



Railtalk Magazine

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Welcome

Welcome to Issue 142 and your monthly roundup from across the UK.

Another excellent selection of photos this month and I'm sure my confusion can be shared on the point of a second consecutive month with fantastic weather to bliss those photographic trips across the UK.

So I can't really forgo this month's editorial without commenting on the ECML and Virgin/Stagecoach giving way to LNER and losing the bright red "Coca-Cola" livery that we have become accustomed to over the last 3 years. Well that's what we all thought, however all that seems to have changed is a piece of vinyl. Personally I'm a Virgin fan, but I know many of you are not, but as a brand name they are high profile and yes they don't always get it right but have any of the other franchisees? Let's see what the next 2 years have to bring and who will take on the challenge of the ECML in 2020 - you never know that little piece of LNER vinyl might just get removed.

Moving onto something I've never spoken about in this editorial and that is pub quizzes. As I recently partook in a local pub quiz with some surprising railway related questions, I thought I'd share them with you and see how you fair.

Please send your answers to me by email and I'll post the results in this editorial next month.

Content

- Pg 2 - Welcome
- Pg 4 - Charter Scene
- Pg 47 - Pictures
- Pg 158 - News and Features
- Pg 165 - Fares Advice
- Pg 175 - Did you Know
- Pg 176 - Different View
- Pg 180 - Preserved/Industrial
- Pg 208 - From the Archives

Submissions & Contributions

Railtalk Magazine, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it through Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

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

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

Great Western's Class 150 243 and 150 216 working the 12:07 St. Ives - Lelant Saltings is seen at St. Ives on May 23rd.

Thomas Niederl

This Page

Class 66 426 heads a heavily laden 6K05 Carlisle to Basford Hall across Ribbleshead Viaduct on June 7th. *David Hollowood*

Next Page

Powering away from Crosby Garrett, 'Leander' returns 'The Dalesman' railtour to York on June 5th. *Shep Woolley*



Unlike a pub quiz it's going to be far too easy to just "Google" these, however those who can, please refrain. Questions are as follows:

1. Name all the stations on the North Yorkshire Moors Railway.
2. Why were passengers on the 14:35 service from Newcastle to Reading annoyed on the 24th May 2018?
3. Why was Olympian Louis Smith annoyed with Virgin Trains in June?

A bit of a laugh for all and some very interesting answers from the non-railway community. However give it a go and see how you get on.

Finally, again don't forget it's not all about the magazine, you can also find us on Facebook, Twitter and a whole host of other online media outlets. Don't forget to visit and if you haven't before, contributions are always welcome.

All the best for the month ahead and please do keep sending in those photos.

Andy Patten
Editor

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Charter Scene

Steam Dreams
The Cathedrals Express

LNER Class A3 No. 60103 'Flying Scotsman' working 1Z65 Carlisle to Preston heads through Pleasington on May 22nd. *Alan Naylor*



Railtalk Magazine Charter Scene

Statesman Rail
The Fellsman

Making a fine sight and sound, 'Leander' works across the River Ribble heading 'The Fellsman' to Carlisle on June 12th.
Shep Woolley

Charter Scene

Statesman Rail The Fellsman

▶ Jubilee Class 4-6-0 No. 45690 'Leander' climbs past Langcliffe with the northbound 'Fellsman' on June 12th. The loco was declared failed at Carlisle, reportedly because of 'Poor steaming'.
Gerald Nicholl

▶ Jubilee Class 4-6-0 No. 45699 'Galatea' climbs unassisted up Stainforth Bank with the northbound 'Fellsman' on May 29th.
Gerald Nicholl

▶ Jubilee Class 4-6-0 No. 45699 'Galatea' gears up for the climb up Houghton Bank with the outbound 'Fellsman' on May 29th.
Gerald Nicholl







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Charter Scene

Statesman Rail
Lochs and Glens Statesman

Class 47 826 and 57 314 top'n'tail the 1Z13 Kemble - Perth via Carlisle charter through Greenfaulds on June 2nd.
Brian Battersby







Railtalk Magazine

Charter Scene

UK Railtours
Another Liverpool Docker

Class 66 035 leads the UK Railtours/BLS Special 06:40 Reading - Liverpool Bulk Terminal (with Class 66 133 on the rear) approaching Winwick Jct. on June 23rd. *Nick Clemson*



Charter Scene

Steam Dreams The Lakes Express

▶ On June 18th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' and LMS Class 5MT 4-6-0 No. 45212 pass Standish with the London Victoria – Carnforth 'Lakes Express'. *John Sloane*

▶ For the return working, on June 21st, Stanier 8F No. 48151 arrives into Crewe where it was replaced a pair of Class 47s. for the run south. *Derek Elston*

▶ Class 47 580 'County of Essex' and 47 746 'Chris Fudge 29.7.70-22.6.10' pass Stafford working 1Z31 'The Lakes Express' 12:03 Carnforth to London Victoria on June 21st. *Derek Elston*







Charter Scene

52A Railtours

The Albert Gilmour Memorial Charter

▶ Deltic No. D9009 'Alycidon' passes Shipton by Beningbrough, north of York, with 1Z42, the returning Linlithgow - London Kings Cross 'The Albert Gilmour Memorial Charter' by 52A Railtours on June 16th. *davempics*

▶ On June 16th, it had just about stopped raining at Doncaster by the time 'Deltic' No. D9009 arrived with the 1Z42 London Kings Cross - Edinburgh, the 'Driver Albert Gilmour' memorial charter train. *Steve Thompson*



Charter Scene

West Coast Railway Co. The Jacobite



▶ A preserved snowplough is pictured at Glenfinnan station on June 8th. This 55 tonne snowplough was converted from an LNER V2 tender for use on the West Highland Line. It is now part of the museum exhibits at Glenfinnan..

Neil Pugh

▶ LMS Stanier Class 5 4-6-0 locomotive No. 44871 arrives at Glenfinnan station hauling 'The Jacobite' from Mallaig to Fort William on June 8th. *Neil Pugh*

▶ LMS Stanier Class 5 4-6-0 locomotive No. 44871 crosses Inverlochty Bridge hauling 'The Jacobite' from Fort William to Mallaig on June 3rd. *Neil Pugh*











Charter Scene

West Coast Railway Co. The Scarborough Spa Express

▶ Class 33 207 and 37 516 head past Heaton Lodge Junction with 1Z25 Carnforth to Scarborough 'The Scarborough Spa Express' on June 21st.
Steve Chapman

▶ 'British India Line' sets out for the coast at the head of 1Z21, 'The Scarborough Spa Express' from York on a gloriously sunny June 28th. Due to the hot and dry spell with the heightened fire risk, much of the work was being done by WCRC's Class 37 516 'Loch Laidon' on the rear.
davempics

▶ Class 70 811 and 47 804 pass Lostock Hall Junction on June 7th with 'The Scarborough Spa Express' *John Sloane*







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Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

Class 33 207 and 37 516 head past Lostock Hall Junction with a 'Scarborough Spa Express' working on June 21st. *John Sloane*



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

Class 70 811 and 47 804 pass Heaton Lodge Junction on June 7th with 1Z25 Dumfries to Scarborough 'The Scarborough Spa Express'. *Steve Chapman*



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

On June 4th, LMS 8F Class 2-8-0 No. 48151 works through Helwith Bridge with the northbound 'Dalesman' railtour to Carlisle.
Shep Woolley

Charter Scene

West Coast Railway Co. The Dalesman

▶ At Hellifield Station, LMS 8F No. 48151 takes on water in the loop, whilst waiting for the arrival of the diesel-hauled leg of the York - Carlisle 'Dalesman' charter on June 4th. *Ben Bucki*

▶ 8F No. 48151 heads through Settle Station with the northbound York - Carlisle 'The Dalesman' charter on June 4th. *Elle-May Ingham*

▶ Having bought in the diesel-hauled portion of 'The Dalesman' excursion from York to Carlisle, West Coast Railway Company's Class 37 685 sits on the rear of the train in the goods loop at Hellifield Station just before midday on June 4th. *Ben Bucki*



Charter Scene

West Coast Railway Co. The Dalesman

▶ On June 4th, summit bound, No. 48151 works over Aisgill Viaduct with the return 'Dalesman' to York. *Shep Woolley*

▶ Class 47 804 and 37 516 pass Balshaw Lane Jct. with a Chester - Carlisle working of 'The Dalesman' on June 19th. *John Sloane*

▶ LMS Jubilee Class 4-6-0 No. 45690 'Leander' working the York - Carlisle 'Dalesman' passes Helwith Bridge on June 5th. *David Wood*





Railtalk Magazine Charter Scene

West Coast Railway Co.
The Dalesman

LMS 8F 2-8-0 No. 48151 heads 12 coaches on the steam leg of the northbound 'Dalesman' towards Carlisle on June 4th.
Gerald Nicholl



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

On June 5th, LMS 5XP Class 4-6-0 No. 45690 'Leander' works through Selside with the northbound 'Dalesman' railtour to Carlisle. *Shep Woolley*









Charter Scene

West Coast Railway Co. The Lakelander

Although technically not a charter, Class 57 316 stands at Windermere ready to work the 2Z06 13:30 to Oxenholme on June 28th. West Coast did a fine job operating these services when Northern decided they couldn't!

John Balaam

Class 57 314 is seen at Windermere on the rear of 2Z06 13:30 to Oxenholme on June 28th.

John Balaam

Class 33 029 departs Burnside with the 15:30 Windermere - Oxenholme 'Lakelander' service on June 23rd. *Chris Morrison*





Railtalk Magazine Charter Scene

West Coast Railway Co.
The Lakelander

On June 23rd, West Coast Railway's Class 33 029 passes Burnside Crossing with the 13:30 Windermere - Oxenholme 'Lakelander' service, which ran after Northern cancelled all its trains on the branch during June. *Chris Morrison*



Charter Scene

West Coast Railway Co. The Lakelander

▶ On June 22nd, West Coast's Class 33 029 passes Staveley working the 2Z04 Windermere - Oxenholme service with 57 316 on the rear. *Michael Lynam*

▶ Class 57 316 waits to depart Burnside with a service to Windermere. *Michael Lynam*

▶ Class 33 029 (with 57 316 on the rear) climbs the bank into Oxenholme station on June 22nd with a service from Windermere. *Michael Lynam*





Charter Scene

West Coast Railway Co. The Lakelander

▶ Class 57 316 (with 33 029 on the rear) departs Oxenholme for Windermere on June 23rd.
John Sloane

▶ Class 33 029 (with 57 316 at the rear) is pictured near Oxenholme with a train from Windermere on June 23rd. *John Sloane*

▶ Class 57 314 with Mk2s Nos. 9483, 6000 and 6153 and 57 316 on the rear arrives at Burnside with the 16:40 Oxenholme - Windermere on June 26th. *Chris Morrison*





Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Jorvik & Scarborough Spa 2

Class 47 826, with 47 832 on the rear, is pictured at Heaton Lodge Junction on June 21st with 1Z35 Kidderminster to Scarborough 'Jorvik' charter. *Steve Chapman*



Charter Scene

Branch Line Society The Nosey Peaker

▶ The Branch Line Society's 'The Nosey Peaker' railtour approaches Heaton Chapel station on June 14th with Class 37 558 and 37 407 leading, and 37 401 at the rear. *Keith Chapman*

▶ Class 37 401 is seen on the rear of the 12:40 Buxton - Stafford approaching Peak Forest headed by 37 558 and 37 407, June 14th. *Nick Clemson*

▶ Class 37 558 and 37 407 are seen on the climb from Great Rocks to Peak Forest with 1240 Buxton - Stafford on June 14th. *Nick Clemson*





Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ LMS Jubilee Class 6MT 4-6-0 No. 45699 'Galatea' storms through Oxenholme with a 'Cumbrian Mountain Express' charter to Carlisle on June 23rd. *John Sloane*

▶ Class 86 259 races past Bradley with 'The Cumbrian Mountain Express' returning to London Euston on June 23rd. *John Sloane*





Railtalk Magazine

Charter Scene

Saphos Trains
The Welsh Marches Express

SR Rebuilt Light Pacific 4-6-2 No. 34046 (running as 34052 'Lord Dowding') heads past Meole Brace with the 1Z60 08:26 Crewe - Cardiff Central 'Welsh Marches Express' on May 12th. *Keith Davies*



Class 37 407, 37 603 and 37 409 'Lord Hinton' arrive at Nemesis Rail depot, Burton from Derby Loram on June 13th. Class 37 407 was to join 'The Nosey Peaker' railtour line up with 37 424 and 37 401, whilst 37409 which is fresh from it's overhaul and repaint at Loram, will drag 37 603 (a parts donor loco) back to Crewe Gresty Bridge. *Stuart Hillis*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 501 runs light engine past Waverton on June 12th. *Brian Battersby*

▶ LNER A4 4-6-2 No. 60009 'Union of South Africa' passes through Northampton running as 5Z60 the 10:17 Castleton Hopwood Gf to Southall Loco Services Ltd on June 13th. *Derek Elston*

▶ On June 22nd, LMS No. 46100 'Royal Scot' heads through Warrington Bank Quay on a Crewe - Keighley move. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves



▶ LMS No. 48151 passes Standish returning to Carnforth from Crewe on June 21st. *John Sloane*



▶ West Coast's Class 47 804 departs Carnforth on June 22nd with an ECS for Scarborough (with LNER A3 'Flying Scotsman' on the rear). *Michael Lynam*



▶ West Coast's Class 37 699 hauls 57 001 as 0Z37 Carnforth - Burton Nemesis Rail Depot for engine repairs, seen here at Burton on June 8th. *Stuart Hillis*



Charter Scene

ECS and Light Engine Moves

▶ Visiting for the Keighley and Worth Valley Railway 50th Anniversary Gala, LMS No. 46100 'Royal Scot' races south through Cononley, near Skipton, as it proceeds towards the mainline connection with the KWVR at Keighley on June 22nd. *Ben Bucki*

▶ On June 13th, making an impressive spectacle on the Aire Valley route through Bingley, a convoy of English Electric motive power heads for Keighley to participate in the Worth Valley Railway 50th Anniversary Gala. Class 20 205 was leading the line-up, delivering gala stars 50 035 'Ark Royal' and Deltic 55 019 'Royal Highland Fusilier' with 20 007 on the rear. The arrival of the locomotives marks a welcome return to diesel visitors to the KWVR, which despite being an early pioneer of diesel gala events has not held one for some years. *Ben Bucki*





Arriva Trains Wales



▶ Class 67 022 nears Helsby on May 24th with the 16:50 Manchester Piccadilly - Llandudno service. *Thomas Niederl*

▶ On June 15th, negotiating the greenery at Manchester Oxford Road, Class 67 022 arrives with the 1D31 Manchester Piccadilly-Llandudno service. *Steve Thompson*

▶ Class 67 020 passes Bomere Heath on May 14th with the 1V91 05:33 Holyhead - Cardiff Central service. *Keith Davies*



Caledonian Sleeper



▶ Class 86 101 rests from sleeper duties on Willesden whilst Class 66 720 passes Willesden Junction with the Felixtowe - Hams Hall on June 27th. *John Sloane*

▶ Class 92 010 is seen stabled in Wembley Yard on June 28th. *John Sloane*

▶ Class 90 047 and 86 101 are seen at Willesden depot on June 25th. *John Sloane*





Oxford July 2018 Improvement Works

Due to Network Rail major infrastructure improvement works from July 7–22 and July 28-29 Chiltern Railways trains will not serve Oxford station. Trains will operate between Marylebone and stations to Bicester Village, Islip and Oxford Parkway, with some minor changes to timetables. The Network Rail improvement work taking place will be to modernise the existing 1960s signalling, which will make train services travelling through Oxford, Didcot and Reading more reliable. Network Rail is also maintaining, upgrading and remodelling the track layout around Oxford station.

