through Peterborough with an unidentified working on June 6th. *Derek Elston*



▶ Western-esque Class 69 009 paid Scunthorpe another visit on June 4th and is seen passing through the station on 6D75 Entrance C - Up Decoy with a loaded RDT. *Steve Thompson*

▶ Class 66 716 'Locomotive & Carriage Institution Centenary 1911-2011' works through Northampton with 4M01, the 01:44 Felixstowe South GBRf to East Midlands Gateway Terminal GBRf on June 22nd. *Derek Elston*

▶ On June 10th, Class 66 779 passes through Stockport with a Biomass working from Liverpool Docks - Drax. *Michael Lynam*



▶ Class 57 306 with 379 004 and 379 015 on transfer pass Peterborough with 5Q77 08:57 Worksop Down Reception to Hornsey E.M.U.D on June 6th. *Derek Elston*

▶ Not long to go for the Ratcliffe coal traffic, as Class 66 785 passes through Scunthorpe with 6M61 from HIT at Immingham on June 4th. *Steve Thompson*

▶ On June 25th, Class 66 734 pauses at Crewe station for a driver change with a rake of empty cement tanks from Avonmouth - Clitheroe. *Michael Lynam*



▶ Class 69 006 'Pathfinder Railtours' departs Peterborough on June 6th with 6E86 08:15 Middleton Towers to Monk Bretton Redfearns. *Derek Elston*

▶ Class 66 732 'GBRf The First Decade 1999-2009 John Smith MD' passes Peterborough with 4L11 11:38 Masborough N&W GBRf to Felixstowe North GBRf on June 6th. *Derek Elston*

▶ On June 6th, Class 66 785 hauling the 6M61 HIT - Ratcliffe power station heads through Scunthorpe with another 24 HTAs loaded with coal. *Steve Thompson*



Now and again, a stone train runs from one of the Yorkshire quarries to Entrance C at Scunthorpe for the Tarmac plant at Santon. One such working was on May 30th with 6Z38 from Doncaster Down Decoy, Class 66 703 hauling 20 loaded MJAs through Scunthorpe, trying to dodge the clouds. *Steve Thompson*



GB RAILFREIGHT GO FOR GOLD WITH RAIL SAFE FRIENDLY

As part of Rail Safety Week, on June 27th, GB Railfreight (GBRf) was awarded a 'gold disc' to mark their gold-level partnership with the education programme Rail Safe Friendly. Following the award GBRf will now deliver and support Rail Safe Friendly in 150 schools across the UK.

At a ceremony in Euston station, GBRf's Chief Executive, John Smith was presented with a gold disc by Learn Live and Rail Safe Friendly Managing Director, Stuart Heaton. Rail Safe Friendly was launched in March 2023 and delivers Network Rail's video safety content about the dangers of trespassing on railways directly to schools via digital education provider Learn Live.

To date GBRf has already delivered Rail Safe Friendly to 65 schools in the UK, reaching c.33,000 young people,

and now will step up its commitment to promote rail safety to even more young people.

Also in attendance at the ceremony was Kathryn Darbandi, Managing Director of Caledonian Sleeper who officially became members of Rail Safe Friendly.

Since 2019, Learn Live has reached over 21 million young people and now GBRf and Caledonian Sleeper have joined the Rail Safe Friendly movement.

John Smith, CEO of GB Railfreight said "As CEO of GB Railfreight and a father, I deeply care about keeping everyone safe around the railway. The thought of my sons being caught up in an incident, is mine and every parent's worst nightmare. The railway is a dangerous

place, just like the road, and we need to educate as many young people as possible. I am proud that we've stepped up today to be a gold level member of this great initiative."

Stuart Heaton, Managing Director of Rail Safe Friendly and Learn Live, said: "We are delighted to welcome GB Rail Freight and Caledonian Sleeper to the RSF programme. Through their support we will be able to reach even more children with vital rail safety awareness with the aim of saving lives and preventing injuries on the country's rail network and in yards, depots and sidings."

"It is crucial that children receive vital knowledge, at a young age, to keep them rail safe. The Rail Safe Friendly programme seeks to educate children and young people

on the many dangers that are present on the railway."

Kathryn Darbandi, Managing Director of Caledonian Sleeper said; "We are thrilled to see our long term locomotive provider, GB Railfreight, being awarded the Gold Disc today from Rail Safe Friendly to honour GB Railfreight's commitment to promoting rail safety. We are also pleased to announce our own Rail Safe Friendly journey starts today as we officially become a member. We look forward to working with a number of schools across our route network to ensure that school kids are fully aware of the dangers of the railway."

On June 4th, Class 66 798 passes Helwith Bridge heading southbound with a rake of empty cement tanks from Carlisle - Clitheroe.

Michael Lynam

Class 66 737 'Lesia' passes Peterborough on June 6th with 4E21 11:27 Felixstowe North GBRf to Tinsley Yard GBRf. *Derek Elston*

Class 66 729 'Derby County' working the 6L48 15:06 Garston Car Terminal GBRf to Dagenham Dock Reception GBRf heads through Northampton on June 18th. *Derek Elston*





GB RAILFREIGHT COMPLETES HISTORIC FINAL COAL DELIVERY AND NAMES A LOCOMOTIVE 'RATCLIFFE POWER STATION'

On June 28th, in a landmark moment marking the end of an era, GB Railfreight delivered the likely final coal shipment to Uniper's Ratcliffe-on-Soar power station, as it prepares for closure on September 30th. The 1,650-tonne delivery, which was expected to be the last in the station's history, carries enough coal to generate electricity for approx. 500,000 homes for an eight-hour period. It signifies the culmination of a long-term partnership, during which more than 6,000KT of coal were transported from the Port of Immingham.

To mark the end of this partnership, GB Railfreight has named one of its locomotives 'Ratcliffe Power Station'. First commissioned in 1967, Ratcliffe power station, the last operational coal fired power station in the UK, has four 500MW units, and its total 2GW capacity is capable of producing enough electricity to power more than two million homes, – roughly the whole of the East Midlands area. Over its 57 years, the electricity generated has produced enough energy to make more than 1 billion cups of tea per day and over 21 trillion overall. Ratcliffe

power station will remain operational until the end of September. The coal delivery marks a significant landmark for the power station and the country, as the UK will meet the government's target to end coal generation in 2024. At the turn of the 20th century, coal supplied over 95% of energy consumed in the UK. By 2023, this figure had fallen to just 1%.

Whilst coal no longer has a place in a low-carbon economy, rail remains as central to UK prosperity as ever, contributing £2.45bn to the national economy, with 90% of these benefits realised outside London and the South East.

Continuing to drive economic growth, rail freight is integral to the UK's transition to a low-carbon economy. Each train can carry the equivalent load of up to 129 lorries, reducing emissions on goods moved by 74%.

GB Railfreight has invested c.£150m in new bi-mode Class 99 locomotives which are currently being built in

Valencia, Spain. These cutting-edge locomotives will bolster the environmental benefits of moving freight by rail and help decarbonise the UK's supply chains.

John Smith, CEO of GB Railfreight, said: "The final coal train to Ratcliffe power station will be an historic moment in British history. Coal and rail have been pivotal in driving British prosperity for centuries. GBRf has been transporting coal to the station for many years.

"Whilst we rightly recognise that coal must be phased out for the UK to successfully transition to a modern, zero-carbon economy, rail freight will continue to play a key role in the economy of the future. GBRf is investing heavily in decarbonising the UK's supply chains and allowing businesses to take full advantage of the environmental benefits that rail offers when compared with road freight."

Mike Lockett Uniper UK Country Chair said: "We're really proud that GB Railfreight has chosen to name a locomotive after Ratcliffe power station in honour of its 57 years of electricity generation and our people who have worked there. The last coal delivery will be a significant moment and one that heralds the end of the story for the power station. However, it's not the end for the site, as we look towards a future where it could become a zero-carbon technology and energy hub for the East Midlands.

"The site has a Local Development Order in place granted by Rushcliffe borough council in 2023, which provides a framework for future sustainable development, and a large section of the site is also part of the East Midlands Freeport. We're also exploring the potential for future hydrogen production at the Ratcliffe power station site. This all aligns to Uniper's aim to be completely carbon-neutral by 2040."

A service that runs 90 percent of the time on Monday to Fridays is the Peak Forest to Hope St. (Salford). On June 12th, Class 66 707 is captured working 6H56 the return empty working, seen on Stockport viaduct. *Barry Longson*



On June 11th, maroon liveried Class 69 009 'Western Consort' passes St. Denys station delivering Class 458 412 to Bournemouth Depot as 11:48 from Wembley Yard. The trespass and welfare officer on the platform seems totally disinterested in the celebrity liveried locomotive and its train. *John Goodrich*

Class 66 757 with the 4H89 Small Heath - Hindlow passes Middlewich on June 24th. *Mark Enderby*

Class 69 009 worked 6D75 Frodingham Trent Yard - Belmont on May 28th and is seen with a loaded RDT set, approaching Scunthorpe station. *Steve Thompson*



▶ Class 60 047 crosses Carr Mill Viaduct with 6F65 Ashton-in-Makerfield to Tuebrook sidings on June 10th. *Brian Dobbs*

▶ Class 60 085 'Snowdon' passes Pelaw Junction in the suburbs of Newcastle, with 6N19 09:15 Lynmouth powerstation to Tyne Coal Terminal empties on June 19th. *Paul Senior*

▶ Class 69 004 is seen trundling along E Line at Scunthorpe with an RDT set on 6D74 Belmont - Trent Yard on May 29th. *Steve Thompson*



On June 21st, Class 66 777 runs through Leamington Spa, with empty wagons on 4H33 14:45 Banbury to Small Heath. *Barry Longson*

The one we've all been waiting for finally presented itself on May 28th, Class 69 009 wearing its pseudo 'Western' livery and regalia, worked 6D74 from Doncaster Up Decoy to Entrance C, seen negotiating the goods lines at Frodingham Junction with a couple of cranes and an empty RDT. *Steve Thompson*

Early morning at Northampton on June 22nd and another late runner as Class 66 715 'Valour' trundles by with 4L02 04:45 Hams Hall GBRf to Felixstowe North GBRf. *Derek Elston*



▶ On June 20th, Class 66 735 passes through Altrincham with an aggregate train from Tunstead Sidings - Small Heath. *Michael Lynam*

▶ Looking in need of some TLC on its front end, Class 66 759 has only one container in its consist as it hurries through Leamington Spa, working 403215:57 Hams Hall to Southampton Western Docks on June 21st. *Barry Longson*



Grand Central

▶ Class 221 143 departs Peterborough with 1D71 10:57 London King's Cross to Bradford Interchange on June 6th. *Derek Elston*

▶ Class 180 105 working 1A63, the 10:23 Bradford Interchange to London King's Cross approaches Peterborough on June 6th. *Derek Elston*



Greater Anglia

▶ On June 6th, Class 755 414 stands at Peterborough with 2L77 13:50 Peterborough to Ely with the onward section to Ipswich being cancelled due to crewing issues.

Derek Elston

▶ New Aventra EMU, Class 720 140 makes it's first test run through Northampton as 5Q29 the 08:50 Willesden T.M.D to Rugby Udt Signal RN4184 on June 13th. *Derek Elston*



Great Western Railway

Class 158 771 is seen taking the Netley line at St. Denys on June 14th as the rear unit on 13:30 Cardiff - Portsmouth Harbour service. *John Goodrich*



Great Western Railway

Class 150 219 and 150 238 working the 2F26 Paignton
- Exmouth pass Cockwood Harbour on June 28th.
Carl Grocott

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Great Western Railway

▶ On May 23rd, power car No. 43186 working 2P15 12:40 Penzance - Plymouth heads away from the outskirts of Penzance with 43189 on the rear. *Barry Beeston*

▶ Class 158 750 working the 2M24 Swindon to Westbury service passes Hawkeridge on July 3rd. *Michael Bennett*

▶ Class 166 221 working the 2C10 Gloucester to Westbury service passes Hawkeridge Junction on July 3rd. *Michael Bennett*



Great Western Railway

▶ Class 800 310 working 1A89 13:35 Newquay - London Paddington is seen crossing over Gross Moor on the Newquay - Par Branch line on June 9th. *Barry Beeston*

▶ Power car No. 43093 on the rear of 2P15 12:40 Penzance - Plymouth with 43198 leading sits next to Class 802 010 working 2C69 08:59 Cardiff Central - Penzance at St. Austell awaiting departure time on May 24th. *Barry Beeston*

▶ Class 150 246 working 2P27 18:50 Penzance - Plymouth passes Burngullow Junction and works on June 21st. *Barry Beeston*



Great Western Railway

▶ Power car No. 43004 working 2C26 15:42 Plymouth - Penzance is seen passing through Resprynn with 43187 on the rear on July 6th.
Barry Beeston

▶ On May 29th, power car No. 43187 working 2P15 12:40 Penzance - Plymouth is seen passing through Coombe with 43097 on the rear.
Barry Beeston

▶ Power car No. 43097 working 2C02 06:38 Plymouth - Penzance departs St. Austell with 43093 on the rear on June 13th.
Barry Beeston



Great Western Railway

Power car No. 43189 working 2P26 15:48 Penzance -
Plymouth crosses over St. Pinnock Viaduct with 43093
on the rear on July 6th. *Barry Beeston*

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Great Western Railway

On June 2nd, power car No. 43186 working 2Z77 16:47 Plymouth - Penzance with 43042 on the rear. The Castle set replace the IET set working the 2C77 12:59 Cardiff Central - Penzance at Plymouth. *Barry Beeston*







Over £21 million pounds of social value has been unlocked from LNER's supply chain and invested back into local communities.

With a mission to be the UK's most responsible train operator, every decision LNER takes considers the impact on the people and places along its route, plus the planet. But LNER doesn't stop there. The train operator also works closely with suppliers to drive additional value to customers and communities.

This additional value is measured as Social Local Economic Value (SLEV). In one year alone* over £21 million pounds of SLEV has been unlocked from the LNER supply chain and reinvested back into local economies through job creation, support to small and medium sized businesses, donations to local charity organisations and encouraging innovation.

By working collaboratively with its supply chain and sharing its social value expertise, LNER has enabled suppliers up and down its east coast route to create 665

full-time local jobs, spend over £3 million, invest over £37,000 in local community projects, generate 1,362 hours of voluntary work, reduce emissions by nearly 450 tonnes of carbon dioxide and save over 70,000 car miles. Not only that, thanks to other projects still in progress, a further £44 million pounds of SLEV is in the pipeline yet to be delivered.

Anna Barrett, Procurement Sustainability Manager for LNER said, "LNER purchases goods and services from hundreds of suppliers every year. From crumpets for our customers through to the cleaning team who keep our fleet gleaming, the power of our pound is huge. This is the fourth year we have evaluated the social value generated by the LNER supply chain and it's great to see year-on-year growth in the substantial economic, social, and environmental benefits that have been invested into local communities."

Joe Clay, Associate Consultant at LNER supplier Zinc Consult said, "As our working partnership with LNER has flourished, this has delivered, and continues to deliver, social value benefits in numerous areas. We've created two new full-time roles in our Yorkshire based LNER account team and we're looking to offer further training opportunities to local students in part time study, something we did previously in 2022/23. We've also increased our usage of public transport, reducing car miles, and impacting our carbon generation, carried out local community litter picks and contracted business from a York-based accounting firm. So, the local community directly benefits through the opportunities offered to us in collaboration with LNER."

Andy Vickers, Operation Director for LNER supplier Lorne Stewart Facilities said, "Working collaboratively with LNER has been simple and helped us emphasise

our commitment to social values, fostering partnerships that prioritise community engagement, environmental sustainability, and economic development. Collaborating with LNER, local organisations and stakeholders has helped Lorne Stewart to create a positive social impact through initiatives that support local economies, promote inclusivity, and enhance passenger experiences.

This approach not only strengthens our relationship within the railway network, but also ensures that the benefits of its operations extend beyond transportation, contributing to the overall well-being and prosperity of the communities it serves."

*Financial year 23/24

L.N.E.R.

Class 91 111 'For The Fallen' rolls into Peterborough on June 6th with 1D09 10:03 London King's Cross to Leeds service. *Derek Elston*





Loram Rail



Class 37 508 and 37 418 are seen at Chester on June 11th. *Brian Battersby*



Class 37 418 and inspection saloon 'Caroline' working 2Z01 Worcester Shrub Hill to Gloucester are seen leaving Westbury on July 3rd. *Michael Bennett*

Class 37 418 and inspection saloon 'Caroline' are seen arriving at Westbury with the 2Z01 from Worcester Shrub Hill on July 3rd. *Michael Bennett*







Network Rail

▶ Powercars Nos. 43013 and 43062 pass Harlescott with 1Q36 04:56 Derby R.T.C. (Network Rail) - Derby R.T.C. (Network Rail) on June 14th. *Keith Davies*

▶ Network Rail infrastructure monitoring units Nos. 153 379 and 153 384 trundle through Peterborough running as 2Q40 09:32 Manningtree Down Siding to Peterborough Shunt Spur on June 6th. *Derek Elston*

▶ Class 153 376 working 2Q41 09:53 Grantham Up Sidings to Derby R.T.C. (Network Rail) via Ely and Kings Lynn passes Peterborough on June 6th. *Derek Elston*



Network Rail

▶ NMT power car No. 43062 'John Armitt' and 43013 'Mark Carne OBE' on the 1Q23 Salisbury to Reading test train are seen at Palestine on June 27th. *Michael Bennett*

▶ On June 18th, Colas Rail power car No. 43277 named 'Safety Task Force', with LNER liveried No. 43272 on the rear, are seen stabled at Newcastle Central. *Paul Senior*

▶ Nos. 43251 and 43357 pass Purton Common foot crossing in the rain working 1Q18 from Derby to Landore [Swansea] on July 2nd. *Ken Mumford*



Network Rail

On June 14th, power cars Nos. 43277 and 43272 pass Pleasington with a Network Rail inspection train, working from Blackpool North - Derby R.T.C.
Michael Lynam



Network Rail

On June 28th, power car No. 43062 working 1Q18 05:43 Reading Triangle - Paignton via Penzance is seen exiting Coombe heading towards Burngullow Junction with 43013 on the rear. *Barry Beeston*



Rail Adventure

Rail Adventure power cars Nos. 43480 and 43468 working 6Q77 the 18:31 Wembley Receptions 1-7 to Walton Old Junction M.S.C. Sidings delivering Merseyrail's Class 777 035 heads through Northampton on June 12th.
Derek Elston



Rail Operations Group

▶ Class 37 884 on a Derby - Preston light engine move speeds past Daresbury on June 24th.
Mark Enderby

▶ Class 37 608 and 37 884 are seen with a former TfW Class 175 at Chester on June 11th.
Brian Battersby

▶ Class 37 608 and 37 884 are seen with a former TfW Class 175 at Chester on June 11th.
Brian Battersby



Rail Operations Group

On June 14th, Class 37 884 and 37 218 are seen at the entrance to Telford Railfreight Terminal with 5H64 Derby to Donnington. *Richard Hargreaves*



Rail Operations Group

▶ Class 37 218 and 37 407 pass Kempseye on June 7th with 5W78 08:02 Crewe South Yard - Landore TMD. *Keith Davies*

▶ Class 37 884 and 37 601 pass Harlescott with 7W49 12:29 Gresty Green Through Sidings - Landore TMD on June 27th. *Keith Davies*

▶ Class 37 884 and 37 608 pass Bayston Hill with 5W70 12:12 Crewe Gresty Green Through Sidings - Landore TMD on June 10th. *Keith Davies*



Rail Operations Group

▶ Class 37 608 'Andromeda' passes Northampton with 5Q72 14:50 Belmont Down Yard to Willesden T.M.D. delivering Class 730 041 and 730 029 on June 18th. *Derek Elston*

▶ Class 37 601 'Perseus' stands at Northampton on June 4th working 5Q72 07:10 Belmont Down Yard to Willesden T.M.D. with Class 730 039 and 730 037. *Derek Elston*

▶ Class 37 601 'Perseus' stands at a red signal with Class 730 040 in tow at Northampton as 5Q72 07:05 Belmont Down Yard to Willesden T.M.D. on June 11th. *Derek Elston*



TransPennine Express

Now carrying pride colours, Class 802 213 climbs past Mossley working the 09:54 Liverpool to Newcastle service on June 12th. *Lee Stanford*



TransPennine Express

With daylight still in the sky, at 22:38, Class 802 208 stands at Newcastle Central, with a service from Liverpool Lime Street on June 19th. The unit will shortly head to Heaton for servicing. *Paul Senior*



Transport for Wales

▶ There's not much paint left on the bridge at Moore Lane, Warrington, as Class 197 111 approaches with the 07:43 Llandudno - Manchester Airport service on June 12th. *Jeff Nicholls*

▶ Class 158 827 and 158 834 pass Walcot with 1102 09:17 Shrewsbury - Birmingham International service on June 2nd. *Keith Davies*

▶ Class 197 117 passes Bayston Hill with 1V40 11:50 Manchester Piccadilly - Carmarthen service on June 10th. *Keith Davies*



Transport for Wales

▶ Class 67 008 hauling the 1V37 08:30 Manchester Piccadilly - Cardiff Central service passes Kempsey on June 22nd. *Phil Martin*

▶ Class 197 012 passes Kempsey with the 1V98 14:52 Bangor - Cardiff Central service on June 8th. *Keith Davies*

▶ Class 197 012 and 19 7004 were used to form a 4 car set for use on the 09:10 Milford Haven to Manchester Piccadilly service on June 8th, seen at Heaton Norris Junction, Stockport. *Barry Longson*



Transport for Wales

▶ Class 197 114 working the 1H92 Llandudno to Manchester Airport service passes a Northern ECS awaiting the road at Winwick on June 22nd. *Brian Dobbs*

▶ Class 67 014 is seen arriving at Crewe on June 10th, with the 08:49 Cardiff Central to Manchester Piccadilly service. *Barry Longson*

▶ Class 197 010 is seen at Hencote on June 10th, with the 16:36 Holyhead - Cardiff Central service. *Phil Martin*



Transport for Wales

▶ Class 67 020 passes Conover on June 22nd, with the 1W63 Cardiff Central - Crewe service. *Phil Martin*

▶ Seen propelling its train away from Crewe on June 10th, Class 67 022 makes a fine sight working the 16:30 Manchester Piccadilly to Swansea service. *Barry Longson*

▶ Class 67 025 passes Hencote on June 10th, with the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*



Transport for Wales

▶ Class 67 020 is seen at Condober on June 22nd, working the 1W63 Cardiff Central - Crewe service. *Phil Martin*

▶ Class 197 105 passes Patricroft on June 26th, working the 09:42 Llandudno to Manchester Airport service. *Barry Longson*

▶ On June 19th, Class 67 012 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*



Transport for Wales

▶ The one downside of the TfW loco hauled services is that the set could be facing either direction. Here Class 67 008 is captured propelling the 10:52 Cardiff to Manchester Piccadilly service through Cheadle Hulme.

Barry Longson

▶ Class 67 014 passes Kempsey with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on June 20th. *Keith Davies*

▶ Class 67 008 is seen at Kempsey with 1V37 08:30 Manchester Piccadilly - Cardiff Central service on June 22nd. *Keith Davies*



Transport for Wales

On June 6th, Class 230 007 waits to depart Bidston for Wrexham Central while 230 010 has just arrived from Wrexham and will now head for Birkenhead depot. *Michael Lynam*

On June 16th, Class 67012 stands at Shrewsbury station with 1W60 14:55 Swansea - Manchester Piccadilly. *Keith Davies*

Class 67 014 passes Harlescott with 1W57 08:59 Cardiff Central - Manchester Piccadilly on June 14th. *Keith Davies*



Transport for Wales

▶ DVT No. 82200 leads Class 67 014 at Kempseye with the 1V46 14:30 Manchester Piccadilly - Cardiff Central service on June 6th.