Travel advice for Chiltern Railways customers:

No Chiltern Railways trains will call at Oxford from July 7–22 and July 28-29. Trains will operate between Marylebone and stations to Bicester Village, Islip and Oxford Parkway, with some minor changes to timetables. Trains will be much busier than usual from/to Oxford Parkway during the works. We know not everyone can change the time they travel, but if possible, customers may wish to travel outside of peak times for a more comfortable journey. Chiltern Railways will add extra carriages to Oxford Parkway services where possible for the anticipated increase of customers travelling. Buses will replace trains between Oxford and Oxford Parkway during these periods. If using public transport, please take the 500 bus between Oxford and Oxford Parkway – your rail ticket will be accepted.

Parking: At Oxford Parkway station: In addition to our existing car parks, Chiltern Railways customers will also be able to use part of the Water Eaton Park & Ride. That means 1500+ spaces for customers available. Please note, Chiltern Railways Season tickets will not be valid in

the Park & Ride. Park & Ride car park users must pay using the machines in that area (£2 per day!) At Oxford station: There will be very limited parking spaces at Oxford during the works. We recommend parking at Oxford Parkway, where we have 1500+ spaces available between the Chiltern Railways car parks and the Water Eaton Park & Ride. Chiltern Railways customers can park in both areas for just £2 per day. (Chiltern Railways Season tickets not valid in the Park & Ride. Park & Ride car park users must pay using the machines in that area).

At Banbury station: During the works periods the West Side car park at Banbury station, will be closed. The car park will be used as a drop off and pick up point for CrossCountry bus replacement services to Oxford and Didcot. Please use the East side, multi-storey car park, located off Merton Street – OX16 4RN.

Bikes on trains: Our usual Bike Policy is operating during the block. From Monday to Friday you can use most of our trains, with the exception of our busiest peak hour services. For the safety and comfort of all our passengers, bikes are not allowed at any point during the journey on any train: Arriving at London Marylebone or Oxford Parkway from 0745 to 1000. Leaving London Marylebone or Oxford Parkway from 1630 to 1930. Non-folding bicycles are not permitted for any part of the journey on the train that leaves Bicester North at 0623 on weekday mornings, Haddenham & Thame Parkway 0635, Princes Risborough 0644, High Wycombe 0654 and Beaconsfield 0702 and arrives at London Marylebone at 0728. This is due to the type of train used to form this service. There are no restrictions on folding bikes at any time, provided they are fully folded.

Chiltern liveried Class 68 015 stands at Banbury on June 9th working a service to Birmingham Snow Hill. *Paul Godding*

Chiltern Railways



▶ Class 68 008 departs London Marylebone with the 17:15 to Kidderminster on June 27th.
John Sloane



▶ DVT No. 82304 leads an ECS working into London Marylebone on June 27th. *John Sloane*



▶ Class 68 012 departs London Marylebone on June 27th with the 17:21 Bicester North service.
John Sloane

Colas Rail



▶ Class 70 811 gets away from a signal check as it approaches Harrowden Junction working 6E38 the 13:54 Colnbrook Colas Rail to Lindsey Oil Refinery Colas empties on June 25th.

Derek Elston

▶ Class 37 219 'Jonty Jarvis 8-12-1998 to 18-3-2005' ambles through Northampton working light engine as 0Y37 09:00 Derby R.T.C.(Network Rail) to Hoo Junction on June 19th. *Derek Elston*

▶ Class 66 850 'David Maidment OBE' trundles through Upper Holloway with the Hoo Junction – Whitmoor engineer's on June 27th.

John Sloane





John Gosney, Graduate Technical Engineer-Infrastructure is taking action to #BeatPlasticPollution

Which came just in time for World Environment Day on 5 June. “Beat Plastic Pollution”, the theme for World Environment Day 2018, is a call to action for all of us to come together to combat one of the great environmental challenges of our time. The theme invites us all to consider how we can make changes in our everyday lives to reduce the heavy burden of plastic pollution on our natural places, our wildlife – and our own health. While plastic has many valuable uses, we have become over reliant on single-use or disposable plastic – with severe environmental consequences. A recent Safety Challenge submitted by John Gosney, Graduate Technical Engineer – Infrastructure entitled – Eliminating Dehydration, Heat Stress and Plastic Waste on the Railways – A Call to Action focused on the need for employees to stay hydrated at work without increasing plastic waste produced on site through the use of plastic water bottles.

John’s report posed some interesting questions and the solution has been well received. Use of disposable plastic bottles – is it sustainable?

The Facts: 38.5m bottles of water are consumed each day in the UK and only 50% make it to recycling with only 7% being recycled into new. 162g of oil and 2 litres of water are required to manufacture a single 1 litre volume disposable PET bottle = 100g CO2. Plastic bottles take 450 years to decompose. Disposable plastic bottles might not be a sustainable option and neither is dehydration out on site.

Facts: 70% of our bodies are made up of water, by the time a worker is thirsty he or she is already 2 to 3% dehydrated, 1% dehydration in a person can lead to a 12% reduction in productivity

So is there a sustainable & practical solution?

One solution we have trialled is the use of the Camelbak, a backpack with an inner lining that can store 2 litres of drinking water.

The benefits found include: It is hygienic as it can be cleaned out with anti-bacterial tablets. It has a lifespan of 3 years, it can be filled from 15 litre containers that are returned to the supplier for washing and refilling so no plastic waste.

The Camelbak which has been piloted over the last few weeks on Colas Rail track sites has been well received and will now be implemented on our Track Projects going forward which will eliminate the use of plastic bottles on our track sites. Which is a massive achievement.

Said Lahssioui, S&C South Alliance Director said “Our people work extremely hard and during periods of extreme heat it can be difficult to make sure people stay hydrated. The safety challenge initiative proposed by our Engineer graduate John Gosney, highlighted some mitigation by introducing the Camelbak trial as an alternative to bottle water and this has been so positively received by staff on site. It will benefit our staff and ensure they continue to work in a safe environment going forward especially during hot weather periods, the fact that we get to help the environment by not using plastic bottles is a bonus too”



Class 56 087 and 56 105 head along Battlefield Bank on May 13th working the 6C70 20:18 Crewe Basford Hall - Crewe Basford Hall engineers train. *Keith Davies*



Colas Rail



▶ Class 56 090 and 56 302 'Peco The Railway Modeller-70 years' along with 50 017 'Royal Oak' and 50 050 'Fearless' pass Burton as 0Z56 Nottingham Eastcroft - Crewe training run on June 7th. (Class 56 090 making it's first run in the UK since 2003). *Stuart Hillis*

▶ Class 56 105 and 56 302 pass Kempsey Shrewsbury on May 20th top'n'tailing the 6C70 20:20 Crewe Basford Hall - Crewe Basford Hall ballast working. *Keith Davies*

▶ Class 60 026 heads a loaded log train from Carlisle - Chirk on June 5th. *David Wood*





Colas Rail



▶ Class 60 047 approaches Helsby on June 29th with a Chirk bound log train. *Brian Battersby*



▶ Class 60 047 passes Barnby Dun with the 6E32 Preston to Lindsey discharged tanks on June 12th. *Steve Chapman*



▶ On May 13th, Class 56 105 and 56 087 are seen on Battlefield Bank with the 6C70 20:18 Crewe Basford Hall - Crewe Basford Hall ballast working. *Keith Davies*







DB Cargo



Class 66 149 passes Duncote Mill with the 6G51 Arpley - Donnington RFT working. *Keith Davies*



Class 60 039 'Dove Holes' working 6E68 Kingsbury - Humber discharged oil tanks passes Burton on June 3rd. *Stuart Hillis*



Class 66 003 passes Harrowden Junction working the 06:36 Mountsorrel Sidings to Radlett Redland Roadstone on June 30th. *Derek Elston*

DB Cargo



▶ On June 9th, Class 60 039 passes Brayford Lincoln on 6M00 HOR - Kingsbury loaded tanks.
Steve Thompson



▶ Class 60 039 'Dove Holes' working 6M57 Lindsey - Kingsbury loaded oil tanks heads past Burton on June 7th. *Stuart Hillis*

▶ Class 66 120 heads the 10:34 Southampton Eastern Docks to Halewood (Jaguar Cars) empties through Stafford on June 21st.
Derek Elston





DB Cargo



▶ Class 66 121 gets the 15:04 Luton Crescent Road to Toton North Yard underway on June 25th, crossing to the down main at Harrowden Junction. *Derek Elston*

▶ On June 6th, Class 66 044 passes Scunthorpe on 6D62 Killingholme - Kellingley spoil empties, with 66070 out of sight on the rear. *Steve Thompson*

▶ Class 90 040 and 90 018 head through Wigan North Western with a Daventry – Mossend on June 5th. *John Sloane*







DB Cargo



▶ Class 90 018 and 90 040 pass Standish with the 4M25 Mossend – Daventry on June 7th.
John Sloane

▶ On June 6th, the Kellingley - Killingholme spoil train sees Class 66 044 leading through Scunthorpe with 66 070 on the rear.
Steve Thompson

▶ On May 22nd, Class 66 031 passes Golant working the 15:25 Parkandillack - Fowey Dock Carne Point.
Thomas Niederl

DB Cargo



▶ Class 66 185 nears Trimley with a Wakefield – Felixtowe working on June 13th. *John Sloane*



▶ On June 20th, recently repainted and renamed Class 60 100 is seen at Scunthorpe working the 6D79 LOR - NH fuel tanks. *Steve Thompson*

▶ Class 66 136 does its best to brighten up a dreary old morning at Scunthorpe on June 6th with 6D79 LOR - Newton Heath fuel tanks. It actually stood in the station for 47 mins, waiting for a relief driver! *Steve Thompson*



DB Cargo



Class 66 044 approaches Hensall with 6E95 Newbiggin to Hull gypsum empties on June 12th. *Steve Chapman*

DB Cargo UK's Head of Service Design Flies the Flag for Women in Rail Freight

Britain's leading rail freight operator, DB Cargo UK is delighted to announce its Head of Service Design has won a prestigious national award.

Kate Turner (23) beat off stiff competition to be crowned winner of the 'Above and Beyond' category at the FTA Everywoman in Transport and Logistics Awards.

The award is presented annually to a woman in the freight industry that has truly gone above and beyond her role to help drive an organisation's success.

Kate was nominated for the award by her team for all the support she offered them during large organisational changes made at DB Cargo UK in 2017.

Hans-Georg Werner, CEO at DB Cargo UK said: "Kate is an extremely deserving winner of this award. DB Cargo UK has an aspiration to lead the next generation of rail freight here in the UK and Kate's award is a great step towards us achieving this."

Kate Turner said: "I am completely overwhelmed with my nomination but also with the amount of support and congratulations I have had from colleagues and other companies within logistics. This is a huge achievement and being recognised for all my efforts I am massively grateful. The support and guidance DB Cargo UK has provided so far in my career is fantastic."

"This award will help me in the future as it has spurred me on to continue spreading the word that Rail Freight is a fantastic industry to be in for all genders, hard work is recognised and rewarded. I am presenting in schools and colleges to market Rail

Freight and this award will be definitely something I will take with me to show what can be achieved."

Kate joined DB Cargo UK in 2012 as a Planning and Resource Apprentice before working her way through the management ranks in Production to the Head of Service Design role in January 2017.

DB Cargo



▶ Class 66 120 passes the Royal Mail Terminal at Dallam, just north of Warrington Bank Quay, on the last leg of its daily route learning jaunt around the Warrington/Wigan/Liverpool area, June 18th. *Jeff Nicholls*

▶ Class 66 140 and 66 050 are seen top and tailing the 6E63 Kellingley to Killingholme spoil on North Doncaster Chord on June 12th. *Steve Chapman*

▶ Class 66 063 heads through Oxford on June 9th with a container service from Wakefield. *Paul Godding*





DB Cargo



▶ Class 66 041 passes Harrowden Junction with a late running 13:26 Radlett Redland Roadstone to Toton North Yard empties on June 25th.

Derek Elston

▶ Class 66 025 is seen heading under Harringay flyover with the Heck – Bow on June 27th.

John Sloane

▶ Class 66 108 is seen at Colton Junction on June 8th with 6M16 Wilton to Knowsley empty binliner. *Steve Chapman*





DB Cargo



▶ Class 66 002 and 67 005 pass through Acton Bridge with a short rake of wagons from Warrington Arpley, heading to Crewe. *Michael Lynam*

▶ Class 66 055 'Alain Thouvette' stands in Wembley yard on June 28th. *John Sloane*



▶ It's not that obvious, but the loco in the middle is a bit of a rarity round Scunthorpe. Class 59 201 had arrived on 6E15 from Eastleigh in the early hours and now found itself sandwiched between 66 221 and 66 079 on 6X75 Ent C - Up Decoy, seen approaching Scunthorpe Station with a crane and loaded RDT in tow, on June 19th. *Steve Thompson*

DB Cargo



▶ Class 59 101 passes through Haringay Green Lanes with a Purfleet – Acton stone train on June 27th. *John Sloane*



▶ Class 66 065 passes Willesden Junction on June 27th with an Acton – Tolworth working. *John Sloane*



▶ Class 90 035 passes Willesden Junction on June 27th with a Dagenham – Mossend car train. *John Sloane*

DB Cargo



▶ Class 66 121 passes the old station building at Peak Forest with 6F07 14:18 Peak Forest - Dallam Freight Depot on June 8th. *Nick Clemson*



▶ Class 60 059 heads south light engine through Acton Bridge on June 26th. *Brian Battersby*



▶ On June 21st, Class 66 130 hauls a rake of coal wagons towards Barry. *Ken Mumford*

Direct Rail Services



Class 66 425 passes Willesden Junction on June 27th with a Daventry – Purfleet working.

John Sloane



Class 88 008 and 88 003 pass Bradley with the Sellafeld – Crewe nuclear flasks on June 2nd.

John Sloane



Class 37 218 working the 15:03 Daventry DRS (Tesco) to Crewe C.S. eases up alongside 66 303 working the 13:18 Mountsorrel Sidings to Crewe Basford Hall S.S.N. at Stafford on June 21st.

Derek Elston



Direct Rail Services

▶ Class 68 027 and 68 020 head away from Standish with a Crewe - Carlisle - Crewe training run on June 7th. *John Sloane*

▶ Freshly repainted Class 37 409 'Lord Hinton' drags 37 601 through Stafford working the 10:47 Derby R.T.C.(Network Rail) to Crewe Gresty Bridge (DRS) on June 13th. *Derek Elston*

▶ Recently repainted into large logo livery, Class 37 407 stands at Norwich as spare loco for the short set on June 16th. *Derek Elston*



Direct Rail Services



▶ On June 18th, Class 37 419 leads 68 002, 68 018, 68 001 and 68 004 away from Crewe.
Richard Hargreaves



▶ Class 66 426 with the 6C89 Mountsorrel - Carlisle loaded self discharge train of ballast is seen at Burton on June 12th. *Stuart Hillis*



▶ Class 88 004 leads a southbound Mossend - Daventry through Stafford on June 15th.
Brian Battersby

Direct Rail Services



▶ Class 88 006 passes through Joan Croft Junction on June 12th with 6S31 Doncaster to Millerhill departmental. *Steve Chapman*



▶ Class 68 028 with a TransPennine Express training run passes Acton Bridge on May 14th. *David Wood*

▶ On June 18th, Class 66 303, 37 424 and 68 011 are seen lined up at Crewe Gresty Bridge. *Richard Hargreaves*





Direct Rail Services



▶ Class 66 431 heads the 6C89 Mountsorrel to Carlisle through Ribbleshead on June 7th.
David Hollowood

▶ Class 68 002 and 68 005 on a late running Crewe to Sellafield flask train, pass through Warrington Bank Quay on June 27th. *Mark Enderby*

Direct Rail Services



▶ Class 66 431 passes a Virgin Train's Pendolino at Bradley whilst working the Mountsorrel – Carlisle ballast on June 7th. *John Sloane*

▶ Class 68 034 and 68 005 haul a single flask through Stafford on June 15th. *Brian Battersby*

▶ Two of the recent arrivals at Peak Forest to assist with shunting are DRS Class 37 716 and Colas Rail's Class 56 113, both seen at Peak Forest on June 8th. *Nick Clemson*





Direct Rail Services

▶ Class 57 002 passes Charnock Richard with a Crewe – Carlisle wagon move on June 19th.
John Sloane

▶ On June 15th, after the previous day's disruption caused by some trees uprooted by storm Hector, Class 88 004 heads through Lancaster with a special 4Z48 from Mossend to Daventry.
Steve Thompson

▶ Class 66 431 is seen at Standish with 6K05 Carlisle – Crewe engineer's on June 21st.
John Sloane



Direct Rail Services

▶ Class 66 303 working the 6U77 Mountsorrel - Crewe loaded IOA's of ballast, passes Willington on June 21st. *Stuart Hillis*

▶ Class 88 007 'Electra' passes Standish on June 22nd with the Daventry - Mossend 'Tesco' train. *John Sloane*

▶ On June 7th, Class 68 027 and 68 020 top'n'tail the 5Z69 driver trainer for TPE from Carlisle - Crewe through Acton Bridge. *Michael Lynam*



East Midlands Trains



▶ Power cars Nos. 43465 and 43480 working 1M56 16:50 London St. Pancras International to Corby pass Class 222 020 working the 1B63 16:45 Nottingham to London St. Pancras International service at Harrowden Junction on June 25th. *Derek Elston*

▶ 1D57 the 17:34 London St. Pancras International to Nottingham service, powered by power cars Nos. 43073 and 43055 passes Harrowden Junction on June 25th. *Derek Elston*

▶ Power car No. 43049 'Neville Hill' leads the 1B58 15:45 Nottingham to London St. Pancras International passing Harrowden Junction with 43089 on the rear, June 25th. *Derek Elston*





Freightliner



▶ Class 66 560 hauling a rake of empty container wagons as the 13:34 Felixstowe North F.L.T. to Lawley Street F.L.T. passes Northampton on June 29th. *Derek Elston*



▶ Class 86 627 and 86 613 head towards Crewe passing through Acton Bridge on June 19th. *Brian Battersby*



▶ On June 7th, Class 66 617 leads a Hardendale Quarry Shap - Tunstead Sidings empty boxes through Acton Bridge. *Michael Lynam*

Freightliner



▶ On June 7th, Class 66 616 passes through Acton Bridge with a spoil train from Wavertree Junction - Crewe Basford Hall. *Derek Elston*



▶ Class 66 566 and 70 011 head past Harringay with a Garston – London Gateway working on June 27th. *John Sloane*

▶ Class 66 622 rolls into Oxenholme with a Hardendale – Tunstead on June 23rd. *John Sloane*

Freightliner



▶ Class 66 413, still in DRS livery, working 4095 Leeds - Southampton lightly loaded modal, heads through Burton on June 6th. *Stuart Hillis*



▶ Heavy Haul's Class 66 610 eases through Northampton working the 15:02 Bow Depot Flhh to Guide Bridge Yard (Flhh) on June 29th. *Derek Elston*



▶ Class 66 587 passes Sutton Bridge Jct. on May 5th with the 6V75 09:30 Dee Marsh - Margam. *Keith Davies*





Freightliner



▶ Class 66 567 works 4L96 Trafford Park - Felixstowe through Deansgate on June 15th.
Steve Thompson

▶ Class 70 014 heads through Oxford on June 9th with a Garston - Southampton liner.
Paul Godding

▶ Class 66 605 leads the late running 13:06 Dagenham Down Yard to Hope (Earles Sidings) Fhh empty cement tanks through Harrowden Junction on June 25th. *Derek Elston*

Freightliner



▶ Class 86 639 and 86 612 haul a Crewe bound liner through Acton Bridge on June 26th.
Brian Battersby



▶ On June 29th, Class 70 014 passes through Northampton working the 12:57 London Gateway to Garston liner. *Derek Elston*



▶ Class 66 601 passes Walcot with the 05:59 Crewe Basford Hall - Donnington RFT on May 17th.
Keith Davies



Freightliner



▶ Class 66 620 with the 6M89 09:50 Dewsbury - Hope (Earles Sidings) passes through the closed Rotherham Masborough station on June 28th. *Nick Clemson*



▶ Class 66 610 is seen at Walcot on May 1st with 6G73 05:59 Crewe Basford Hall - Donnington RFT. *Keith Davies*



▶ The 10:08 Lawley Street F.L.T. to London Gateway Freightliner service passes through Northampton on June 28th with Class 66 524 adorned with an advert for staff. *Derek Elston*





Freightliner



Class 66 614 '1914 Poppy 2014' passes Duncote Mill with the 6K75 15:26 Donnington RFT - Crewe Basford Hall on May 22nd. *Keith Davies*



The 13:27 West Thurrock Sidings Fhh to Tunstead Sidings empty cement tanks pass Northampton on June 13th behind Class 66 621. *Derek Elston*



Class 66 503 passes through Acton Bridge on June 7th with a Runcorn - Northenden empty bin train. *Michael Lynam*



Freightliner



▶ A somewhat rarity these days as Class 70 014 hauls a Southampton bound liner through Stafford on June 15th. *Brian Battersby*



▶ With the power on Class 66 572 leads the 07:39 Felixstowe South F.L.T. to Lawley Street F.L.T. as it crosses the River Nene just to the north of Northampton on June 20th. *Derek Elston*



▶ Class 66 591 passes Leaton with the 6M86 10:29 Margam T.C. - Dee Marsh Reception Sidings on May 23rd. *Keith Davies*

Freightliner



▶ Class 86 609 and 86 610 arrive at Ipswich with the Trafford Park – Felixtowe on June 13th.
John Sloane



▶ A crew member has just alighted at Willesden Junction from Class 66 557 on a London Gateway - Garston liner as a Bakerloo line train passes on June 27th.
John Sloane



▶ Class 66 533 passes through Camden Road with a Felixtowe – Ditton on June 27th.
John Sloane

Freightliner



“Now, which one shall I use next?”. A group of Class 66s are seen at Ipswich on June 13th.

John Sloane



Class 70 015 nears Levington with an empty Felixtowe – Lawley St., on June 13th.

John Sloane



Class 66 557 runs through Ipswich with a Felixtowe – Trafford Park on June 13th.

John Sloane

Freightliner



▶ Class 66 557 and 66 549 are seen at Ipswich refuelling point on June 13th. *John Sloane*



▶ Class 90 042 and 90 046 are seen at Standish on June 6th with 4M27 Coatbridge – Daventry. *John Sloane*



▶ Class 90 049 and 90 042 head through Charnock Richard with 4S44 Daventry – Coatbridge on June 5th. *John Sloane*



Freightliner



On June 28th, Class 66 569 leads a Crewe - Felixstowe liner through Heamies. *Mark Enderby*



Class 66 516 passes Trimley with an empty Felixtowe - Ditton on June 13th. *John Sloane*

Class 66 957 nears Levington with a Coatbridge - Felixtowe on June 13th. *John Sloane*



Freightliner



▶ On June 5th, Class 66 554 arrives on the Up Goods at Frodingham Jct. to run round 6C75 coal from IBT to the CHP. *Steve Thompson*

▶ Class 66 564 on a southbound liner passes Northampton on June 27th. *Mark Enderby*

▶ Class 86 610 and 86 609 head north through Stafford on June 15th. *Brian Battersby*



Freightliner

Class 70 003 passes through Acton Bridge on June 7th with a Garston -Felixstowe liner.
Michael Lynam



Green Cooperation between Ocean Network Express and Freightliner

The newly formed container shipping company, Ocean Network Express (ONE) and Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), have signed a contract for guaranteed rail wagon capacity on the main intermodal routes in the United Kingdom.

By switching from road to rail, the new contract will see 118,320 road miles per day removed from UK roads, reducing greenhouse gasses by 67% in comparison to traditional road transport. In addition, ONE will save 180 tons of CO2 per day on inland transport, representing a 13% increase compared to when the three Japanese shipping companies – MOL, NYK and K-Line – were operating independently of each other.

with the formation of ONE, steps have been taken to ensure that environmental sustainability will play a significant role in both ocean and inland transportation.

Derek Wakeling, Product and Network Director at ONE said, “Our customers want a service that meets all their requirements in terms of reliability, safety and sustainability. With ONE and Freightliner working together in partnership, everyone benefits from a significant reduction in carbon emissions and we can continue to provide the high level of service that our customers expect from us.”

“I am delighted that Freightliner has been awarded this significant contract, recognising our positive track record of performance, reliability and scale of delivery,” commented Adam Cunliffe, CCO of G&W’s UK/Europe Region companies. “Having previously

worked with all three Japanese shipping lines, we look forward to continuing our close working relationship with our ONE colleagues and to making a positive impact on our environment, as well as easing congestion on our roads by moving more freight on rail.”