Keith Davies

▶ Class 67 015 passes Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on June 8th. *Keith Davies*

▶ Class 67 008 passes Kempseye on June 25th with 1V46 14:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*



Transport for Wales

▶ Class 67 022 is seen on Hencote Bank with 1W96 17:15 Cardiff Central - Holyhead service on June 12th. *Keith Davies*

▶ On June 25th, Class 153 333 is seen stabled between workings in the south bay at Shrewsbury. *Michael Lynam*

▶ On June 25th, Class 67 020 departs Crewe with a service to Cardiff Central. *Michael Lynam*



Units: DMUs and EMUs

With Big Ben just visible in the background, South Western Railway's Class 444 018 on a London Waterloo to Alton service, passes 455 715 on a London Waterloo via Dorking service at Vauxhall on June 17th. *Paul Senior*



Units: DMUs and EMUs

The June 2024 timetable saw the withdrawal of the two daytime Southern passenger trains routed via Eastleigh for route knowledge purposes. To maintain route knowledge there is an empty stock working from Littlehampton - Eastleigh - Southampton which runs as required on Mondays, Tuesdays and Thursdays. Southern's Class 377 425 is seen setting back into the bay Platform 5 at Southampton on Thursday 27th June after arriving with 12:17 from Littlehampton empty stock move. It returned as 15:39 Southampton - Eastleigh - Littlehampton. *John Goodrich*



Units: DMUs and EMUs

Merseyrail's Class 507 001 and 507 017 arrive at Cresington on June 15th with the 14:21 Hunts Cross - Southport service. *Chris Morrison*

West Midlands' Class 196 107 and 196 108 pass Walcot with 2G02 08:40 Shrewsbury to Birmingham New St. service on June 2nd. *Keith Davies*

Seen from the passenger footbridge, just having passed the turn-back siding and the redundant signal box, a ten-coach formation led by SWR's Class 444 008 rolls into Winchester on June 4th. *John Johnson*



Units: DMUs and EMUs

▶ South Western Railway's Class 450026 leads the 1T13 London Waterloo to Portsmouth Harbour service calling at Micheldever on June 5th.

Michael Bennett

▶ Royal Mail's Class 325 003 and two other classmates pass Nuneaton at speed on June 21st, while working 1M36 08:14 Shieldmuir Mail Terminal to Daventry. *Barry Longson*

▶ Still under test/mileage accumulation, LNWR's Class 730 218 and 730 222 (out of sight) sit in the goods loop at Crewe having arrived from Nuneaton on June 10th. *Barry Longson*



Units: DMUs and EMUs

South Western Railway's Class 458 427 passes Millbrook on 21st June with 11:19 Bournemouth Depot - Basingstoke test run. *John Goodrich*

West Midlands' Class 196 001 stands at Coventry with 2G80 13:37 Nuneaton to Leamington Spa service on June 8th. *Michael Bennett*

On June 12th, Northern provided 2 car DMU Class 150 148 to work the 14:51 Manchester to Buxton service, seen departing Davenport. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's Class 195 004 leads another class member northbound at Winwick with 1E70 Chester to Leeds service. *Brian Dobbs*

▶ West Midland's Class 196 112 passes Preston Boats with 2G06 10:40 Shrewsbury to Birmingham New St. service on June 2nd. *Keith Davies*

▶ On June 10th, South Western Railway's Class 159 107 leads 159 005 and an unidentified Class 158 races past Grateley working 1L45 London Waterloo to Exeter St. Davids service. *Michael Bennett*



Units: DMUs and EMUs

▶ Varmis Rail's Class 321 428 leads 321 419 south through Moore with a special 5Z01 working from Mossend to Birmingham International on June 12th. *Jeff Nicholls*

▶ On June 10th, Northern's Class 156 424 calls at Northwich working a Chester - Manchester Piccadilly service via Stockport. *Michael Lynam*

▶ West Midland's Class 323 217 and 323 219 head for a new chapter with Northern as they pass Northampton as 5Q36 11:24 Wolverton Centre Sidings to Allerton Depot on June 13th. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 331 102 arrives at St. Helens Central with 1F02 Blackpool North to Liverpool Lime Street service on June 12th.

Brian Dobbs

The 1L43 London Waterloo to Salisbury is seen just leaving its Grateley stop with SWR's Class 159 103 on June 10th. *Michael Bennett*

London Northwestern Railway liveried Class 150 137 passes Moore on July 5th working 5Z50 Newton Heath to Wolverton. *Mark Enderby*



Units: DMUs and EMUs

From the June timetable, Gatwick Express liveried Class 387s took over some Brighton - Southampton workings from Class 377s. On June 5th, Class 387 203 passes Mount Pleasant Crossing, Southampton, with 13:13 Brighton - Southampton service. *John Goodrich*

Taken through the window at Clapham Junction on June 17th, South Western Railway's Class 701 042 and 701 031 are seen stabled in the Up Sidings along, with 450 020 and 450 107. *Paul Senior*

Royal Mail's Class 325 009 and 325 007 working the 1M55 Shieldmuir - Daventry head through Warrington Bank Quay on July 5th. *Mark Enderby*



Units: DMUs and EMUs

▶ Gatwick Express liveried Class 387 222 catches the morning sun as it passes St. Denys on June 7th with 09:20 Southampton - Brighton service. *John Goodrich*

▶ South Western Railway's Class 455 860 and 455 750 call at Clapham Junction, with services to and from London Waterloo via Surbiton on June 17th. *Paul Senior*

▶ Southern's Class 387 212 is seen at Horseshoe Bridge, St. Denys, taking the Netleyline on June 14th with the 15:20 Southampton - Brighton service. *John Goodrich*



Units: DMUs and EMUs

▶ On June 4th, Northern's Class 150 224 passes Horton in Ribblesdale on route learning duties from Blackburn - Blee Moor in preparation for the new weekend service from Rochdale - Ribblesdale. *Michael Lynam*

▶ On June 4th, Northern's Class 158 843 and 158 867 call at Horton in Ribblesdale working a Leeds - Carlisle service. *Michael Lynam*

▶ Former West Midland's Class 323 242 and 323 213 pass through Northampton on transfer to Northern as 5Q36 09:33 Wolverton Centre Sidings to Allerton Depot on June 20th. *Derek Elston*



Units: DMUs and EMUs

West Midland's Class 730 020 and 730 044 form a Blake Street - Redditch service, seen arriving at Chester Road on June 29th. *Chris Morrison*

On June 19th, SWR's Class 159 105 and 159 108 working the 1L47 London Waterloo to Yeovil Junction service passes through Grateley. *Michael Bennett*

On June 6th, TfW's Class 230 007 is seen arriving from Wrexham at Bidston as Merseyrail's Class 777 034 heads to Liverpool Central. *Michael Lynam*



Class 20 901 and 20 905 on the 'Drain Train' - 6J09 which was running from Glasgow Queen Street Low Level to Bridgeton Yard (Rutherglen) - seen on the approach to Rutherglen station.
Kevin McCormick



Scotrail

▶ This railway bridge just outside Partick station rarely gets any light engines or similar to capture on the bridge (lots of 3 and 6 car EMUs instead) - so it was a lucky shot to get SB Rail track machine DR73915 'William Arrol' on the bridge working 6T44 from Hyndland to Rutherglen Civil Engineers. The photo could have been better but that would have meant standing in the middle of the road!

Kevin McCormick

▶ Power cars Nos. 43015 and 43032 on an Aberdeen - Glasgow Queen Street service are seen at Queen Street on June 7th.

Mark Enderby

▶ Power cars Nos. 43015 and 43032 on an Aberdeen - Glasgow Queen Street service are seen at Bishopbriggs on June 7th.

Mark Enderby



Blackpool Trams

Blackpool Flexity 2 tram No. 004 stands at Fleetwood Ferry working the 11:45 to North Station on June 25th. *John Balaam*

Bombardier Flexity 2 tram No. 018 passes Rossall School working a Blackpool North Station - Fleetwood Ferry service on June 25th. *John Balaam*

Blackpool Flexity 2 tram No. 015 is seen in Talbot Road working to Starr Gate on June 25th. *John Balaam*



Isle of Wight

Class 484 004 with an Island Line service is seen at Shanklin station on June 12th.
Allison Twycross



Manchester Metrolink

▶ No. 3024 'Love Connects Everyone' is seen arriving at Deansgate en route to Bury on June 13th. *Michael Lynam*

▶ No. 3064 'New York City' departs Deansgate with a service for Manchester Airport on June 13th. *Michael Lynam*

▶ On June 13th, No. 3038 'Get on Board' departs Deansgate for Altrincham. *Michael Lynam*



Manchester Metrolink

▶ No. 3118 'Ali Express' departs Victoria with a service to Manchester Airport on June 24th.
Michael Lynam

▶ No. 3095 'Coronation Street' calls at Deansgate on a service to the Trafford Centre on June 24th.
Michael Lynam

▶ No. 3102 'Starling Bank' arrives at Rochdale on June 13th.
Michael Lynam



Manchester Metrolink

▶ No. 3047 'KFC' calls at Altrincham waiting to depart for Bury on June 24th. *Michael Lynam*

▶ No. 3061 'Rockstar' arriving at Deansgate on route to Victoria on June 13th. *Michael Lynam*

▶ No. 3069 'IKEA' arrives at Deansgate with a service to route to Victoria on June 13th. *Michael Lynam*



The 6Q54 Fairwater Yard to Swindon Transfer Yard passes slowly along the UML at Swindon on June 10th, before getting a route indicator allowing No. DR73121 to pass the signal and on towards the Transfer Yard, east of Swindon Station. *Ken Mumford*



Passengers warned of seven-week railway closure in New Mills for emergency earth work

Network Rail is advising passengers travelling between Sheffield and Manchester Piccadilly of rail closures in July and August as part of emergency railway repair work.

Engineers have been working around the clock in Hague Bar, New Mills, to stabilise the earth that supports the railway. To carry out the work safely and quickly, the railway needs to be closed between Saturday July 6th until Sunday August 25th. The closure means there will be some changes to services in the area, with a bus replacement running between New Mills Central and Chinley station.

If the work is not carried out, there is a risk of 50,000 tonnes of earth falling from the railway into the River Goyt.

The team will be drilling foundations into the earth and building a wall between the railway and the river to stop the movement of the ground.

This will be carried out as quickly and efficiently as possible to minimise disruption to the community and to reopen the railway fully as soon as possible. The work means there will be some changes in services from Manchester to New Mills Central via Bredbury:

From Monday to Saturday there will be an hourly train service between Manchester Piccadilly and Marple. A bus service will run between Marple and Chinley.

On Sundays, an hourly bus service will run between Manchester Piccadilly, Bredbury, Marple and Chinley.

Services between Chinley and Manchester Piccadilly continue to divert via Hazel Grove and Stockport, with a bus service between Chinley and Marple.

Fares Advice with RailUK

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

Advice needed LNER delayed 4hrs which resulted in missed event, can I claim compensation? If so how/who from?

Q: Background - As title says, I booked via Train line (with insurance) to travel from London to Edinburgh to leave at 08:34 and arrive at Edinburgh at 14:22. Arrived at Kings Cross with plenty of time and boarded the 10:00 Kings Cross to Aberdeen, with stops at York/Darlington/Newcastle/Berwick before I alighted at Edinburgh. No problems travelling until we reached York, when it was announced that due to a fatality on the line between Darlington and Newcastle all trains were being held at York. A number of passengers left the train as driver advised if you were travelling to Darlington the train on the opposite platform could take you there but no travel would occur passed Darlington until further notice. After roughly 45 minutes it was announced that the train I was on would be diverted to use the 'Coastal Route' in order to proceed to Edinburgh. The train had been due to call at Newcastle, Berwick before reaching Edinburgh originally, but due to the alteration we stopped at a number of places including Morpeth etc. The train finally arrived in Edinburgh at 18:06, some 3 hours 44mins after it had originally been scheduled to arrive.

I am aware that Delay repay will recompense me for the cost of my ticket and have already applied for this online. The problem is that I was booked on a steam train Murder/Mystery dinner that we had to board from nearby Bo'ness at 18:30 and due to the length of delay on my LNER journey I was unable to board and missed the event. This not only caused great upset and inconvenience for my elderly mum (it was to celebrate her 75th birthday) but resulted in mum sitting in Edinburgh station for 5 hours waiting and worrying (I know) for me to arrive but led to significant outlay for an alternative dinner/hotel etc Not only that but we had added inconvenience that required a cab journey because buses had stopped running to our hotel, had to find somewhere to eat as we had missed the meal we had already purchased on the steam train and we missed our check in at the hotel which meant we had to book alternate accommodation. I reasonably (I thought) had left myself 3 hours to travel 6 miles to get the onward steam train, am I being unreasonable to feel that these costs should be recoverable from LNER as they all are directly due to the length of delay, which was exasperated by stopping at a number of

additional stations on the way to Edinburgh after the 'incident'

I thought I had covered any problems by buying insurance when I Purchased the train tickets but apparently I cant claim anything because the ticket cost is covered by Delay/repay and the booked event was after the end destination station (apparently I'm only covered to Edinburgh and Bo'ness is 6 miles outside the city) I ended up paying about 260 pound for meal/hotel as well as losing about the same amount for the steam train booking, all directly as a result of the original train delay - is there anyway I can claim compensation from LNER? or any advice regarding the insurance as they are adamant that despite having an event clause in the insurance I cant claim because I was only insured to Edinburgh??

A: *Trainline's travel insurance is essentially useless for cases such as this. If you have an annual travel insurance policy that covers UK trips you might find that will cover you. LNER may offer you an additional goodwill gesture, but I don't really see that they would be compelled to compensate you, unless you can make the case under the Consumer Rights Act that they didn't provide the service with reasonable skill and care. I think given the circumstances you would struggle there, however. Unfortunately I think it'd be tricky to argue that the consequences of fatality constituted failing to use reasonable care and skill as required by the Act - unless you can point out some way in which the delay could have been reduced (sufficiently to allow you to make the event) if LNER had handled the situation better.*

I would be surprised if the couple of extra stops north of Newcastle made the difference, and diverting via the coast seems an eminently reasonable way of dealing with the disruption. I think this'll be one for your travel insurance although of course there is nothing to stop you writing to LNER and requesting a gesture of goodwill of some sort.

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!

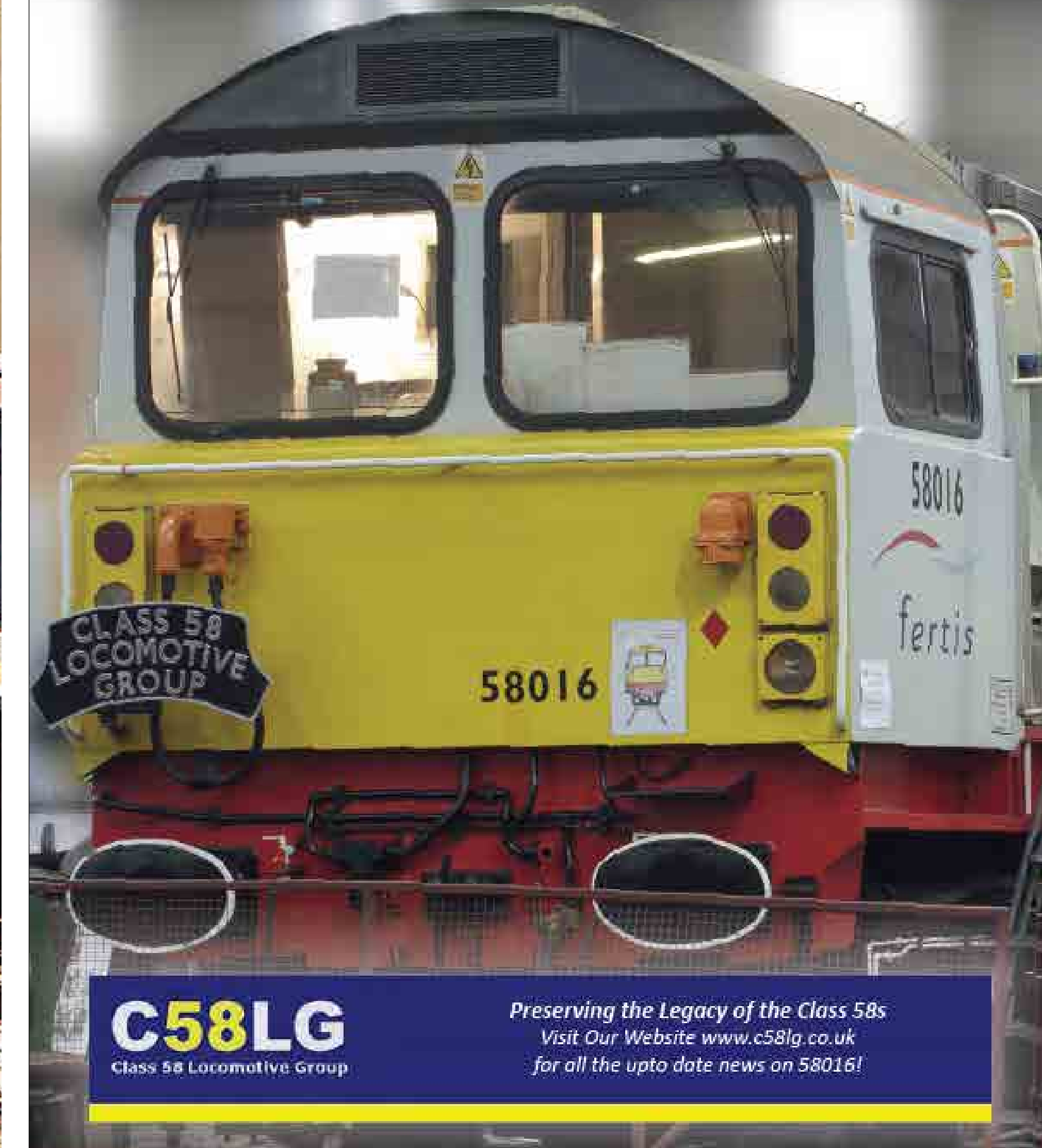
Class 20 205 and 20 007 working the 5V82 Wembley LMD to Bristol Barton Hill with Chiltern DVT No. 82301 in tow head through Swindon on June 21st.
Colin Pidgeon



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



Greater Anglia extends excellent performance record

Figures released by Greater Anglia (GA) on June 6th, highlight continuing excellent punctuality results being delivered for customers across East Anglia. Performance for the last 4-week period (ending May 25th) saw punctuality across the Greater Anglia network averaging an impressive 95.9% - using the long-standing public performance measure (PPM), which measures arrival times at destination stations for each service.

As a result, the GA moving annual average PPM figure is now at 94.2% - continuing the historically high results being delivered by the train operator for over four years. Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree, Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, have an

annual average of 96.3%, rural services across Norfolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, are averaging 94.5%, intercity services between Norwich, Ipswich, Colchester, Chelmsford and London are averaging 94.1%, West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely are averaging 92.4% and Stansted Express services are averaging 89.9%.

The impressive results are also evident using the more challenging "Time to 3" performance measure - which measures the arrival within 3 minutes of every single train at every single station it serves. On this measure GA's annual performance is also 94.2%. In addition, recent figures published by the Office of Rail and Road

showed GA as the best performing "on time" operator in the UK for the January to March 2024 period. It is the fourth quarter in a row that Greater Anglia has delivered the best national punctuality results.

Similarly, looking at annual performance over the last 12 months, Greater Anglia has delivered the best performance in the UK for on time at all stations (86.0%), "time to 3" at all stations (94.2%) and the public performance measure (94.2%), the second lowest number of cancellations (1.7%) and is fifth for "time to 15" at all stations (99.3%).

Traditionally, annual PPM performance results across the Greater Anglia network have tended to average

between 87% and 91%, with a previous highest annual result of 92.8% in June 2013. However, over the last four years, annual performance has consistently averaged over 93% all year round - fulfilling, ahead of schedule, a commitment made by GA, when it was awarded the contract to continue operating services in the region in 2016, to increase punctuality to 93% by 2025. The higher performance levels are due to a combination of three main factors - sustained joint work by Greater Anglia and Network Rail to improve performance standards; the better performance provided by the new Greater Anglia trains, which have been being phased in over the last 4 years and now operate all Greater Anglia services; and work by Network Rail to improve rail infrastructure reliability.

National Rail

West Midland's Class 196 105 and 196 006 are seen in the bay platforms at Shrewsbury on June 25th.

Michael Lynam



Thameslink station duo honoured by King in birthday honours

Two Thameslink station team members have been awarded British Empire Medals in the King's Birthday Honours for their service to the railway.

One is 84-year-old Siggy Cragwell, Elstree & Borehamwood's much-loved station assistant who, astonishingly, has worked on the railway for 62 years solid after coming to the UK from Barbados as part of the Windrush generation.

The other is Joe Healy, station manager at Luton Airport Parkway and Harpenden, who has set himself a mission to give people with special educational needs and disabilities greater confidence, encouraging them to use the railway and gain independence.



Thameslink's oldest employee, Siggy, came to the UK in 1962, and has no plans to retire (he tried it once and came back to work four weeks later). He gets up at 4am to do the 6-11am shift and then does gym and Tai Chi to keep himself fit for cricket – which he has played at an international level, with 14 caps to his name for the senior side.

He has already won two lifetime achievement awards, one by popular vote from customers at Elstree & Borehamwood station, and was on June 21st a guest of honour at the National Windrush Memorial service in London Waterloo station.

When he learned about his latest accolade, from King Charles, Siggy said: "I was shocked. I stopped and thought for a little bit, 'Is that really for me?' I thought, I can't wait to tell my friends at the cricket club – they'll go ballistic!"

Railway veteran Joe Healy, 49, has worked in the industry for more than 20 years. He is passionate about helping others and has for more than eight years organised 'Try A Train' days for Dunstable College, Bedford College and Autism Bedfordshire. These encourage people with special educational needs and disabilities to have the confidence to use the railway.

Joe said: "Everybody has a right to travel no matter what their disability. Why should we have somebody sitting at home thinking they can't get out, they can't travel because they're too anxious or afraid, even to come to a train station? We need to break that down and if there's anything I can do then I'm definitely going to do it."

"I also work with NOAH Enterprise in Luton to help disadvantaged individuals back into the world of work. I go to workshops and sit down and chat with people, find out about their situation, talk about my role as a station manager. I sometimes help them apply for jobs on the railway and do mock interviews to help them prepare. I remember there was a lady who always used to hide her face and not really talk, but then one day she came running up to me because she wanted to tell me she'd got a job as a carer! It's moments like those that are truly rewarding. When I got this award, I was so surprised. To me, honestly, doing what I do on the railway is like a dream and then to be awarded this is like the icing on the cake. I never ever thought I'd be getting a BEM. It's crazy!"

Jenny Saunders, Customer Services Director at Govia Thameslink Railway, said: "Siggy and Joe are simply amazing colleagues. The customer service they give our passengers is exemplary and they are role models for us all. They symbolise everything that is great about our railway family and this honour from the King is thoroughly well deserved. I'm thrilled for them both."

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.