Prior to becoming ONE, the three Japanese lines were satisfied with Freightliner as a reliable rail partner, guaranteeing capacity, safe transport and an excellent service level whilst reducing the carbon footprint. Now operating as ONE, they will continue supporting their customers’ supply chain and strengthen their international competitiveness as well as being the green choice in logistics through collaborations such as the Freightliner partnership

For all three Japanese companies, reducing the carbon footprint was part of their core values. Now,

GBRf



▶ Class 66 766 works the 6V35 Clitheroe Castle Cement to Avonmouth Hansons Siding through Bamber Bridge on June 4th. *Alan Naylor*



▶ Class 66 723 passes Barnby Dun on June 12th with 6D60 Doncaster to Scunthorpe box wagons. *Steve Chapman*



▶ Class 66 718 departs from Trent Reception with 6D61 Roxby - Doncaster Down Decoy waste empties, June 5th. *Steve Thompson*





▶ Class 66 750 'Bristol Panel Signal Box' is seen here passing Red Bank with the 6V35 Clitheroe - Avonmouth PCA cement four wheel tanks on June 5th. *Dave Harris*

▶ On the first movement of total GBRf operation, June 4th, Class 66 766 takes charge of the 6V35 loaded cement move from Clitheroe to Avonmouth, seen here at Pleasington. *David Hollowood*

▶ Class 66 729 is held at signals before Shaftolme Junction on June 8th with 6D72 Hull - Doncaster stone empties. *Steve Chapman*



GBRf



▶ On June 7th, Class 66 755 leads the 6M38 Arcow Quarry to Bredbury through Helwith Bridge.
David Hollowood



▶ Class 66 755 passes Helwith Bridge working the 6M31 Doncaster - Arcow Quarry on June 5th.
David Wood



▶ Class 66 770 is held at Shaftholme Junction on June 12th with 6D72 Hull to Doncaster stone empties.
Steve Chapman

GBRf



▶ Class 66 781 is pictured on the East Coast Main Line at Heck Ings on June 12th with 6E51 Peak Forest to Selby stone. *Steve Chapman*



▶ On June 12th, Class 66 789 picks it's way along the Outward Line with 6D61 Roxby - Down Decoy, empties off traffic which appears to have originated at Rossington, a DBC flow! *Steve Thompson*



▶ On June 12th, Class 66 723 is seen going onto E Line at Scunthorpe West Jct. with 6D60 Down Decoy - Roxby. *Steve Thompson*



GBRf



▶ Class 66 740 'Sarah' leads the 4L18 14:12 Trafford Park Euro Terminall GBRf to Felixstowe North GBRf as it approaches Northampton on June 29th. *Derek Elston*



▶ The return of the GBRf trial run on the Hamburg Rails happened on June 10th as Class 66 727 worked 6E26 from Dollands Moor to Ent C, comprising 24 empty IGAs. *Steve Thompson*



▶ Class 66 749 is pictured at Whitley Bridge on June 8th with the 6H70 Tyne Dock to Drax Biomass. *Steve Chapman*



GBRf



▶ Class 66 763 rounds the curve from Shaftholme Junction on June 12th with 6E84 Middleton Towers to Monk Bretton sand. *Steve Chapman*

▶ Class 66 704 heads into Hellifield on June 4th with a cement train to Clitheroe. *Elle-May Ingham*

▶ On June 9th, Class 66 738 threads it's way through the city of Lincoln working the 6M81 HIT - Ratcliffe coal. *Steve Thompson*



GBRf



▶ Class 66 777 with the 6J46 Peak Forest - Hope St. passes the old Peak Forest station on June 21st. *Nick Clemson*

▶ GBRf celebrity liveried Class 66 721 'Harry Beck' heads north at Harrowden Junction working the 6M79 12:01 Angerstein Wharf GBRf to Bardon Hill GBRf on June 25th. *Derek Elston*

▶ Class 66 750 working the Clitheroe - Avonmouth cement passes Heamies on June 9th. *Mark Enderby*

GBRf



▶ On June 11th, Class 66 779, worked through Scunthorpe on 4R79 Down Decoy - HIT coal empties. It looks like the bell could do with a bit of a polish! *Steve Thompson*

▶ Class 66 761 'Wensleydale Railway Association' working 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers, passes Moira on June 5th. *Stuart Hillis*

▶ Class 66 776 hauls a short engineers through Stafford on June 15th. *Brian Battersby*





GBRf

▶ Class 66 753 'EMD Roberts Road' working 4M11 Washwood Heath - Peak Forest empty hoppers, passes through Burton on June 12th. (This working has just changed over to GBRf from DB). *Stuart Hillis*

▶ Class 66 763 'Seven Valley Railway' with 73 136 'Mhairi' and three new Sibelco hoppers as 6Z73 Kidderminster SVR - Doncaster Roberts Road, heads past Burton on June 8th. *Stuart Hillis*

▶ Class 66 770 crosses onto the main at Harrowden Junction on June 25th working the 6E45 13:06 Theale Puma GBRf to Immingham Puma GBRf empties. *Derek Elston*



GBRf



▶ Running 40 minutes late the 6M20 12:46 Coton Hill TC GBRf to Wellingborough Up TC GBRf passes Harrowden Junction with Class 66 778 'Darius Cheskin' at the sharp end on June 25th. *Derek Elston*

▶ Running 25 minutes late, the 6K50 15:13 Toton North Yard to Crewe Basford Hall S.S.N. passes Stafford with Class 66 779 'Evening Star' in charge on June 21st. *Derek Elston*

▶ Class 66 766 rounds the curve at Vulcan Village with 6M35 Gloucester - Clitheroe Castle Cement on June 21st. *Dave Harris*



GBRf



▶ On June 21st, Class 66 753 is seen near Edale station with the 6E51 12:17 Peak Forest - Selby.
Nick Clemson

▶ Class 66 761 with the 6E42 07:15 Cliffe Hill Stud Farm - Doncaster Up Decoy approaches Rotherham Masborough on June 28th.
Nick Clemson

▶ On June 28th, Class 66 766 works a Gloucester - Clitheroe empty cement tanks through Heamies on June 28th. *Mark Enderby*

GBRf



Class 66 789 arrives at its destination with 4M11 08:59 Washwood Heath - Peak Forest on June 28th. *Nick Clemson*

GB Railfreight wins Elizabeth Line Maintenance Contract

GB Railfreight (GBRf) is pleased to announce its success in winning the Elizabeth line Yellow Plant contract, agreeing a five-year deal with the potential for a three-year extension.

The contract will see GBRf operating and maintaining Yellow Plant for Transport for London (TfL) on the newly-built Elizabeth line. Delivering this contract will see GBRf's involvement in the Crossrail construction project come full circle. In 2012 GBRf supported the Crossrail tunnel excavation, taking London spoil from Westbourne Park to Northfleet. The product ended up on Wallasea Island, creating Europe's largest man-made wetland nature reserve which supports GBRf's sustainability goals. Since then, GBRf has been heavily involved in the Elizabeth line tunnel fit-out, supplying up to 27 drivers a day, seven days a week.

The contract is demonstrative of just how far GBRf has come in recent years. Operating and maintaining Yellow Plant sees the company diversify from its traditional business model of 'hook and haul', to a more varied business model. This enhances and progresses GBRf's vision for growth in both its engineering and operations.

John Smith, Managing Director of GBRf said: "Winning the Elizabeth line Yellow Plant contract is fantastic news. Having been heavily involved with delivery of construction rail services for the project, the award of a longer-term operations and maintenance contract shows just how valued GBRf's contribution has been. Whilst mainly invisible to those above ground Crossrail is a civil engineering marvel that will transform London's transport system. I'm extremely proud of GBRf's involvement with the whole venture."

Mark Wyborn, GBRf's Infrastructure General Manager, commented on the deal: "Winning this contract is great news for GBRf and this paves the way for diversification and sustainability. It is a great opportunity to continue the hard work on the Elizabeth line and knowing that GBRf has contributed to each phase of this huge infrastructure build and will continue to do so, is fantastic for us."

The contract is expected to begin in September 2018.





GB Railfreight signs Armed Forces Covenant in honour of Armed Forces Day

In honour of Armed Forces Day, on 28th June 2018, GB Railfreight once again showed its ongoing commitment to the Armed Forces community by signing the Armed Forces Covenant. The Covenant represents a promise by the nation that those who serve or have served, and their families, are treated fairly.

Through the Covenant, GB Railfreight recognises the value serving personnel, reservists, veterans and military families bring to their business, with GB Railfreight promising to uphold the following commitments:

- Proactively demonstrating the fact that we are an armed forces-friendly organisation by promoting the various branches of the military and honouring the sacrifices serving and retired personnel and their families have made;
- Seeking to support the employment of veterans, young and old, and working with the Career Transition Partnership (CTP), in order to establish a tailored employment pathway for Service Leavers at GB Railfreight;
- Striving to support the employment of Service spouses and partners, recognising through our working practices

that special consideration is often required, and providing the flexibility that entails, for instance around spousal deployment;

- Seeking to support our employees who choose to be members of the Reserve forces, including by accommodating their training and deployment where possible, and providing consideration for their spouses in such circumstances;
- Offering support to our local cadet units, either in our local community or in local schools, where possible, offering opportunities to see the work of GB Railfreight, to hear from our workforce, and to provide backing for events that the units wish to run or take part in;
- Aiming to actively participate in Armed Forces Day to commemorate the heroism of our servicemen and women from all branches of the military.

We will publicise these commitments through our literature, and/or on our website, through media engagement, and via our workplace app, Track Chat, setting out how we will seek to honour them and inviting feedback from the Service community and our customers on how we are doing.

GB Railfreight's signing of the Armed Forces Covenant formalises a history of commitment from the company to supporting the armed forces community. In addition to its employment of ex-services personnel, GB Railfreight has previously renamed two of its Class 66 locomotives 'Royal Corps of Signals' and 'HMS Argyll', painting them in a special livery and adorning them with crests and insignia.

John Smith, Managing Director of GB Railfreight, said of the Covenant: "Both personally and as a company, we are honoured to now be a business signatory of the Armed Forces Covenant. The work that the men and women of our armed forces do could never be fully repaid, but GB Railfreight hopes that through our signing of the Covenant, in a small way we can show our enduring gratitude to the sacrifice that is made on a daily basis by these brave men and women, as well as their families back home.

Ex-servicepeople bring a unique skill set to GB Railfreight, and we look forward to welcoming more heroes to the GB team going forward."

Class 59 003 passes Dorridge on July 2nd with the 11:56 6M40 Westbury - Cliffe Hill.

Chris Morrison



GBRf



▶ Class 66 709 passes through Ipswich on June 13th with the Harwich – North Walsham tanks.
John Sloane

▶ On June 28th, Class 66 704 hauls the 4E73 10:36 Ratcliffe PS - Doncaster Down Decoy empties passing the overgrown platforms of the closed Rotherham Masborough station.
Nick Clemson

▶ Class 66 720, still in its distinctive Rainbow livery, passes through Silverend near Kelvedon, Essex hauling a Felixtowe - Hams Hall liner on June 28th.
Charlie Robbins



▶ Class 66 766 passes Standish with a Gloucester – Clitheroe empty cement tanks working on June 21st. *John Sloane*

▶ Class 66 719 approaches Ipswich with the Felixtowe – Hams Hall on June 13th. *John Sloane*

▶ A surprise bit of sun on June 13th for Class 66 789 working 6D61 Roxby - Down Decoy waste empties through Scunthorpe station. *Steve Thompson*



GBRf

▶ Class 66 759 passes Willesden Junction Low Level with a London Gateway – Hams Hall working on June 27th. *John Sloane*

▶ On June 19th, Class 66 749 hauls the 4R79 Down Decoy - HIT coal empties through Scunthorpe. *Steve Thompson*

▶ On June 7th, Class 66 735 passes through Acton Bridge with a Liverpool - Drax Biomass. *Michael Lynam*







Great Western Railway

▶ Power car No. 43002 leads 43040 away from Par on May 21st working the 16:00 Penzance - London Paddington service. *Thomas Niederl*

▶ Power car No. 43094 and IEP Class 800 011 are seen at Reading on June 9th. *Richard Hargreaves*

▶ Power cars Nos. 43160 and 43136 working the 07:59 Penzance - London Paddington service arrive at Lostwithiel on May 19th. *Thomas Niederl*



Great Western Railway



▶ Class 800 029 working the 14:24 Exeter St. Davids - Penzance empty stock, passes Par on May 22nd. *Thomas Niederl*



▶ Power cars No. 43078 and 43069 arrive at Lostwithiel on May 22nd working the 14:03 London Paddington - Penzance service. *Thomas Niederl*

▶ Power cars Nos. 43041 and 43126, running 25 late, with 10:28 Doncaster Works - Brush Loughborough pass Class 66 413 held by signals at the closed Rotherham Masborough station on June 28th. *Nick Clemson*

Great Western Railway



▶ Power cars Nos. 43015 and 43153 working the 12:03 London Paddington - Penzance 'The Royal Duchy' arrive at St. Erth on May 23rd.
Thomas Niederl



▶ On June 8th, Class 800 008 leads 800 033 into Reading with a London Paddington bound service.
Paul Godding



Greater Anglia



▶ Class 68 004 'Rapid' stands at Great Yarmouth on the tail end of the 2C79 17:30 to Norwich on June 16th, a return Airshow special with Class 68 001 'Evolution' leading. *Derek Elston*

▶ Class 90 002 'Eastern Daily Press 1870 - 2010' rushes through Stowmarket working the 1P25 09:30 Norwich to London Liverpool Street service on June 16th. *Derek Elston*

▶ Class 90 014 heads into Ipswich tunnel on June 13th with a Norwich - London Liverpool St. service. *John Sloane*



Greater Anglia



▶ Class 68 002 'Intrepid' arrives into Great Yarmouth working the 2P3217:36 from Norwich, a Great Yarmouth Airshow extra on June 16th.
Derek Elston

▶ Class 90 010 pushes its train out of Ipswich on June 13th with a Norwich bound service.
John Sloane

▶ Class 90 005 arrives at Ipswich with a London Liverpool St. bound train on June 13th.
John Sloane

Network Rail



▶ Newly painted Class 37 409 'Lord Hinton' propels test coach 'Caroline' through Tyseley on June 20th with an Oxford - Crewe working. *Chris Morrison*



▶ Driving trailer No. 9702 is being pushed by Class 37 612 past Bradley on a Carlisle - Derby RTC working on June 1st. *John Sloane*



▶ Network Rail's New Measurement Train heads North through Stafford with the 06:38 Derby R.T.C.(Network Rail) to Derby on June 21st. *Derek Elston*



Network Rail



▶ Class 37 421 and 37 521 top'n'tail a Derby - Carlisle test train working past Charnock Richard on June 5th. *John Sloane*



▶ Large logo Class 37 409 'Lord Hinton' with inspection saloon No. 975 025 'Caroline' working 5Z02 Derby RTC - Didcot, passes Stenson Junction on June 19th. *Stuart Hillis*