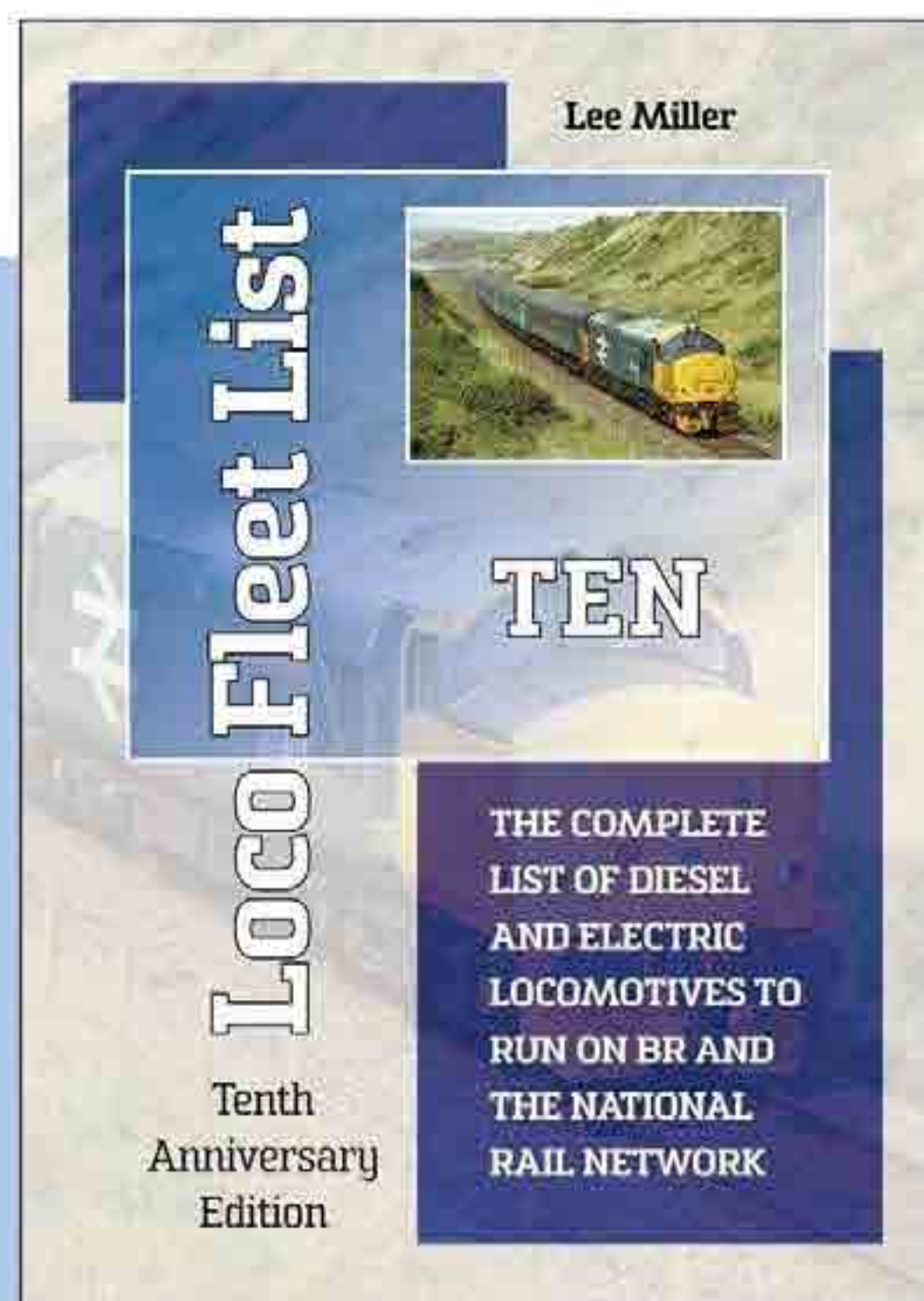
Features:

- 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





SOUTHERN COUNTIES RAILWAY SOCIETY

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www.southerncountiesrailwaysociety.co.uk

GTR launches plan to tackle antisocial behaviour on its network

During Rail Safety Week, Govia Thameslink Railway (GTR) has announced it is investing £2.5 million to help the business tackle abuse and disorder through its new Antisocial Behaviour Improvement Plan. The plan has been developed following a 23% increase in verbal staff assaults and almost a 10% increase in physical staff assaults across the rail operator's network over the past year.

Feedback was captured following numerous workshops within GTR, as well as consulting other stakeholders including local schools, police forces and trade unions.

The plan sets out the following commitments:

- Rolling out over 1,500 new Body Worn Video (BWV) cameras to frontline staff;
- Doubling the number of Travel Safe Officers across the network;
- Developing an education programme for schools;
- Improving training and aftercare so staff feel supported;
- Hiring more staff in safety division;
- Working closer with policing and prosecutions teams to remove offenders from the railway

GTR has already produced personal guides to security and wellbeing, which have been issued to all of its 7,000+ colleagues. It has also doubled the number of Travel Safe Officers on its network, who are deployed using data-led insight to support British Transport Police (BTP) and other staff on the ground. This targeted approach has led to a 13% reduction in staff assaults, according to BTP statistics.

The concept is being rolled out following an initial trial in the West Coastway area in October, November and December 2023. The deployment of Travel Safe Officers, plus collaboration with police forces and other local authorities, drove a reduction of almost 60% for incidents related to antisocial behaviour. Due to its success, the format is being used in other areas of GTR's network.

With 80% of staff reports about assault citing verbal abuse, threatening behaviour and foul language, the rail operator is also working with BTP's 'Workplace Violence Coordination Unit' to support colleagues that have experienced assault of any kind whilst at

work. In addition, it is introducing 1,542 new BWV cameras to staff to provide better evidence when trying to convict criminals. Further demonstrating its commitment in this area, GTR has also created three new roles in the business, including a Security Improvement Manager, a Safety and Security School Engagement Manager and a BWV Project Manager, who are due to begin their roles this summer.

Samantha Facey, Health, Safety and Security Director at GTR, said: "The rise in antisocial behaviour is being felt across industries and communities nationwide. Whilst we cannot solve the problem on our own, we hope that with increased tools and resources, as well as closer working with other industry partners, we can begin to turn the dial on this kind of behaviour. Everyone travelling with us deserves to get home safely, and our colleagues deserve to be treated with respect; physical or verbal abuse of any kind will not be tolerated. Our Antisocial Behaviour Improvement Plan not only demonstrates that we are serious about tackling this issue, but we are also seeing positive results since its launch."

Chief Superintendent at BTP, Chris Casey, added: "We are focused on ensuring stations and trains remains a safe and pleasant environment for the travelling public and for railway staff. We will continue to work closely with our partners in the rail industry and in local communities to tackle and prevent antisocial behaviour, and prosecute those that threaten and abuse others on the railway network. We understand how intimidating antisocial behaviour can be, and anyone who witnesses or experiences anti-social behaviour can discreetly contact our text-to-report number 61016 to report the incident without alerting anyone else."

GTR, which runs Southern, Thameslink, Great Northern and Gatwick Express trains, has also just pledged its support for the 'Service with Respect' campaign, introduced by the Institute of Customer Service. The initiative involves hundreds of companies across the UK with customer-facing roles and promotes knowledge and experience sharing when it comes to tackling staff abuse, as well as calling for better support and stronger policies.

National Rail

▶ In the bucolic surroundings of the Cappagh Group's facilities at Chessington South on June 4th, DC Rail Class 60 029 'Ben Nevis' awaits instruction to proceed into the yard, at the end of the 6015 service from Willesden DC Rail Yard.
Ian Callander

▶ Plasser Theurer GP-TRAMM No. DR98217 trundles through Northampton as 7J03 19:10 Rugby C.S. to Welwyn Garden City F.D. on June 12th.
Derek Elston

▶ Balfour Beatty Stoneblower No. DR80205 passes through Peterborough as 6U25 11:03 West Ealing Isu (CE) to Worksop Up Receptions on June 6th.
Derek Elston



Critical repairs to Barnes Bridge will see changes to South Western Railway services

Vital work to Barnes Bridge in Richmond on Thames will mean that the line between Kew Bridge and Barnes will be closed with buses replacing trains from Sunday July 28th to Friday August 2nd. During this time, Network Rail's engineers will be replacing all 48 wooden wheel timbers, which are the long blocks that support the tracks across the bridge with Fibre-reinforced Foamed Urethane (FFU) alternatives. These new wheel timbers have an extended lifespan of 50 years, are more durable and require less maintenance.

Engineers will also be strengthening the spans of the bridge, working underneath on scaffold platforms. In accordance with ancient tradition and the Port of London Thames Byelaws, a bale of hay will be hung from Barnes Bridge to notify maritime traffic of the reduced height of the bridge, as well as a white light at night.

New baseplates, which connect the tracks to the sleepers, will also be installed, and the alignment of the tracks approaching and leaving the bridge will be improved. During this period, 1.4km of conductor rail will also be renewed between Chiswick and Kew Junction.

On Sunday July 28th only, train services will not run between Feltham and Barnes, via Hounslow with a replacement bus service in operation while key maintenance to the track and conductor rail work between Isleworth and Hounslow is completed.

A rail replacement bus service will be in operation between Kew Bridge and Barnes over the course of the week and passengers travelling in the area are advised to check before they travel. The pedestrian walkway over the River Thames will remain open so residents can continue to cross the river.

On June 8th, GWR power car No. 43154 is seen sat in Minehead after arriving with 11:00 Bishops Lydeard - Minehead with 43155 on the rear. Sat next them is GWR Pannier Tank No. 6435. *Barry Beeston*



Train conductor's poetry unveiled at South Woodham Ferrers rail station

Poetry penned by a Greater Anglia train conductor has been unveiled at South Woodham Ferrers rail station in Essex. Graham Pettit has been a conductor for 33 years and is inspired by the beautiful landscapes and sights on his daily travels through the Essex countryside, particularly on the Wickford – Southminster Crouch Valley Line, where South Woodham Ferrers station is located. Three of his poems and artwork are on display in large poster boards and in the waiting room at South Woodham Ferrers station, thanks to the Essex & Suffolk Community Rail Partnership. His latest poem, celebrating a sunset over South Woodham Ferrers, was unveiled on Tuesday on June 4th during the station's first 'Open Garden' event.

On having his poems displayed at the station, Graham commented: "I am absolutely delighted, shocked, and immensely grateful. I write my poems with what I see with my eyes and what I feel in my heart. I take inspiration from the Essex countryside and the animals I see - the soaring buzzard, the River Crouch, the cornucopia of colours in nature's ever-changing palette available only to mother nature herself."

The unveiling coincided with an Open Garden event

at the station, organised by the Essex & South Suffolk Community Rail Partnership and the station adopters, who were on hand to show the public the work they have been doing to make the station more attractive and wildlife friendly. The volunteers at South Woodham Ferrers rail station - Angela Kellett, Bob Barnes, Ged Cooper, Freddie Knighton, Bernice Knighton, and Jenny Martin - are celebrating a decade of being station adopters this year.

Over the years, they have carried out many projects at the station including the installation of a talking bench and a history board. Both projects provide tourists with information about the area. The group have overseen the development of the station garden which includes a rose garden and a Platinum Jubilee tree. A free water dispenser to help keep passengers hydrated on their travels has also recently been installed. In addition, the team works with a local school to display artwork at the station.

They meet every Sunday to tend to the gardens, flowers tubs and platforms and water and dead head flowers daily to keep them in perfect condition.

Bob Barnes, station adopter, commented: "The South Woodham Ferrers station adopters were delighted to host this Open Garden event and would like to say thank you to all our visitors, the Essex and South Suffolk Community Rail Partnership, Greater Anglia, and our local community for all the support and encouragement they give us. And last, but not least, thank you to Graham for his wonderful poems and photographs."

The team has been supported by the Essex & South Suffolk Community Rail Partnership who have provided help and funding for projects over the years.

Jayne Sumner, Rail Engagement Manager for the Essex & South Suffolk Community Rail Partnership, said: "It was a wonderful celebration of our station adopters during Volunteers Week. The volunteer team at South Woodham Ferrers are outstanding and we are so lucky to have them. It has been a real pleasure to work with them on so many varied projects and help bring their ideas for the station to fruition. I would like to thank them for their dedication and efforts which have greatly improved the station."

Alan Neville, Customer and Community Engagement Manager, Greater Anglia, said: "It is wonderful to see the support South Woodham Ferrers station enjoys from its community. I have no doubt that the station adopters' efforts and this wonderful poetry and artwork by our own talented conductor, Graham, brings real delight to everyone who uses the station."

Greater Anglia's Station Adoption initiative is now in its 20th year and now has over 330 station adopters across the region.

The scheme enables individuals or groups to adopt their local railway station and contribute to its use and welfare for the benefit of their community. Station adopters work with Greater Anglia and, on some branch lines, also with the local community rail partnership, to bring about improvements or care for gardens and floral displays to benefit local wildlife and make stations more welcoming.