▶ Class 67 023 'Stella' and 67 027 'Charlotte' working the 1Z01 Long Marston - Sunnyhill Loop (Derby) test train are seen passing Wychnor Junction on June 22nd. *Stuart Hillis*







Rail Operations Group



▶ Class 57 303 'Pride of Carlisle', on hire to ROG, passes through platform 1 at Northampton on June 28th working 5Q70 06:33 Ely Mlf Papworth Sidings to Northampton Tc Up Sidings with Class 365 507 and 365 515 in tow. *Derek Elston*

▶ Class 37 800 passes Balshaw Lane Jct. on June 7th with a Mossend – Leicester move. *John Sloane*



Rail Operations Group

▶ Class 47813 and 47812 stand at Stafford on June 15th with a Portbury to Manchester working, conveying new Mk5 stock for TransPennine Express. *Brian Battersby*

▶ Class 37884 running light engine from Polmadie - Leicester passes Heamies on June 28th. *Mark Enderby*

▶ Class 37 611 'Pegasus' passes Wilsons Farm crossing as it works light engine as 0H72 11:34 Leicester L.I.P. to Wembley NY No. 1 Road on June 20th. *Derek Elston*





Units: DMUs and EMUs



▶ Arriva Trains Wales' Class 175 101 passes Burgs Lane with the 1V38 09:30 Manchester Piccadilly - Carmarthen service on May 19th. *Keith Davies*

▶ Northern's Class 150 131 waits in Manchester Victoria to take out the 2E09 09:58 service to York on June 7th. *Nick Clemson*

▶ On June 21st, East Midlands Trains' Class 158 862 and 158 770 are seen in Edale with the 1L09 11:03 South Liverpool Parkway - Norwich service. *Nick Clemson*



Units: DMUs and EMUs

▶ East Midlands Trains' Class 222 003 heads for the capital at Harrowden Junction working the 1C59 15:29 Sheffield to London St. Pancras International service on June 25th. *Derek Elston*

▶ On June 7th, Northern's Class 333 013 and 322 485 have recently arrived with 2H33 10:47 Skipton - Leeds and 2B64 10:26 Doncaster - Leeds respectively. *Nick Clemson*

▶ Northern's Class 158 797 crosses the River Nidd with 2C18 08:59 Leeds - Knaresborough service on June 22nd. *Nick Clemson*





Units: DMUs and EMUs

Great Western's Class 150 266 pulls into Torquay on May 17th with an Exeter - Paignton service. Its smart GWR green livery replacing the previous FGW blue livery. *Charlie Robbins*



Units: DMUs and EMUs



▶ Grand Central's Class 180 112 is pictured at Heaton Lodge Junction on June 7th with the 10:22 Bradford Interchange to London Kings Cross. *Steve Chapman*

▶ Arriva Trains Wales' Class 175 125 passes Leaton on May 21st with the 1W91 05:33 Holyhead - Cwmbran. *Keith Davies*

▶ Great Western's Class 153 329 working the 10:13 Newquay - Par service is seen near St. Blazey on May 19th. *Thomas Niederl*

Units: DMUs and EMUs



▶ Northern's Class 170 476 pulls away from Poppleton station with the 2C45 York to Leeds via Harrogate service. *Ben Bucki*



▶ Southern's 2M23, the 09:10 East Croydon to Milton Keynes Central passes Old Linslade formed of Class 377 204 and 377 201 on June 18th. *Derek Elston*



▶ Great Western's Class 165 107 nears Oxford on June 9th working the 2M20 Didcot Parkway - Banbury service. *Paul Godding*



Units: DMUs and EMUs



▶ On June 6th, farewell to the former GWR interloper, Class 153 373, which had spent the best part of a fortnight on the Barton Branch, seen here working 5G73 from Cleethorpes to Neville Hill for a bit of a rest. *Steve Thompson*

▶ Chiltern Railway's Class 168 001 calls at Banbury on June 9th with a service to London Marylebone. *Paul Godding*

▶ Great Western's Class 153 372 working the 14:42 Liskeard - Looe passes Sandplace on May 19th. *Thomas Niederl*



Units: DMUs and EMUs



▶ Northern's Class 142 040 with 2C28 11:29 Leeds - York passes 144 020 arriving with 2A08 10:39 Knottingley - Leeds, June 7th. *Nick Clemson*

▶ LNWR's Class 319 441 and 319 460 head to Northampton EMD as 5N99 11:16 from Bletchley Carriage Sidings on June 26th. *Derek Elston*

▶ Greater Anglia's Class 379 011 'Ely Cathedral' and 379 004 arrive at Stansted Airport with 1B52 11:10 from London Liverpool Street on June 21st. *John Balaam*

Units: DMUs and EMUs



▶ Great Western's Class 150 002 working the 15:57 Plymouth - Penzance service arrives into Par on May 22nd. *Thomas Niederl*



▶ East Midlands Trains' Class 153 310 leads 153 311 into Nottingham with 2N47 14:37 Matlock - Newark Castle on June 7th. *Nick Clemson*



▶ West Midlands Trains' Class 172 334 departs Birmingham Moor Street on June 9th with a service to Dorridge. *Paul Godding*

Units: DMUs and EMUs



▶ Crossrail's Class 345 038, on delivery running as the 15:29 Crewe C.S. (LNWR Site) to Wembley Euro Freight Ops Centre, approaches Northampton on June 29th. *Derek Elston*

▶ EastMidlandsTrains' 1B56, the 15:12 Nottingham to London St. Pancras International service hurries along at Harrowden Junction formed of Class 222 012 on June 25th. *Derek Elston*

▶ Northern's Class 144 018 awaits departure from Skipton with a midday train from Leeds to Lancaster on June 4th. *Ben Bucki*





Units: DMUs and EMUs

▶ CrossCountry's Class 220 030 is seen at Penzance on May 23rd with the 09:35 Penzance - Manchester Piccadilly service. *Thomas Niederl*



▶ LNWR's Class 319 220 eases through Northampton on June 18th with 319433 working as 5N99 11:16 Bletchley C.S. to Northampton EMD on June 18th. *Derek Elston*

▶ CrossCountry's Class 221 139 departs Oxford on June 9th with the 1008 Manchester Piccadilly - Bournemouth service. *Paul Godding*

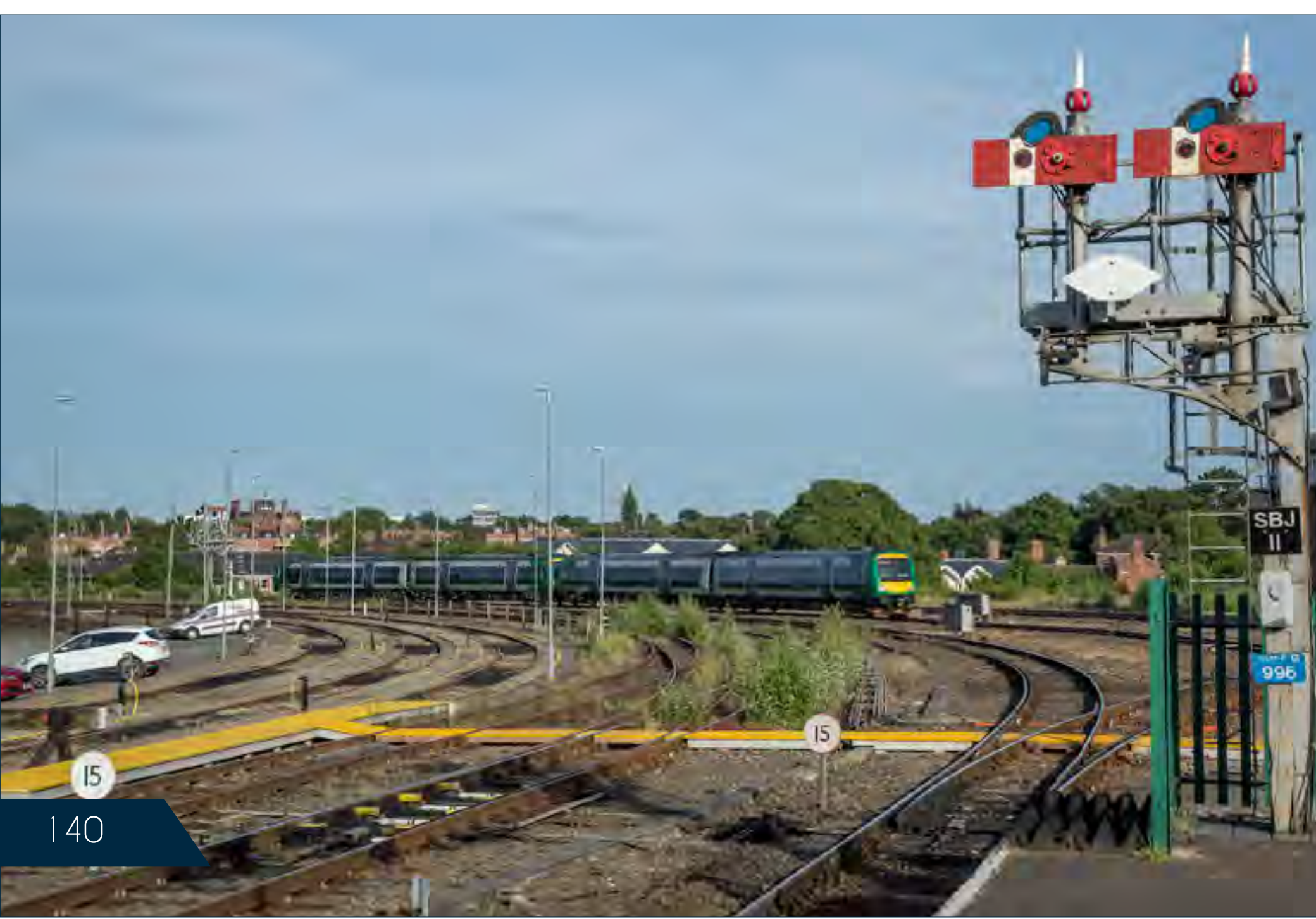
Units: DMUs and EMUs



▶ Great Western's Class 150 216 and 150 243 working the 16:21 Lelant Saltings - St. Ives service passes Carbis Bay on May 23rd.
Thomas Niederl

▶ Greater Anglia's Class 379 028 is seen at Stansted Airport after working 1B50 10:55 from London Liverpool Street on June 21st. *John Balaam*

▶ West Midlands Trains' Class 170 506 and 170 511 arrive at Shrewsbury on June 23rd with a terminating service. *Richard Hargreaves*



Units: DMUs and EMUs



▶ Southern's Class 377 214 and 377 203 call at Watford Junction with 2031 10:12 Milton Keynes - East Croydon service on June 2nd. *John Balaam*



▶ Grand Central's Class 180 108 is seen at Heaton Lodge Junction on June 21st with the 10:22 Bradford Interchange to London Kings Cross service. *Steve Chapman*



▶ Merseyrail's Class 507 028 heads a six coach formation on a Southport - Hunts Cross service on May 28th. *Chris Morrison*



Units: DMUs and EMUs

▶ A Northern Class 333 EMU working the 2S28 13:11 Bradford Forster Square - Skipton is captured near Glusburn on June 22nd.
Nick Clemson

▶ 110mph branded London Northwestern Railway's Class 350 110 departs Stafford on June 15th with a service to London Euston.
Brian Battersby

▶ TransPennine Express Class 185 123, with 185 119 on the rear, working the 1B70 08:53 Manchester Airport - Cleethorpes approaches Masborough Jct. on June 28th. *Nick Clemson*





Units: DMUs and EMUs



▶ Northern's Class 170 475 arrives at Knaresborough with 2C20 09:29 Leeds - York service on June 22nd. *Nick Clemson*



▶ Merseyrail's Class 508 128 calls at Bidston on June 9th with a Liverpool Central - West Kirby working. *Chris Morrison*



▶ A Northern Class 144 forms the 2H13 12:20 Leeds - Lancaster as it heads up the Aire Valley near Glusburn on June 21st. *Nick Clemson*

Units: DMUs and EMUs



▶ Great Northern's Class 313 045 heads away from Harringay with a Hertford North service on June 27th. *John Sloane*



▶ Hull Trains' Class 180 111 passes Harringay working a London Kings Cross – Hull service on June 27th. *John Sloane*



▶ Chiltern's Class 168 004 arrives at London Marylebone on June 27th. *John Sloane*

Units: DMUs and EMUs



▶ London Overground's Class 172 005 calls at Harringay Green Lanes with a Gospel Oak – Barking service on June 27th. *John Sloane*



▶ Southern's Class 377 214 approaches Willesden Junction with a service from Milton Keynes on June 27th. *John Sloane*



▶ London Overground's Class 378 205 approaches Gospel Oak with a Stratford bound service on June 27th. *John Sloane*

Units: DMUs and EMUs



▶ London Northwestern Railway's Class 350 373 arrives at Crewe on June 18th working a Liverpool Lime St. - Birmingham New St. service. *Richard Hargreaves*



▶ South Western Railway's Class 158 885 is seen before departure working 1L15 07:50 London Waterloo - Salisbury on June 1st. *Keith Hookham*



▶ On June 15th, Northern's Class 150 205 on a Chester to Manchester Victoria service, passes Oakmere. *Brian Battersby*

Units: DMUs and EMUs



▶ Arriva Trains Wales' Class 175 008 departs Shrewsbury on June 23rd with a service to Cardiff. *Richard Hargreaves*



▶ On June 22nd, West Midlands Railway's Class 139 001 is seen at Stourbridge Junction operating the shuttle to Stourbridge. *Mark Enderby*



▶ Northern's Class 333 011 departs Skipton with the 2H47 14:17 service to Leeds, June 22nd. *Nick Clemson*



Units: DMUs and EMUs

▶ TransPennine Express' Class 185 103 is seen in Edale on June 21st working the 1B76 11:53 Manchester Airport - Cleethorpes service. *Nick Clemson*



▶ A Crossrail Class 345 on a Crewe - Bletchley test run passes Heamies on June 28th. *Mark Enderby*

Units: DMUs and EMUs



Greater Anglia's Class 156 419 calls at Trimley with a Felixtowe – Ipswich service on June 13th.
John Sloane



TransPennine Express' Class 350 406 speeds past Balshaw Lane Junction on June 19th.
John Sloane



Greater Anglia's Class 321 429 stands at Ipswich on the rear of a London 'stopper' on June 13th.
John Sloane

Units: DMUs and EMUs



On June 22nd, Northern's Class 144 022 departs Carnforth working a Lancaster - Leeds service. *Michael Lynam*



Former FGW Class 150 131 looks a bit lost so far north, departing Lancaster on Northern's 2H60 service to Leeds on June 15th. *Steve Thompson*

On June 19th, East Midlands Trains' Class 153 308 working the 1K15 Derby - Crewe service, passes Stenson Jct. *Stuart Hillis*

Units: DMUs and EMUs



▶ Thameslink's Class 700 001 passes through Alexandra Palace on June 26th. *John Sloane*



▶ Great Northern's Class 387 111 speeds through Alexandra Palace on June 26th. *John Sloane*



▶ Greater Anglia's Class 360 107 heads into Ipswich tunnel on June 13th with a London Liverpool St. bound service. *John Sloane*





Virgin Trains completes handover of East Coast business to LNER

Virgin Trains East Coast franchise achieved industry-leading passenger satisfaction levels

Investment sets foundation for next step-change in improvements for passengers

Stagecoach/Virgin praise staff for having “positively transformed” services for customers

Handover follows strong business growth and record passenger numbers this year

Virgin Trains has handed over the reins of the East Coast business to London North Eastern Railway (LNER), after a successful demobilisation operation focussed on delivering continuity for customers. The change of ownership comes after Virgin Trains delivered industry-leading customer satisfaction scores, invested £75 million in improving services and increased payments to taxpayers by 30%, both far higher than under DOR, which previously operated the route.