Greater Anglia provides funding to help station adopters cover the costs of small projects, such as the creation of station gardens and/or to purchase materials to help improve the station environment.

Island Line and Ryde Pier set to close for vital maintenance

MAJOR engineering works will take place on the Island Line and Ryde Pier starting in September.

From Friday September 6th to Sunday October 6th, the Island Line will be closed in its entirety from Ryde Pier Head to Shanklin while Network Rail and South West Railway engineers complete a large programme of vital maintenance.

The programme includes track and bridge renewals between Ryde St. Johns Road and Ryde Pier Head, renovations to a historic footbridge at Brading, signalling works at Ryde and bridge repairs in Sandown.

Rail replacement bus services will operate between Ryde Pier Head and Shanklin throughout the closure.

Engineers will also continue work to repair and preserve the historic Ryde Pier structure, which began in October 2022. The pier will close to trains on Friday September 6th 2024 and is expected to reopen in early May 2025, in time for the summer holiday season.

In order to maintain connections with ferry services, a minibus shuttle service will operate between Ryde Pier Head and Ryde Esplanade throughout the closure, while train services will operate every 30 minutes between Ryde Esplanade and Shanklin.

Tom McNamee, Network Rail Infrastructure Director, said: “Part of the track and infrastructure on the Island Line has become life-expired and extreme weather is contributing to the acceleration of the degradation of the railway.

“Our planned maintenance will ensure we’re able to keep running services safely and reliably while our ongoing programme of upgrades to the steel structure and track between Ryde Pier Head and Ryde Esplanade stations will preserve and strengthen the track and infrastructure for future generations. We recognise there is never a convenient time to close the line, but we have waited to do so until after the important summer period and we would like to thank local residents, businesses and customers in advance for their patience and understanding while we complete this important work.”

Mark Dunn, Island Line General Manager, said: “We’re sorry for the disruption that this month-long closure of the Island Line will cause our customers, however, it is vital that this wide range of work is completed to ensure that the Island Line can operate long into the future.

Due to the complex nature of the repairs and refurbishments at Ryde Pier, which aims to give the historic structure a further 60 years of use, a further long-term closure is required. Buses will replace trains between Ryde Pier Head and Ryde Esplanade for approximately eight months, between September 2024 and May 2025.

Once again we’re sorry for the disruption that our customers and stakeholders on the Island will experience, and we thank them for their continued patience.”



Rail Live 2024 Long Marston

On June 19th, the Rail Live event was held at Long Marston, exhibits on display included, Porterbrook's Hydroflex unit Class 799 201 the former Class 319. *John Alson*

Network Rail's Inspection Train Class 153 376. *John Alson*

Stadler's Class 93 001 was also on display. *John Alson*



Rail Live 2024 Long Marston

On June 19th, the Rail Live event was held at Long Marston, also seen at the site was an array of stored brand new South Western Railway's Class 701 units. *John Alsop*

GBRF's Class 66 309 was also on site. *John Alsop*

Another line-up, this time of former Great Western Class 769 units. *John Alsop*



Passengers advised of platform closures at Manchester Piccadilly station for roof work

Passengers are being advised to check before they travel from Saturday June 15th while engineers install new netting to the station's iconic glass roof.

Engineers are installing the additional new netting as a safety feature to keep passengers safe for years to come, as longer-term plans for the station's maintenance are considered.

The current station netting was installed 25 years ago and is starting to show some signs of wear and tear.

The work will continue until October and is being carried out in phases to reduce the impact on passengers.

However, some platforms will be closed and trains will be diverted to alternative platforms.

Engineers will use raised platforms and rope systems to safely access the station roof and install the new netting. Passengers are advised to check before they travel as there may be some disruption.

Kara Wood, acting route strategy director for Network Rail's North West route said: "We are doing this work in phases so we can keep the station open to passengers. While some platforms will be closed as we install new netting, the majority of the station will be unaffected. Passengers should check www.nationalrail.co.uk before they travel"

Craig Harrop, regional director for Northern, said: "Manchester Piccadilly is a major hub on our network and thousands of our customers make journeys that start or end

there every single day. While these improvement works are carried out, we would encourage people to allow that little extra bit of time to catch the train as they will need to double check their departure platform, which could be different to the one they are used to."

The work will be done in six stages between June and October in order to reduce disruption to passengers. The sequencing prioritises passenger safety, access to busy platforms, and operational considerations

for train operators.

Stage 1: Platforms 11 and 12 will be closed from June 15th to July 6th.

Stage 2: Platforms 9 and 10 will be closed from July 6th to July 27th.

Stages 3-6: The schedule for the work above platforms 1-8 is to be confirmed.

Ayr-Glasgow train services to return as Ayr station partially re-opens following hotel fire

Some rail services have returned to Ayr station following the completion of safety works at the fire-damaged former Ayr Station Hotel.

ScotRail's direct electric services between Ayr and Glasgow returned on Monday June 17th – the same day as South Ayrshire Council finished its work on the privately-owned former hotel building.

Network Rail engineers are already removing debris and repairing the tracks in preparation for the return of trains.

A full timetable, with the return of services between Kilmarnock, Ayr, Girvan, and Stranraer, is expected to be in operation by mid-July.

Liam Sumpter, managing director, Network Rail, said: "Our thanks go to South Ayrshire Council for completing the critical safety work at the former Ayr Station Hotel.

"Our teams are working hard to have the track ready and alongside our colleagues at ScotRail we're looking forward to welcoming passengers back to the station and on to services.

"We'd like to thank passengers and the Ayr community for their patience and understanding during the station closure."

David Lister, ScotRail Safety, Sustainability & Asset Director, said: "The devastating fire at the former station hotel has had a significant impact on ScotRail services in the south west of Scotland and we have worked closely and collaboratively with South Ayrshire Council, Network Rail, and other partners during this challenging period.

"We know how much people rely on rail services, so we're pleased that from June 17th, we have been able to reintroduce electric services between Ayr and Glasgow and will work with Network Rail to complete all activities required to re-establish services south of Ayr due to the extended period of closure.

"We're grateful to customers for their patience and understanding while we work towards the full return of services later in July."



The Nosh Report - An Alcoholic Double

Suffolk cocktails latest local offerings at Greater Anglia café bar



Greater Anglia is adding to its local offerings at its on-board café bar by stocking Suffolk-based Niche Cocktails.

The Suffolk-based brand, which has become renowned for its range of all-natural, ready-to-drink canned cocktails, will now stock three of its popular canned cocktail mixes at the Greater Anglia café bar on board its Intercity services on the route between Norwich, Ipswich, Colchester, and London Liverpool Street.

Passengers will be able to choose from a Matcha Mojito, Brazilian Lime Margarita, and Manuka Honey Whiskey

Sour. Niche Cocktails are made in Suffolk from carefully sourced, natural ingredients.

Michael Wyatt, Business Manager, Catering, Greater Anglia, said:

“We are pleased to stock Niche Cocktails on board our Intercity services. We are always looking for opportunities to support local businesses. We already stock Kettle Chips and Sponge cakes, both of which are produced in Norfolk.

“We try and source as much as possible from our local network, including Yarmouth-based Lacons, Adnams, and

Vinca Wine - it’s a great opportunity to showcase some of the delights of the region as people travel with us.”

Rob Breakwell, CEO of Niche Cocktails, said:

“This is an exciting development for Niche Cocktails and presents a great opportunity to get our cocktails into the hands of those that live and work in East Anglia every day.

“Our range lends itself perfectly to those looking to enjoy their favourite cocktail whilst on the go. Conveniently canned, our cocktails are perfect for any occasion; whether someone is looking to unwind after a long day at work, or those travelling for a special event and wanting to enjoy a delicious celebratory cocktail whilst they travel.”

Most of Greater Anglia’s Intercity trains between London Liverpool Street and Norwich feature a café bar in coach C and a trolley service. Passengers are able to choose from a great selection of hot and cold drinks, freshly made sandwiches, hot savoury snacks, cakes, biscuits, and confectionery.

Photo: Niche cocktails margarita. ©Niche cocktails

Greater Anglia café bar partners up with Lacons Brewery for exciting new lager offering

Greater Anglia is adding to its local offerings at its on-board café bar by stocking Lacons LGR, which is brewed in Norfolk.

The lager from the Great Yarmouth-based brewery is now available at the Greater Anglia café bar, which can be found on board Intercity services on the route between Norwich, Ipswich, Colchester, and London Liverpool Street.

The premium-tasting beer is a 4.4% golden lager, built on a base of the finest quality Norfolk malting barley. It is brewed with a subtle blend of flora and citrus hops which leads to a crisp and refreshing beverage.

Michael Wyatt, Business Manager, Catering, Greater Anglia, said: “We are pleased to stock Lacons LGR on board our Intercity services. We are always looking for opportunities to support local businesses. We already stock Kettle Chips and Sponge cakes, both of which are produced in Norfolk.

“Other local partners providing or sourcing products for us include Suffolk-based Adnams, Vinca Wine and Niche Cocktails. These partnerships offer a great opportunity to showcase some of the delights of the region as people travel with us.”

Lacons will host an onboard tasting event on the 18:00 London Liverpool Street to Norwich service on Thursday, July 11th, allowing customers to “try before they buy” and meet some of the

Lacons team.

Amy Hancock, Marketing Manager, Lacons Brewery, said: “Lacons are proud to announce this new partnership with Greater Anglia. Our premium Lager, LGR, is Norfolk-brewed and already a favourite in pubs, bars, and restaurants across the East of England. We are excited that this partnership will make LGR more accessible to our loyal customers and introduce our brand to new audiences. Our launch event on July 11th promises to be a fun and immersive experience. Passengers will have the chance to taste our quality, local lager and meet some of our team; see you on board!”

Most of Greater Anglia’s Intercity trains between London Liverpool Street and Norwich feature a café bar in coach C and a trolley service. Passengers can choose from a great selection of hot and cold drinks, freshly made sandwiches, hot savoury snacks, cakes, biscuits, and confectionery.

Photo: Lacons Lgr. ©Lacons



National Rail

West Coast's BoB Class No. 35018 'British India Line' passes through Leyland on June 4th with an ECS working from Carnforth to Southall. *Michael Lynam*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

The Alpha and Omega of 10100



LEFT 10100. The 'FELL' 2,000 h.p. experimental diesel-mechanical locomotive hauling a 12-coach train past Duffield between Derby and Manchester while undergoing trials in 1955
RIGHT April 21st 1960 saw it in the scrap yards at Derby, its power equipment has been removed whilst behind it is 10800 an 827 h.p. diesel-electric built in 1950 by contractors.

British Railways 10100 was an unusual experimental diesel locomotive known informally as *The Fell Diesel Locomotive* (after Lt. Col. L. F. R. Fell, who was one of the designers). It was the joint production of Davey Paxman & Co, Shell Refining & Marketing Co and Lt-Col L. F. R. Fell, built for them by the London, Midland and Scottish Railway at Derby. Sir Harry Ricardo was also involved. By the time it emerged in 1950, nationalisation had taken place and it carried British Railways livery. The locomotive had six diesel engines, four of them used for traction.

There were two auxiliary engines, both of which were 150 hp (110 kW) AEC 6-cylinder units, and these drove the pressure-chargers for the main engines and the purpose of this arrangement was to enable the main engines to deliver very high torque at low crankshaft speed.

At 2,000 hp it was the most powerful of BR's non-steam locomotives at the time. From 1951 it worked the expresses from Manchester/Derby to London - *see next column* - proving some 25% more powerful than 5XP 4-6-0s. While the mechanical transmission made it much lighter than the diesel-electric locomotives, its complicated mechanism made it difficult to maintain (*a working model of the transmission is on display*

at the National Railway Museum, York).

In July 1952 10100's gearbox was severely damaged after a loose bolt fell through the geartrain, and the locomotive was out of service for over a year. British Railways subsequently lost interest in the project, and an improved version of the locomotive under development was abandoned. 10100 remained in service until 16th October 1958, when its steam heating boiler caught fire at Manchester Central. It was returned to Derby Works, where it was slowly stripped of parts before being scrapped in July 1960.

BELOW 10100 ENTERS Loughborough Midland station with a Derby to London train in March 1952



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

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10+ Price: £7.25 EACH

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10+ Price: £6.25 EACH

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10+ Price: £12.75 EACH

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



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A Different View

Class 66 076 is seen on June 4th as it approaches Wimbledon station, hauling the regular 6Y08 discharged aggregates service en route to Cliffe Brett Marine, crabbing across from South Western Railway metals onto those used by Thameslink.

Ian Callander



A Different View

May 16th sees DB Cargo Class 66 116 drawing its rake of 16 discharged HRA hoppers through Tolworth station towards the crest of the hill down to Malden Manor (known locally as 'the rollercoaster') forming the regular 6Y08 discharged aggregates service to Hoo Junction.
Ian Callander



A Different View

An old style poster at Northwich seen during a visit on June 10th. *Michael Lynam*



NORTHWICH

MEANDER THE MID CHESHIRE LINE and ENJOY MARVELLOUS DAYS OUT



marvellousdaysout.org.uk

DESIGNED BY LEMONDROP CREATIVE, CHESTER, ENGLAND



Welcome to Huncoat. *Michael Lynam*



On June 21st, at the Keighley and Worth Valley Railway's Diesel Gala, visiting Western No. D1015 'Western Champion' pauses at Damems with a morning Keighley - Oxenhope service. *Ben Bucki*



TENDER FRAMES DELIVERED TO DARLINGTON LOCOMOTIVE WORKS



The A1 Steam Locomotive Trust is building a brand new P2 class steam locomotive, based on the original 1930s design, and developed for use on the modern rail network. The project to build P2 No. 2007 Prince of Wales launched in 2013 and has made significant progress. £4.5 million has already been raised, with most large components now manufactured. Now this eagerly anticipated locomotive took another big step towards completion as the tender frames, which were being manufactured off site, were delivered to the Darlington Works.

On June 12th, the tender frames for P2 No. 2007 Prince of Wales made the first leg of their journey to Darlington

Locomotive Works (DLW). The completed frames were dispatched from Ian Howitt's works in Wakefield for final gritblasting, preparation and painting in primer. This was undertaken at a specialist contractor to save mess and cost at DLW and the process was complete on 19th. The frames were delivered to DLW on Friday June 21st, signifying a major milestone achieved in the project to build the P2. Further fitting out will be required for pipework and conduits, with discussions around European Train Control Systems (ETCS) requirements ongoing. The tender tank (delivered in 2020) will be affixed to the frames as the tender takes shape. The tender wheel sets also require balancing but can be trial fitted before that occurs.

P2 Project Director and Trustee, Richard Courteney-Harris MBE, commented: "This is a significant milestone in Prince of Wales's build and is testament to the continued efforts of everyone involved to bring it to fruition. We're absolutely delighted that we have another large piece of the P2 jigsaw back home and look forward to assembling the tender parts in due course. I hope supporters are hugely proud of what their faith in us has achieved."

Of the £450,000 required to finish the tender, so far over £250,000 has been spent, with around half of that being raised by the dedicated fundraising effort of "The Tender Club".

The remainder has been funded by regular P2 donations, which diverts spend away from

step towards completion thanks to the generosity of its donors. Just two months after its launch, the Valve Gear Club has raised over £50,000. Reaching this initial milestone enables work on manufacturing drawings to be finalised, and the production of a prototype and test rig to prove the technology, before it is fitted to the locomotive.

Reaching this first milestone so quickly is important as it allows this aspect of the build to gain momentum, however this is just the beginning as we will need to raise £250,000 more to complete the valve gear for all three cylinders.

P2 Project Director and Trustee, Richard Courteney-Harris MBE, said "I'm so very impressed and grateful for the way in which our wonderful supporters have generously leaned in to quickly raise over £50k in just two months. Their support means that we're much further ahead of the valve gear game than originally scheduled, moving this last major engineering and development area closer to completion."

The Gresley class P2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley to haul 600-ton trains over the arduous Edinburgh to Aberdeen route. The ultimate performance and economy of a steam locomotive is dependent on optimising the complete thermal system from the fire hole door to the top of the chimney. Assuming the boiler and smoke box are fundamentally sound, the most important areas for good design are the cylinders and valves.

The design and manufacture of the unique cylinder monobloc, delivered to Darlington Locomotive Works in autumn 2023, was the first step towards building the powerhouse of the P2. With that work complete, our attention has turned to the other side of that same coin: the valve gear. The P2 will be fitted with rotary cam, Lentz-Franklin poppet valve gear.

For manufacture and testing of the new valve gear design, the project needs to raise a total of £300,000. The Valve Gear Club seeks to raise these funds through donations of £1000, in a lump sum or smaller instalments. Full details can be found at a1steam.com/p2valvegear

other areas of the project and affects the rate of the build. With work still required to attach the tank to the frames, affix piping and electricals and balance the wheels, we still need your support.

THE VALVE GEAR CLUB REACHES £50K MILESTONE

The A1 Steam Locomotive Trust is building a brand new P2 class steam locomotive, and that project has taken another



HISTORIC EIGHT STEAM LOCOMOTIVE 'STRICTLY BULLEID II' GALA ATTRACTS MORE THAN 4,700 PEOPLE



An historic gala gathering featuring eight impressive 1940s Bulleid Pacific steam locomotives attracted more than 4,700 passengers in what was the Swanage Railway's largest special event that captured the imagination of enthusiasts. 'Strictly Bulleid II' took place between June 7th and June 9th, inclusive, with a preview taster day on June 6th, marking the 80th anniversary of the crucial D-Day Allied invasion of Nazi-occupied Europe in 1944. The evocative celebration of the 56th anniversary of the end of steam trains in southern England in July, 1967, saw the largest gathering of working Bulleid Pacific locomotives since that date when an era – and a way of life for generations of railwaymen – came to an end.

'Strictly Bulleid II' saw the largest gathering of Merchant Navy class Bulleid Pacifics, hauling trains since the end of southern England steam in 1967 as well as the largest gathering of Bulleid Pacifics in their original 1940s form with an air-smoothed metal casing over the boiler – the locomotives being known as 'Spam Cans' because of their distinctive shape.

Designed by Southern Railway chief mechanical engineer

Oliver Vaughan Snell Bulleid during the Second World War, the Bulleid Pacifics hauled trains from London to Corfe Castle and Swanage between the late 1940s and 1966. Delighted 'Strictly Bulleid II' steam gala event organiser Alexander Atkins said: "The highlight of 'Strictly Bulleid II' was experiencing the wonderful atmosphere of the eight locomotive event and seeing the complex train timetable, on nine miles of railway, run as well as it did. It has been a remarkable journey getting everything organised and feeling the buzz and excitement generated by 'Strictly Bulleid II' among our customers, staff and volunteers - who have worked so hard to deliver this event - is the greatest reward. 'Strictly Bulleid II' was a wonderful celebration of some of the most popular classes of steam locomotives and to admire eight Bulleid Pacifics in steam together was totally breathtaking and an astounding achievement by our dedicated staff and volunteers.

"I cannot praise the 'Strictly Bulleid II' organising committee team enough for pulling together an amazing and historic event. My thanks also go to the locomotive owning groups because without their generosity,

enthusiasm and support we would not have been able to pull the historic and impressive line-up together," added Alexander who is a driver on the Swanage Railway after starting in the heritage line's youth group.

The featured eight Bulleid Pacific steam locomotives were:

1. Merchant Navy class No. 35006 'Peninsular & Oriental Steam Navigation' courtesy of the 35006 Locomotive Company and the Gloucestershire Warwickshire Railway.
2. Merchant Navy class No. 35018 'British India Line' courtesy of West Coast Railways.
3. Battle of Britain class No. 34081 '92 Squadron' courtesy of the Battle of Britain Locomotive Society and the Nene Valley Railway.
4. Battle of Britain class No. 34053 'Sir Keith Park' courtesy of Southern Locomotives Limited.
5. Battle of Britain class No. 34072 '257 Squadron' courtesy of the Spa Valley Railway and Southern Locomotives Limited.
6. Battle of Britain class No. 34070 'Manston' courtesy of Southern Locomotives Limited.
7. West Country class No. 34028 'Eddystone' courtesy of

Southern Locomotives Limited.
8. West Country class No. 34092 'City of Wells' courtesy of the East Lancashire Railway.

Swanage Railway Company chairman Gavin Johns said: "We were delighted with the level of interest in our historic 'Strictly Bulleid II' steam gala which carried more than 4,700 passengers during the four-day event that captured the imagination of enthusiasts. "Events like this take a lot of planning, securing co-operation from locomotive owners and transport hauliers as well as the daunting task of delivering a complex operation. To everyone who took part - in whatever role - thank you. 'Strictly Bulleid II' was a distinct, unique and a real pleasure to experience," added Gavin who is a volunteer signaller on the heritage line.

Most of the 'Strictly Bulleid II' trains hauled trains along the whole length of the nine-mile Swanage Railway between Swanage, Harman's Cross, Corfe Castle, Norden and beyond to Furzebrook and the River Frome – just before the heritage line's connection with the national railway network and within sight of Wareham. The 'Strictly Bulleid II' preview day featured two Bulleid Pacifics hauling trains between Swanage and Norden with the unique and newly restored Victorian London and South Western Railway T3 class locomotive No. 563 also hauling trains to Norden on that day – replicating the T3's vital role in hauling trains in the build up to D-Day in June, 1944. In a first for the Swanage Railway, there were evocative night-time passenger trains on the Sunday morning that departed Swanage at 1am, 3am, 5am and 7am in an atmospheric re-creation of the night steam trains from the days of British Railways. There were also beer trains operating on the Friday and Saturday evenings. The Sunday of the gala was 'Named Train Sunday' with the Bulleid Pacifics carrying prestigious express train headboards such as Bournemouth Belle and Golden Arrow. The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact the Swanage Railway volunteer recruitment and retention officer Lisa Gravett on 01929 475212 or email iwanttovolunteer@swanagerailway.co.uk. Details about volunteering can be found at swanagerailwaytrust.org/volunteering.

Photo: Eight Bulleid Pacifics at Swanage on June 6th.
© ANDREW P.M. WRIGHT.

Swanage Railway

West Country Class No. 34092 'City of Wells' passes Harmans Cross on June 8th.
David Lindsell

West Country Class No. 34028 'Eddystone' and Battle of Britain Class No. 34053 'Sir Keith Park' cross Corfe Viaduct on June 8th.
David Lindsell

Merchant Navy Class No. 35006 'Peninsular & Oriental Steam Navigation' leads Merchant Navy Class No. 35018 'British India Line' into Harmans Cross on June 8th.
David Lindsell



Swanage Railway

▶ Battle of Britain Class No. 34070 'Manston' crosses Corfe Viaduct on June 8th.
David Lindsell

▶ Battle of Britain Class No. 34081 '92 Squadron' departs Harmans Cross on June 8th.
David Lindsell

▶ Battle of Britain Class No. 34072 '257 Squadron' is seen at Norden on June 8th.
David Lindsell



East Lancs Railway

▶ Class 25 279 stands at Bury Bolton Street on June 27th waiting to depart to Heywood. *Michael Lynam*

▶ Class 40 012 approaches Irwell Vale with a service to Heywood. *Michael Lynam*

▶ Freightliner's Class 70 014 and 20 066 are seen at Bury bringing up the rear of a service from Heywood. *Michael Lynam*



East Lancs Railway

Class 24 No. D5054 calls at Burrs Country Park en route to Rawtenstall on June 27th.

Michael Lynam

Class 25 279 is seen at Bury on the rear of a service to Rawtenstall on June 29th.

Richard Hargreaves

Visiting the line for the diesel gala, Class 20 066 departs Bury on June 29th.