A package of customer improvements has helped drive record passenger numbers and strong business growth this year, bucking a downwards trend in rail travel. In recent months, passenger numbers have grown by 5%, building on a record-breaking 21.8m journeys in 2017/18, 1.3m more than when Virgin Trains took over the east coast route in 2015. The operator, which is 90% owned by Stagecoach Group and 10% by Virgin Group, has also prepared for the next phase of improvements in customer services with the introduction of the state-of-the-art fleet of 65 Azuma trains from this December.

Testing of the trains, whose name means “East” in Japanese, has continued with visits to the last of 57 stations on the network as far apart as London King’s Cross and Inverness to

ensure platform compatibility. A slowdown in long-distance rail travel in the early years of the franchise led to Stagecoach/Virgin subsidising premia payments to Government with more than £200m of shareholders’ money and the early end of the East Coast contract.

Martin Griffiths, Chief Executive of Stagecoach Group, said he was proud of the achievements made during Virgin Trains’ tenure, despite the contractual challenges it faced. “Our people can be fiercely proud of everything they’ve achieved: from delivering huge investment and high levels of customer satisfaction, to providing new services and benefits for passengers and creating hundreds of new jobs. The growth we’re now seeing proves our initiatives are paying off and the railway we hand over to LNER is not only better than we inherited, but one that has been positively transformed for customers and ready to continue our journey of improvement with the introduction of the new Azuma train fleet from December.”

Virgin Trains took over the east coast route, which connects London to stations in the north and Scotland including York, Leeds, Newcastle, Edinburgh, Aberdeen and Inverness, in March 2015. Over the last three years, the operator has completely overhauled the train interiors, investing in more reliable train engines and introducing innovative features for customers such as Seatfrog, an auction allowing customers to bid for upgrades to First Class. More than £800m has been paid to taxpayers, an increase of more than 30% on previous payments to Government under DOR.

Virgin Trains role in driving up customer satisfaction scores has been praised by rail watchdog Transport Focus, which also said passengers would expect this to be “maintained and built on” following handover. Overall customer satisfaction increased in the period when Virgin Trains operated the route compared to DOR. Virgin Trains West Coast business, which has connected London to cities including Birmingham, Manchester, Preston and Glasgow since 1997, is a separate business and unaffected by the changes to the East Coast franchise.

▶ Rainbow Pendo, Class 390 045, departs Crewe on June 18th, heading to London Euston.

Richard Hargreaves



Virgin Trains



▶ Class 390 132 'City of Birmingham' hurries by Old Linslade on June 18th with the 1A17 09:15 Manchester Piccadilly to London Euston.
Derek Elston



▶ Class 390 008 'Charles Rennie Mackintosh' stands at platform 5, Crewe, working the 1A40 13:34 Liverpool South Parkway to London Euston service on June 21st. *Derek Elston*

▶ On June 18th, the 1A18 09:35 Chester to London Euston formed of a pair of Voyagers led by Class 221 106 'William Barents' passes Old Linslade.
Derek Elston





Virgin Trains



▶ Pendolino Class 390 045 'Ride with Pride' calls at Oxenholme on June 23rd with a Glasgow service. *John Sloane*



▶ Class 91 113 speeds through Alexandra Palace on June 26th. *John Sloane*



▶ Alstom liveried Pendolino Class 390 104 speeds past Charnock Richard on June 7th. *John Sloane*

Virgin Trains



▶ Newly branded LNER power car No. 43320 heads through Alexandra Palace on June 26th. *John Sloane*



▶ Class 91 107 pushes past Alexandra Palace with a Newcastle - London Kings Cross service on June 26th. *John Sloane*



▶ Class 91 110 'Battle of Britain Memorial Flight' passes Alexandra Palace on a Newcastle - London Kings Cross service as Class 66 003 approaches on June 26th. *John Sloane*





ScotRail

▶ Class 156 496 stabled at Glasgow Queen Street on June 2nd. *Brian Battersby*



▶ Class 320 321 and 320 411 pass at Cumbernauld on June 2nd. *Brian Battersby*

▶ Class 320 318 and 320 415 working services to/from Glasgow Central, pass at Motherwell on June 2nd. *Brian Battersby*





Blackpool Trams



Standard No. 147 and Bolton No. 66 are seen during a layover at Pleasure Beach on June 23rd. *Richard Hargreaves*



Box Car No. 40 heads past North Pier, with a Pleasure Beach service on June 23rd. *Richard Hargreaves*



Brush Railcoach No. 621 having arrived from Pleasure Beach prepares to return, coming out of the loop at Bispham. *Richard Hargreaves*





Greater Anglia and Network Rail work together to prepare for summer challenges

Greater Anglia and Network Rail are taking action to minimise disruption to rail passengers during hot weather. The UK, and particularly East Anglia, is seeing hotter summers and when the air temperature is 30 degrees, the temperature on the rail can be up to 20 degrees higher. This can cause a type of signalling problem called a track circuit failure and in extreme cases can cause a buckled rail. To tackle this issue, Network Rail has painted rails white at critical points around the network. The white paint prevents the rail absorbing as much heat and can keep it between 5 and 10 degrees cooler than an unpainted rail, reducing expansion and helping to prevent signalling problems and buckled rails.

In addition, Network Rail's planned programme of engineering works, including the renewal of overhead lines and installation of new rails, is already helping to make the railway more reliable in hot weather. Modern overhead lines, such as those in place on the Great Eastern Main Line, the West Anglia Main Line and currently being installed on the Southend line, do not sag in high temperatures, avoiding the need for precautionary speed restrictions. Greater Anglia is also reassuring passengers that they will be doing everything to get them from a to b reliably and in comfort this summer.

The train operator's fleet maintenance teams will be working to ensure that the air conditioning systems on trains are in working order and to repair any faults as quickly as possible. Extra staff will also be on hand at stations giving out water to any customers caught up in any disruption and new water fountains are being installed at some stations to help keep passengers hydrated while travelling. They can also claim a free refillable water bottle to help us reduce the use of single-use plastic bottles.

Greater Anglia's Managing Director, Jamie Burles, commented, "We are acutely aware of the frustration and inconvenience felt by our passengers when things go wrong, so we are pleased to be taking action in partnership with Network Rail, making additional preparations to make travelling more comfortable in hot weather. We will be doing all we can, as ever, to make lives a little easier for our customers, getting them from A to B reliably, on time and in comfort."

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "We understand the inconvenience caused when problems occur, so we have engineers out monitoring the track and putting measures in place to prevent issues in the first place. In the event that failure does occur, we have extra staff on stand-by to provide a quick response."



Fares Advice with RailUK

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

train a day that does this, and it's very late in the evening!

Starting at intermediate station to beat price/restrictions

Q: Can you start a journey at an intermediate station with a ticket from a station further away that has no time restrictions and is cheaper than any fare offered from that intermediate station? Even if it would not have been possible to have arrived by train at said intermediate station. I want to travel from station B to station C next Saturday on the first train of the day. There's a fare from station A to C via B that beats all fares from B to C on price and is unrestricted on Saturdays. The cheapest B to C fare has (because we're talking SWR w/end Super Off Peak Day Return) time restrictions.

A: *As long as the fare from A to C via B doesn't have break of journey restrictions within the restriction code's text (check the up-to-date version by going to the relevant nationalrail.co.uk/XX site and refreshing!), and you are following a permitted route for the A to C via B fare (taking into account any route/TOC restrictions), then this is entirely legitimate. It might be a good idea to print out the relevant nationalrail.co.uk/XX site, including the URL and date so that you have proof of what it said when you bought the ticket. What you propose might, by some detractors (such as the TOCs!), be called fare avoidance - which is things such as this and splitting - which is legitimate and legal, as opposed to fare evasion - which might be things like short faring - which is illegitimate and illegal! The same as the difference between tax avoidance and tax evasion. This is the same as starting late or finishing short on a permitted route (on a mapped route or a shortest route) where it is not practicable to actually complete the journey within the time (day) validity of the ticket, such as Day Single/Return journeys which require you to start at Rugeley and continue onto Stoke whilst avoiding Stafford - as there is only 1*

Ridiculous journey on GWR

Q: I've just been trying to help with a journey on 17th July from Westbury to Longfield. They have the return portion of a Longfield to Westbury route Newbury super off-peak return. The earliest journey NRE says they can make is: Westbury > Bath > Didcot > Newbury (bus) > Theale (bus) > Reading > Paddington, then as expected. Given that the train from Bath to Didcot ends up at Paddington and the overall journey is already extended, surely it should be allowed to stay on that train. GWR customer services say they will probably be ok to stay on the first train, especially as they have a senior railcard, but surely NRE should have some easements in place to avoid such ridiculous routings.

A: *Of course they should. It seems someone has attempted to introduce a routeing easement (700785) but has not worded it correctly as it only refers to journeys to Reading and Paddington rather than via Reading and Paddington. I think the problem could be that if you ask any journey planner for a journey from A to C via B (B in this example being Newbury), they will route you via B regardless of any easements that apply to a ticket already purchased. This is one of those cases where journey planners are just not smart enough to interpret the requirements of the request and try to give you a two legged journey rather than a journey using a "ticket route". To do so correctly they really need an option to input the details of a ticket already held, but I can see that being fraught with problems!*

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!



Railtalk Magazine

National Rail

◀ Coach No. 12707 in TransPennine Express' set No. 3 stands at Stafford on its way to Manchester on June 15th. *Brian Battersby*

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 For 5 plus. (Not shown)

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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Clubs and Societies Apparel



Passing slowly through Northampton on June 28th is Network Rail stoneblower No. DR80201 on the 10:18 Bletchley CE Sidings to Banbury Tamper Siding move. *Derek Elston*

Hitachi Inter City Express Class 801 201 is seen on a test run through Doncaster station on May 2nd. *Alan Naylor*



CAF PREFERRED BIDDER TO SUPPLY TRAINS FOR WALES AND BORDERS RAIL

CAF has been selected as the preferred bidder by KeolisAmey to supply state-of-the-art diesel multiple units (DMU's) for the newly-awarded Wales and Borders rail franchise. The announcement comes after KeolisAmey was awarded the contract by the Welsh Government to run the 15-year Wales and Borders rail franchise from October 2018.

CAF is in final negotiations with KeolisAmey to supply and maintain 44 two-car and 26 three-car units which will be in service by September 2022 and a further 7 two-car units to be delivered by September 2024. The high performance DMU's are based on the UK Civity platform, designed for commuter and regional services, featuring the latest safety technology combined with exacting interior design specifications for customer comfort, including air conditioning and wi-fi. The units will be built at CAF's new facility at the Celtic Business Park site in Newport, South Wales, which is scheduled for completion in Autumn 2018.

Richard Garner, CAF's UK Director comments: "We are delighted to have been selected by KeolisAmey as the preferred bidder to supply trains for the Wales and Borders rail franchise. We look forward to working with KeolisAmey and playing our part in delivering its commitment to transform the railway and support the growth of the local economy in Newport and Wales. Our high-quality, reliable and comfortable trains will enhance customer experience across this important rail network."

Colin Lea, Mobilisation Director, KeolisAmey Wales Cymru, said: "We would like to thank CAF for working collaboratively with us to design trains, which, in line with KeolisAmey values, put the passenger needs at their heart, with state-of-the-art passenger features, ample legroom, and seats aligned with windows to enjoy the wonderful scenery of the routes they will serve. These new trains, which will set a new standard of travel comfort and accessibility for the next decade, will be made for Wales and by Wales as they will be assembled in a new CAF factory in Newport, creating hundreds of new jobs."

Economy Secretary, Ken Skates said: "Our £5bn investment in the new rail service will deliver not only vastly improved train services but also very real job opportunities and economic benefits that will be felt in communities right across Wales. CAF's success as the preferred bidder to supply these diesel multiple units really is great news and will mean that the majority of the new trains running in our transformed rail service will genuinely be 'Made in Wales' with the economic benefits of their production being retained and enjoyed locally."

ScotRail power cars Nos. 43132 and 43021 with an Inverness to Perth driver training run stand at Dunkeld on May 14th. *Richard Jones*

Loco Fleet List 2017

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.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names



Loco Fleet List 2017 is available via mail order for just £7.99 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



Joint media statement from Network Rail, GTR and Northern

“We are again extremely sorry to all passengers affected by recent disruption, and are setting out how we’re going to improve the service for our customers as quickly as possible.”

What has gone wrong?

Demand for rail services since 1994 has more than doubled to over 1.7bn journeys. While this has been very welcome, it has also brought its challenges and some of our busiest routes are operating at capacity, particularly during peak times. To facilitate the extra services to satisfy the huge growth in demand, the railway is undergoing its biggest modernisation since the Victorian era. And the new timetable, introduced on Sunday 20 May, was planned to be the most ambitious in recent railway history, providing additional capacity for tens of thousands more peak-time commuters.

In order to make space on the network for the thousands of extra services, the timing of all GTR and most Northern services had to be changed. All of these new journeys needed to be individually approved by Network Rail to ensure the national rail network runs safely and smoothly. Unfortunately, as a result of the sheer number of changes required and the late running of some engineering improvements, the process took longer than anticipated, approvals for service changes were delayed and some timetable requests were changed.

Whilst circumstances differ across the country, this meant that train companies had much less time to prepare for the new timetable which required trains and drivers to run on different routes. The differences between the timetables submitted and those approved created a requirement for training that had not been anticipated. This meant that the necessary specialist training was not able to be completed in time for drivers to learn new routes and for operators to address all the logistical challenges.

What are we going to do to put it right?

Network Rail, Northern and GTR are urgently working on comprehensive plans to reduce disruption and give passengers the greatest possible certainty of train services, so they can better plan ahead. Unfortunately, it will take some time to deliver significant improvements to services, but we will keep passengers up to date on all changes we make.

What are we doing to ensure it won’t happen again?

We are reviewing how timetable changes are introduced to better understand the root causes of exactly what went wrong here, so that future changes can be implemented more smoothly.

How are we making this up to customers?

Passengers are encouraged to apply for Delay Repay compensation for affected journeys and we are working hard to respond to all claims as soon as possible.

Mark Carne, Network Rail’s chief executive said: “There is no doubt that the May timetable was finalised significantly later than normal for reasons that were both within and without our control. The consequences of that have been particularly hard for both Northern and GTR to absorb. But we are all firmly focussed on fixing this issue as quickly as possible to give passengers the reliable service they need and deserve. At the moment, in some parts of the country, that simply isn’t happening and for that I’d like to wholeheartedly apologise.”

Charles Horton, CEO, GTR, said: “We always said that delivering the biggest timetable change in generations would be challenging – but we are sorry that we have not been able to deliver the service that passengers expect. Delayed approval of the timetable led to an unexpected need to substantially adjust

our plans and resources. We fully understand that passengers want more certainty and are working very hard to bring greater consistency to the timetable as soon as possible. We will also be working with industry colleagues to establish a timetable that will progressively deliver improvement.”

David Brown, Managing Director, Northern said: “We are doing everything we can to minimise cancellations and keep customers informed. It has been extremely difficult for many of our customers, in particular on a number of routes around north Manchester, Liverpool, and Blackpool extending up to Cumbria, and we are truly sorry for this. We’ve agreed a number of actions with the Department for Transport and are urgently working with them on a comprehensive plan to stabilise our services. Such a plan is likely to take a number of weeks to deliver lasting improvements, but we recognise our customers deserve better and that’s what we’re focused on.”

In due course, the Thameslink Programme and the investment programmes on Northern will provide more capacity and reliability as intended, with more trains running more regularly and more reliably to more destinations. But these services will only be re-introduced when we can do so reliably without any negative effect on the service. The industry continues to be confident that the new timetables will work well once bedded-in.

We thank you for your patience and apologise again for the delays in rolling out the new timetable. Everyone in the rail industry is working together to provide a safe, improved and reliable service.

On June 16th, Arriva Traincare’s Class 09 204 is seen outside the LNWR depot at Crewe.
Allison Twycross

LNWR A3 No. 60103 ‘Flying Scotsman’ passes Cowdenbeath on May 20th with Steam Dream’s Edinburgh - Fife circular tour.
Richard Jones



Manchester-Preston railway upgrade – final programme of work confirmed



that this work will cause, but please don't lose sight of the long-term improvements which will be delivered. In future electric-powered, greener, faster, more frequent, more spacious, more reliable trains will become the norm through the Bolton corridor."

Martin added: "We recognise the May timetable change resulted in poorer service for many customers than it should have done. We are working together with our train company partners to resolve current issues as soon as possible."

In early January Network Rail announced delays to its May 2018 deadline to complete its Preston-

Manchester upgrade.

This was caused by unforeseen poor ground conditions hampering engineers' progress installing foundations for masts to carrying overhead power lines.

Delays to progress were compounded by the collapse of Carillion, the lead contractor for the scheme.

With Amey having now replaced Carillion as the main contractor, progress is accelerating. There now only remains three problem foundations (from a total of 1,659). With 117 masts (from a total of 1,519) still to install.

The Manchester-Bolton-Preston upgrade is over 25 miles of track and is vast in scale. It has involved the widening and rebuilding of Farnworth Tunnel, remodelling of tracks and



platforms through Chorley and Bolton stations, the renewal of 13,883m of track, replacement of 93 signals, and the laying of 236,000m of cables.

All passengers who travel through the Bolton corridor are advised to check before they travel on www.nationalrail.co.uk or with their train operator.

Network Rail has warned train customers of forthcoming disruption as it works to complete its Manchester-Bolton-Preston railway upgrade. Railway upgrade engineers will continue mid-week overnight working and weekend working until Sunday 4 November.

The programme includes a nine-day closure of the railway, from 25 August until Sunday 2 September, when buses will replace trains.

Martin Frobisher, managing director for Network Rail's London and North Western route, said: "Our Manchester-Preston upgrade is part of the Great North Rail Project, the rail industry's team effort to transform train travel for customers across the North through track and train improvements.

"I'm sorry for the further short-term disruption

▶ A Network Rail MPV on an early morning trip from Arpley passes Moore on June 26th.
Mark Enderby

▶ CrossCountry power car No. 43384 arrives at Sheffield with the 1551 12:25 Plymouth - Glasgow Central on June 7th.
Nick Clemson



National Rail

A selection of pictures from this years Rail Live held at Long Marston on June 20th. Highlight was a pair of Class 73s arriving on a charter from London Paddington. *All Photos: John Alsop*

Network Rail reaches major milestone in railway upgrade in Northamptonshire

Network Rail has successfully completed 12 weeks of major improvement work to the railway in Northamptonshire as part of the Midland Main Line Upgrade. The work saw two of four rail lines closed to allow Network Rail engineers to carry out major work to track, drainage, bridges and viaducts in the county.

During the work, 57 engineering trains were used to install four kilometres of new track, over half a kilometre of track was renewed and over 300 tonnes of ballast, the stones which support the track, was laid.

Irchester and Wellingborough viaducts and Sharnbrook Tunnel were strengthened and repaired

and Halsey Road bridge in Bedford was demolished and reconstructed to support increased rail traffic which will use the additional and existing lines in the future.

Whilst a major milestone has been reached, work continues on the Midland Main Line Upgrade in Northamptonshire as Bush bridge, Finedon Road bridge and Station Road bridge in Wellingborough continue to be reconstructed. Network Rail and East Midlands Trains worked together to keep passengers moving throughout the work.

Ed Akers, Principal Programme Sponsor at Network Rail, said: "We'd like to thank passengers for their patience whilst this vital upgrade was carried out and apologise for any disruption this caused. We've worked closely with East Midlands Trains to keep this to a minimum.

Whilst this major milestone has been reached, we are still continuing with work in the county as part of the Midland Main Line Upgrade. This work will see three bridges reconstructed to allow electrified wires to be positioned safely beneath them and we look forward to passengers seeing the benefit once this work is completed."



National Rail



With the Keighley and Worth Valley Railway 50th Anniversary Gala only days away, the resident diesel locomotives were out collecting the visiting locomotives which had arrived by road. On June 21st, Class 25 059 and prototype shunter No. D0226 'Vulcan' (with the former Tay Bridge maintenance wagon) head north beside the river Worth near Damems, on their way to collect 'City of Wells' from Ingrow. *Ben Bucki*

During the Keighley and Worth Valley Railway 50th Anniversary Gala, a former Southern-Region pairing was operating with resident Standard 4MT No. 75078 pilots visiting (ex-resident of the KWVR) Southern Pacific No. 34092 'City of Wells' on a light-engine move from Haworth to Oxenhope, June 26th.

Ben Bucki

Montrose viaduct refurbishment uncovers war time damage

Network Rail engineers working on the refurbishment of South Esk viaduct in Montrose have uncovered shrapnel marks and bullet holes on the structure consistent with a bombing and a strafing attack by the Luftwaffe during World War 2.

As part of the £4.2m refurbishment of the grade B listed structure which stands on the River Esk at the mouth of the Montrose Basin the metal work has been grit-blasted to remove paint, rust and take the structure back to the original metal work.

The 16 span, 440 metre long viaduct was then surveyed to identify areas of metal in need of repair and it was during this survey that the bomb and bullet damage was revealed on span 3 of the bridge. Some of the holes had previously been patched over, while others of less of a concern will be addressed as part of the project.

Montrose was bombed 15 times during World War 2; with South Esk viaduct itself attacked on several occasions. It is thought the damage is most likely to have occurred during a bombing raid on the bridge in August 1941 which saw a freight train attacked and several wagons damaged and derailed when a bomb exploded below the girders. The raid also resulted in the deaths of three women and a child on Rossie Island at the south end of the structure.

Then, like now, South Esk viaduct is part of the northern section of the East Coast Mainline and an important route for the movement of goods and people north and south. In 1941, it would have been an important route for moving goods, munitions and personnel to and from nearby airfields and further afield as part of the wider war effort.

Following the attack in August 1941, the bridge was repaired and services resumed in just 14 days - which demonstrates its strategic significance and explains why it was a target for enemy attacks on the east coast of Scotland in the early years of World War 2.

Matthew Spence, route delivery director for Network Rail said; "We take seriously our responsibility to maintain and preserve these historic structures, not just for the safe and efficient operation of the railway, but also how they look in their setting for those travelling on the railway or visitors to the area enjoying the beautiful views.

"Uncovering the historic damage to South Esk viaduct has offered an unexpected though



fascinating glimpse into the harsh reality of life during the war. These structures are solid and built to last and so the power unleashed by the bombs and bullets to mark and pierce the metal in the way that they have must have been ferocious. Seeing the bullet holes close up gives those working on the bridge today a reminder of the contribution made by everyone on the railway to the war effort – often in challenging, tragic and dangerous circumstances.

While the emphasis then was to patch up the damage and get the railway moving again as quickly as possible, we now take it as our duty to pick up the repairs started by those railway engineers in August 1941 and properly complete the job they started."



Railtalk Magazine

National Rail



Built in 1910 by Beyer, Peacock & Co. works No. BP5382, No. 13 'Kissack' passes Castletown, heading back to Douglas, Isle of Man on May 22nd. *David Wood*

Originating from 1894 and named after a character in a novel by Sir Walter Scott, popular at the time, No. 8 'Fenella' was for many years based on the Ramsey Line of the railway. Seen here at Castletown Isle of Man on May 22nd. *David Wood*

Stations to get even greener - Network Rail marks World Environment Day with major environmental announcements

Network Rail has announced plans to tackle three significant environmental issues in the country's biggest and busiest rail stations.

Ban retailers from supplying plastic cutlery and cups in managed stations by the end of 2020

Implement a coffee cup recycling scheme for managed stations by the end of 2020

Expand the roll out of coffee ground recycling to all managed stations by the end of 2020

The announcements have been made to mark the UN's World Environment Day and are part of Network Rail's ongoing environmental efforts and its ambition to be a market leader in sustainability.

As a company a total of 94% of Network Rail's waste is already diverted from landfill. The organisation now wants to use its position as one of the UK's largest retail landlords to encourage the adoption of more green initiatives within its managed stations, delivering benefits to its 900m station users.

These goals also complement the organisation's recent initiative to begin installing free water fountains in its managed stations, launching in London Charing Cross in February this year. It has already been expanded to Liverpool Lime Street, Birmingham New Street, Manchester Piccadilly and London Euston, each location saving up to 1,000 plastic bottles each week.

Mark Carne, Chief Executive of Network Rail, said: "Network Rail has an important responsibility to the British public which goes much further than travel. We manage Britain's biggest and busiest stations and we have to ensure we are using that role to make sensible and ethical decisions to protect our environment. That's why today we're proud to announce that we will be tackling some of the biggest sustainability issues we face head on."

Network Rail has already written to the 150 retail brands based in its 20 managed stations, outlining plans to work with them to phase out plastic cutlery and cups. It has also begun a back of house trial of coffee cup recycling at London

stations Victoria and Paddington. The trial sees cups collected from station retailers and placed into special bins in staff-only areas before being taken offsite to be reprocessed into new materials for benches, decking and even reusable cups.

More than 20m cups of coffee are sold to the 900m people who use Network Rail managed stations each year and the work to introduce coffee cup recycling complements Network Rail's successful coffee grounds recycling programme with bio-bean. The partnership has seen coffee grounds from more than 9m cups of coffee recycled into a clean fuel for the home since July 2017. Network Rail wants to expand this to all its managed stations by the end of 2020.

David Biggs, Managing Director, Network Rail Property, added: "This year's theme for World Environment Day is "beat plastic pollution", and we are serious about making positive changes to do just that. In February, we began work to introduce free water fountains in our managed stations to reduce the impact of single-use plastics. Now we're ready to go a step further - by the end of 2020 our goal is that the retailers at our managed stations will no longer provide plastic cutlery or cups.