Richard Hargreaves



East Lancs Railway

Guest loco Class 37 425 departs Irwell Vale for Rawtenstall on June 27th. *Michael Lynam*

Freightliner's Class 47 830 departs Bury on the rear of a service to Heywood on June 29th. *Richard Hargreaves*

Faded Scotrail liveried Class 47 765 passes Burrs CP with a freight train from Bury - Ramsbottom on June 27th. *Michael Lynam*



East Lancs Railway

▶ Class 37 109 is seen departing Bury on June 29th. *Richard Hargreaves*

▶ HNRC owned Class 20 066 approaches Burrs CP en route to Bury on June 27th. *Michael Lynam*

▶ Class 47 765 departs Irwell Vale on June 27th with a service to Rawtenstall with 45 108 on the rear. *Michael Lynam*



East Lancs Railway

▶ Hymek No. D7076 departs Irwell Vale with a service to Rawtenstall on June 27th with Warship No. 832 bringing up the rear.

Michael Lynam

▶ Class 40 012 approaches Ramsbottom on June 29th with a service to Heywood.

Richard Hargreaves

▶ Class 26 007 awaits departure time from Rawtenstall on June 29th.

Richard Hargreaves



Gloucestershire and Warwickshire

On June 19th, Class 37s No. D6948 and 37 215 are seen outside the depot at Toddington.

Richard Hargreaves

GWR No. 6880 'Betton Grange' runs round its train at Cheltenham Racecourse on June 8th.

Richard Hargreaves

Great Western No. 2807 runs round its train at Cheltenham Racecourse on June 8th.

Richard Hargreaves



Statfold Barn Railway

▶ Hudswell Clark 0-6-0 'No. 11 Fiji', works No. 972, is seen approaching Oak Tree Halt on June 9th.
Derek Elston

▶ A little weekend work might be required to restore Black Hawthorn Co., works No. 748, 'Portgesa', seen here in The Roundhouse on June 9th.
Derek Elston

▶ 'The Goose' having just departed Oak Tree Halt heads for Statfold Junction on June 9th.
Derek Elston



Statfold Barn Railway

▶ Hunslet built 0-4-2ST No. 4 'Trangkil', works No. 3902, is seen working a freight train on June 9th. *Derek Elston*

▶ Former Tasmanian Government Railways K Class Beyer Garratt 0-4-0+0-4-0 K1, works No. 5292, passes Strawberry Park on June 9th. *Derek Elston*

▶ Hunslet Engine Co., works No. 921, 'Sybil Mary' and Avonside Engine Co., works No. 2066, 'Ogwen' are pictured being prepared for a run out at Statfold Junction. *Derek Elston*



Statfold Barn Railway

▶ Bagnall 0-4-0ST 'Sir Tom', works No. 2135, and Hunslet 0-4-0ST 'Jack Lane', works No. 3904, depart Oak Tree Halt on June 9th.

Derek Elston

▶ Former Royal Arsenal Railway Woolwich Hunslet 0-4-4-0DM shunter, works No. 4524, 'Cargenie' is seen at Oak Tree Halt.

Derek Elston

▶ Fowler 0-4-2 'Senna VII', works No. 15513, having a rest on shed after a days work at the railway. *Derek Elston*



Telford Steam Railway

▶ Class 08 757 'Eagle' was in use on passenger services at the line on June 23rd. *Derek Elston*

▶ GWR 56XX Class 0-6-2T No. 5619 stands at Spring Village station awaiting its 12:00 booked departure time on June 23rd. *Derek Elston*

▶ Railway variety at Spring Village on June 23rd, with RSH shunter No. 525947, GWR 56XX Class No. 5619 and former Northern Pacer Class 142 058. *Derek Elston*



Mease Valley Light Railway

Exmoor Steam Railway built 2-6-2 'Carol Ann', works No. 350, is seen working the Mease Valley Light Railway at Statfold Barn on June 9th. *Derek Elston*



Bodmin & Wenford Railway

Class 50 042 working the 15:45 Bodmin General - Bodmin Parkway descending down through Charles Gate towards Bodmin Parkway on July 6th. *Barry Beeston*



Irchester Narrow Gauge Railway

Irchester Narrow Gauge Railway gate guardian, metre gauge ex S&Llyods 0-6-0 No. 87.
Derek Elston

Preserved Hunslet narrow gauge shunter No. 2419 'The Rock' built in 1941 and employed by the Royal Navy is now based at the line and seen here on June 2nd. *Derek Elston*

Preserved ex Beeston creosote-sleeper works shunter ED10 (Ruston & Hornsby works No. 411322) stands in the shed at Irchester Narrow Gauge Museum on June 2nd. *Derek Elston*



Isle of Wight Steam Railway

▶ '02' Class No. W24 'Calbourne' stands outside the workshop at Haven Street on June 12th.
Allison Twycross

▶ Ivatt Class 2 No. 41313 is seen departing Haven Street with a service to Wootton on June 12th.
Allison Twycross

▶ The railway's railcar is seen arriving at Haven Street on June 12th.
Allison Twycross



Vale of Rheidol Museum

Preserved 1918 built Kerr Stewart 0-4-0T 'Wren', works No. 3114, seen on display in the Vale of Rheidol Museum on June 26th. *Derek Elston*

Also in the museum is Hunslet, works No. 605, 'Margaret' an ex Penrhyn Quarry Railway loco. *Derek Elston*

Dick Kerr petrol electric shunter No. 18 is also seen on display in the Vale of Rheidol Museum on June 26th. *Derek Elston*



Vale of Rheidol Railway

▶ GWR liveried No. 7 seen running round its train at Devils Bridge on June 26th. *Derek Elston*

▶ GWR built 2-6-2T No. 8 'Llywelyn' is seen at Aberystwyth at the head of the 14:15 departure to Devils Bridge on June 25th. *Derek Elston*

▶ Brecon Mountain Railway built 0-6-0 shunter No. 10 basks in the sun at Aberystwyth on June 26th. *Derek Elston*



Llangollen Railway

▶ The lines hybrid Class 127/108 DMU Nos. 51618 and 56223 is seen at Corwen on June 2nd.
Brian Battersby

▶ Class 47 449 calls at Glyndyfrdwy on June 2nd with a service to Llangollen. *Brian Battersby*

▶ Yorkshire Engine Co. 0-4-0 diesel shunter No. D2892 'Pilkington' is seen at Llangollen on June 2nd. *Brian Battersby*



Llangollen Railway

On a lovely sunny day, Class 31 271 arrives at Glyndyfrdwy on June 2nd heading to Llangollen. *Brian Battersby*



Dartmouth Steam Railway

British Railway 4-6-0 standard Class 4 No. 75014 'Braveheart' with a Paignton - Kingswear service passes Goodrington Sands on June 25th. *Carl Grocott*



Midland Railway Centre

▶ Project Rio liveried power car No. 43159 waits departure time at Swanwick Jct. on June 8th.
Richard Hargreaves

▶ Class 14 No. D9555 is seen in the sidings at Swanwick on June 8th. *Richard Hargreaves*

▶ On June 8th, No. 6233 'Duchess of Sutherland' is seen under overhaul at Swanwick.
Richard Hargreaves



Midland Railway Centre

On June 8th, power cars Nos. 43048 and 43089 are seen crossing the reservoir at Butterley. *Richard Hargreaves*



Midland Railway Centre

▶ Power car No. 43025 pulls into Butterley on June 8th. *Richard Hargreaves*

▶ Class 142 013 and 141 113 are seen in the sidings at Butterley on June 8th. *Richard Hargreaves*

▶ Class 142 011 stands silent in the sidings at Butterley on June 8th. *Richard Hargreaves*



Keighley & Worth Valley Railway

On June 21st, the Friday of the lines diesel gala, visiting Western No. D1015 'Western Champion' departs Damems with a morning Oxenhope - Keighley service. *Ben Bucki*

On June 22nd, visiting Class 37 250 brings the morning demonstration goods train into Haworth, as it returns to Keighley from Oxenhope. *Ben Bucki*

On June 21st, the Friday of the lines diesel gala, Class 14 Teddybear No. D9520 returns a demonstration freight train to Keighley, running beside the River Worth between Damems and Ingrow West. *Ben Bucki*



Keighley & Worth Valley Railway

▶ Class 50 021 is seen departing Oxenhope on June 23rd with a service to Keighley.
Michael Lynam

▶ On the Sunday of the diesel gala, June 23rd, Hunslet No. D32 propels the empty stock of the shuttle service from Ingrow to Keighley.
Ben Bucki

▶ Class 37 075 passes Haworth shed with a service to Oxenhope on June 23rd. *Michael Lynam*



Keighley & Worth Valley Railway

▶ An afternoon Keighley - Oxenhope service rolls through the woods near Haworth on June 21st, with Hanson and Hall's Class 50 008 'Thunderer' on the front and GBRF's Class 69 009 'Western Consort', out of sight, bringing up the rear.

Ben Bucki

▼ On June 21st, GBRF's Class 69 009 'Western Consort' brings a morning Keighley - Oxenhope train into Damems. *Ben Bucki*



Keighley & Worth Valley Railway

On June 23rd, the Sunday of the lines diesel gala, visiting Class 37 250 approaches Ingrow with a demonstration goods working from Keighley from Oxenhope. *Ben Bucki*

Hunslet No. D32 'Huskisson', formerly of the Mersey Docks and Harbour Board, heads the first Ingrow - Keighley shuttle service of the day on June 21st. *Ben Bucki*

Visiting Western No. D1015 'Western Champion' heads through the woods near Haworth with an afternoon Keighley - Oxenhope service on June 21st. *Ben Bucki*



Keighley & Worth Valley Railway

▶ Rail Adventure HST power cars and Western No. D1015 'Western Champion' are seen on Haworth shed on June 23rd. *Michael Lynam*

▶ On June 23rd, Class 14 No. D9520 and the lines resident No. D0226 are seen at Ingrow with the shuttle from Keighley. *Michael Lynam*

▶ Class 50 008 and 37 075 approach Haworth on June 23rd with a service to Keighley. *Michael Lynam*



Severn Valley Railway

On June 16th, Class 37 263 is seen at Eardington working the 15:35 Bridgnorth - Kidderminster service. *Phil Martin*

Class 37 263 passes Hayebridge on June 16th with the 13:30 Kidderminster - Bridgnorth service. *Phil Martin*

GWR Hall Class No. 4930 'Hagley Hall' is seen at Eardington with the 14:15 Kidderminster - Bridgnorth service on June 16th. *Phil Martin*



From the Archives

Class 46 010 arrives at York with a service
from Scarborough on March 4th 1983.

John Sloane



From the Archives

▶ Class 25 243 sits inside Toton depot on October 23rd 1982. *John Sloane*

▶ Class 90 024 speeds through Crewe with a London Euston bound service on May 11th 1989. *John Sloane*

▶ Class 27 017 and unit No. 1304 stand outside Swindon Works on November 3rd 1984. *John Sloane*



From the Archives

▶ A Derby built DMU showing the destination of Barrow heads past Gateshead East on July 11th 1989. *John Sloane*

▶ Southern's Class 456 003 calls at Wandsworth Road with a London Bridge to London Victoria service on March 28th 2008. *John Sloane*

▶ A view of the electric loco repair area of Crewe Works on February 1st 1981. *John Sloane*



From the Archives

LNER No. 61994 'The Great Marquis' is seen at Ramsbottom, East Lancs Railway, on December 5th 2008. This loco is now in a private museum in Scotland. *Brian Dobbs*





From the Archives

DVT No. 82146 tailed with Class 67 029 is seen on an EWS management train passing through Prescot on July 8th 2011. Prior to electrification of the line, steam era infrastructure was still in place. The box once controlled a rail connection to the former BICC cable factory, removed several years previously when the factory closed, and was situated to the left of the train. The signal box and associated semaphore signals were removed during the electrification of the line from Liverpool Lime Street to Wigan North Western. *Brian Dobbs*



From the Archives

▶ DRS' Class 37 402 and former First Group operated Class 185 136 are seen at Barrow in Furness on May 20th 2015. *Brian Dobbs*

▶ Class 37 420 and another class member are seen passing Warrington Arpley Yard in the 1990s. *Brian Hewertson*

▶ Class 47 555 heads for Plymouth along the Dawlish sea front on March 30th 1989. *Brian Hewertson*