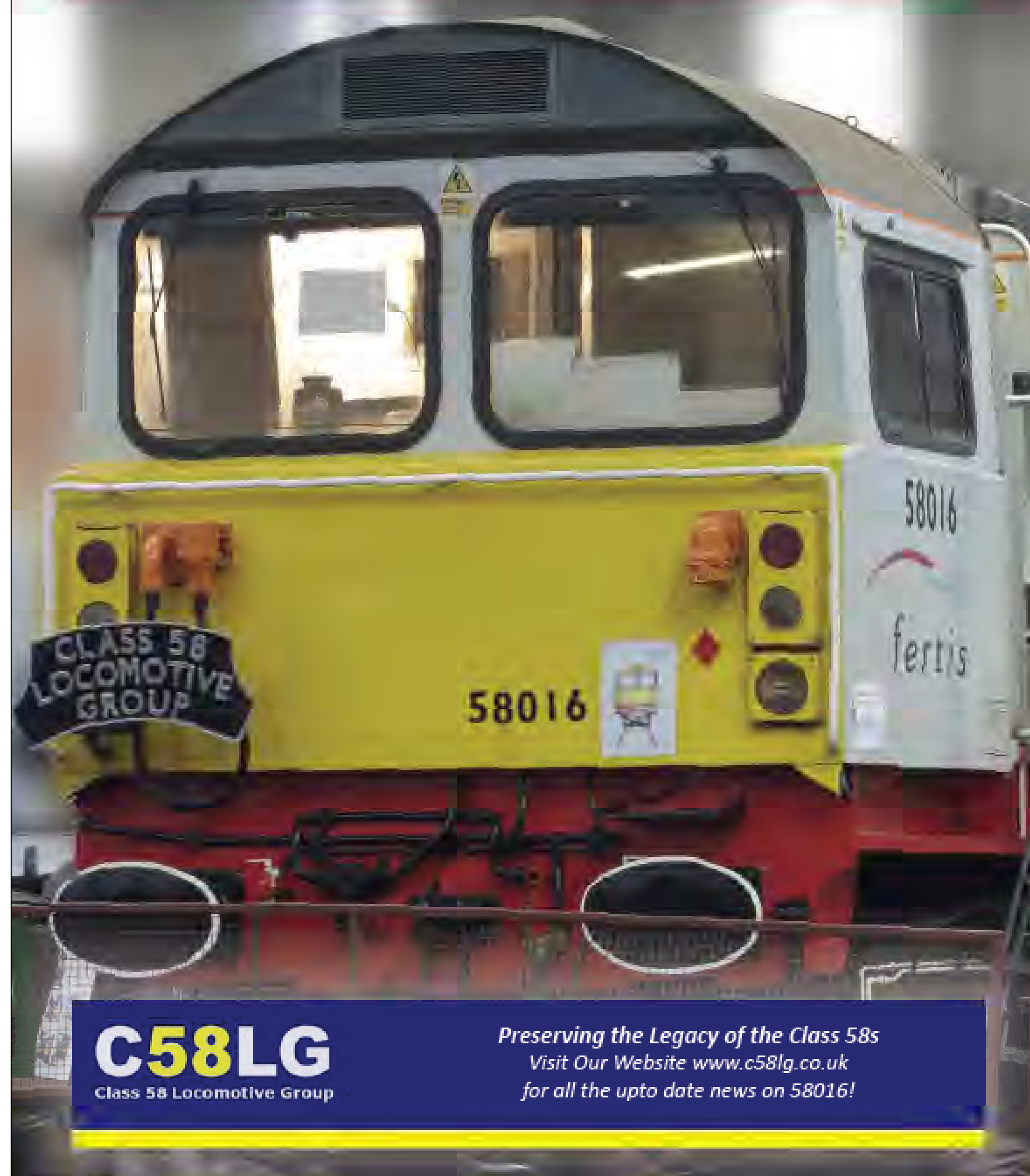
We want to be a leader in sustainability and we feel that each of these three goals show a real commitment to change, and recognition of our responsibility to protect the environment. We've been inspired by the many retailers that are already taking important steps to find solutions to this widespread problem, and now we want to work alongside our retail partners to create an even bigger impact."



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



Royal Mail Class 325 011, 325 007 and 325 013 working the 16:22 Willesden PRDC to Shieldmuir Mail Terminal pass Northampton on June 29th.
Derek Elston

C58LG
Class 58 Locomotive Group

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



Abergele track upgrade completed as part of £50m project to improve reliability for North Wales passengers

Network Rail engineers have completed track upgrade work in Abergele as part of the £50m North Wales railway upgrade project, providing a more reliable service for passengers.

Kevin Roberts, senior project manager for Network Rail Wales and Borders, said: “We’re pleased to have completed the upgrade work at Abergele on schedule, improving the reliability and resilience of the railway for passengers in North Wales.

“We worked closely with our partners Arriva Trains Wales throughout the project, doing all we can to keep disruption and noise to a minimum. I would like to thank residents and passengers for their patience while we completed this essential work.”

The work, all part of Network Rail’s Railway Upgrade Plan, involved laying 600 metres of new track, as well as work to upgrade two sets of points, which are movable sections of track to allow trains to move from one line to another. Preparation work began in March, with the core element of the work starting at the beginning of April in Abergele. Track work has also been completed at Holywell, Talacre, Rockcliffe Hall and Llandudno.

The £50m project has already seen a state of the art signalling system installed between Shotton and Colwyn Bay, over 6km of new track installed in Mostyn, as well as track upgrade work completed in Rhyl and Flint. Abergele and Pensarn station has also undergone enhancement work, and Tyn y Morfa level crossing has been upgraded to a manually controlled barrier with CCTV.

Bethan Jelfs, customer services director for Arriva Trains Wales, said: “We are very pleased at the completion of this upgrade work which is a significant investment in the rail network in North Wales.

“Working closely with our partners in Network Rail and the local community we have done all we could to reduce the impact this work has had on services and we thank customers for their patience.”

Work will continue over the coming months along the North Wales coast to remove old signalling equipment, such as redundant cables, as part of the North Wales railway upgrade project.



National Rail

▶ LNER B1 No. 61264 and LMS Jubilee Class 6P No. 45699 await the signal at Dunkeld on April 21st whilst working ‘THE GREAT BRITAIN XI’ railtour from Perth to Inverness. *Richard Jones*

▶ LNER A4 Pacific No. 60009 ‘Union Of South Africa’ simmers patiently as the points are locked during the run around of its train at Heywood on June 10th. *Derek Elston*

Regeneration initiative continues at Lowestoft Station

Work to regenerate major parts of Lowestoft's iconic Railway Station is continuing with the removal of three sets of arched doors from the concourse. Once replaced, station entrances closed for over a quarter of a century can be brought back into regular use, significantly improving connections to the town centre.

At over 8ft high, each set of doors are of a different pattern and although too badly decayed to be restored, each of the three designs will be carefully replicated by specialist Lowestoft based joinery company, MS Oakes Ltd, and on completion will be finished in dark green to match the Great Eastern Railway heritage colour scheme currently being introduced across the site.

This latest phase of works has been commissioned by the East Suffolk Lines Community Rail Partnership in conjunction with train operator Greater Anglia with principle funding for the scheme obtained from the Railway Heritage Trust and the Department for Transport's Designated Community Railway Development Fund.

Work to restore the former station Parcels Office enters its next phase later this year with conversion into a new public exhibition space able to host a variety of events and activities. The Victorian concourse will also see the installation of new

lighting, designed to be more in keeping with the sites heritage.

Martin Halliday, Community Rail Officer for the East Suffolk Lines Community Rail Partnership said; "We are pleased that our plans to regenerate major parts of the station are progressing well with removal of the concourse doors taking place this week. Once completed, the re-opening of the doorways facing Station Square will be a major factor in re-engaging the wider station site with the town centre. Regular visitors to the station will have noticed a number of improvements over the past few months including a heritage painting scheme, refurbishment of the buffer stops, additional parking facilities and the securing and subsequent clearance of land with an enormous amount of unsightly debris removed. There is still much work to be undertaken and the replacement of the concourse doors signifies another important milestone within the project."

Lowestoft Station dates back to the 1840s and is the most easterly on the entire UK rail network.

Paul Haynes, Partnership Manager at Greater Anglia added; "Lowestoft station is on its way to becoming a real community hub thanks to this ambitious project, which is not only restoring and protecting both the fabric and heritage of the building, but is making the station much more welcoming as a result."

Did you Know - Ken Mumford

Some more of the nations oddities this month:

THE SIDMOUTH BRANCH

The First loco delivered by sea to Sidmouth where the ship was run on to the beach, but there was no crane available at Sidmouth to unload it. The ship was floated off on the tide and sent to Exmouth where there was a suitable crane and thus this loco was then drawn by horses over the hills to Sidmouth where it entered Sidmouth decorated with laurels and placed on rails opposite the Esplanade and run to the mouth of the tunnel but there, to the chagrin of all concerned, it was found to be too large to enter that tunnel. So to satisfy the curious about what this loco was, it was coupled to some wagons and for a small fee the curious inhabitants were satisfied by being drawn backwards and forwards along the Esplanade for pure entertainment.

THE Multi-Portioned Atlantic Coast Express

STOP	COACHES DETACHED & THEIR DESTINATION
Salisbury	1 coach to follow ACE - all stations to Sidmouth Junction
Sidmouth Junction	2 coaches: 1 for Sidmouth 1 for all stations to Exmouth via Budleigh Salterton
Exeter (Central)	Restaurant/buffet car set removed ACE divided into two sections: [a] North Devon (Torrington and Ilfracombe) [b] Plymouth
NORTH DEVON section	
Barnstaple Junction	One part to Torrington, the other to Ilfracombe
PLYMOUTH section	
Halwill Junction	Coaches for Bude and Padstow separated from main train

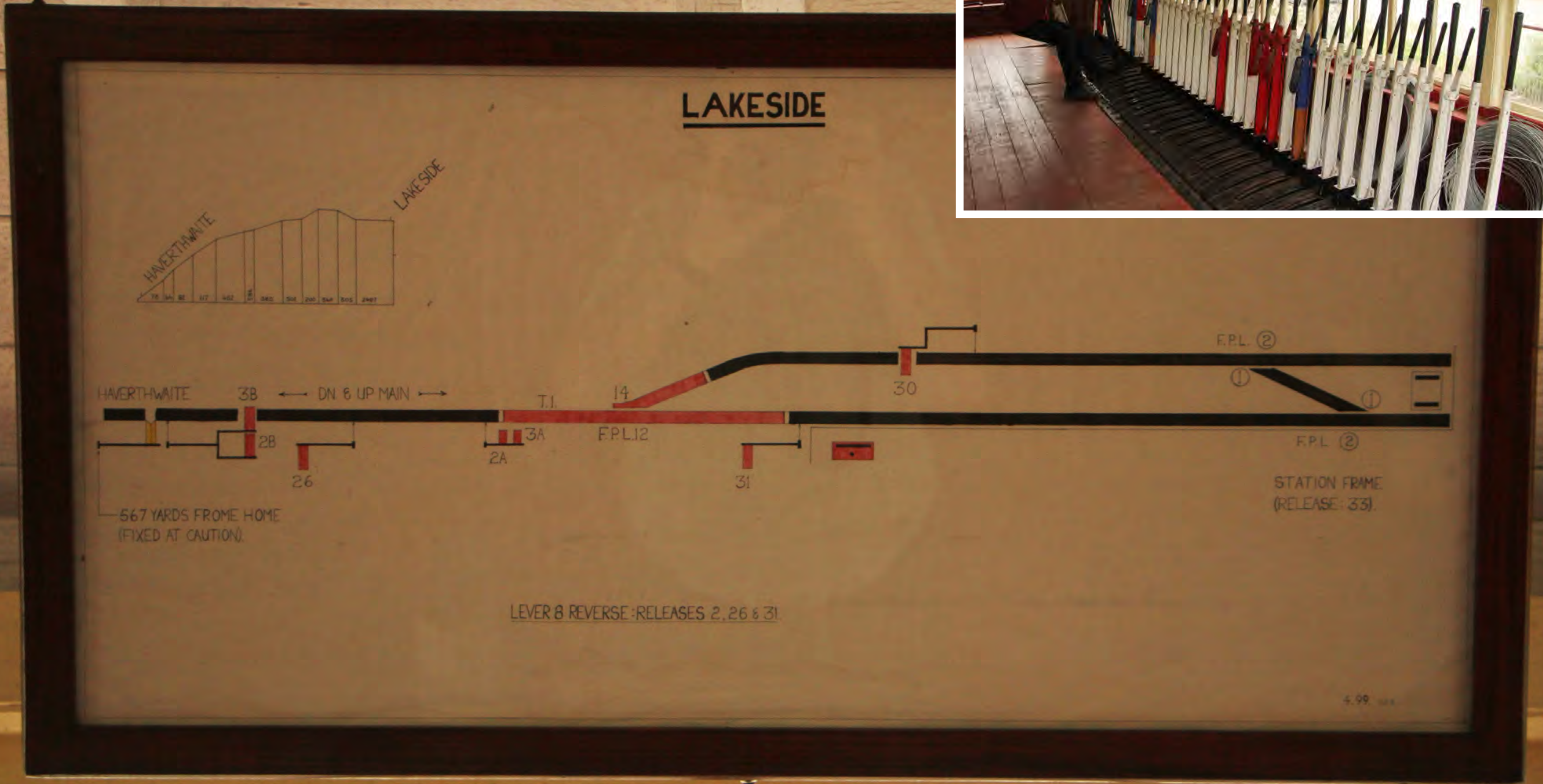
SUMMER SATURDAYS	
Two portions:	
11-00 a.m.	Ilfracombe, Torrington, Sidmouth and Exmouth
11-05 a.m.	Bude, Padstow and Plymouth with an additional stop at Axminster - NO DETACHMENT but a connection made with the Lyme Regis branch train.
BUT in Bradshaw's Guide for August 1939 we read:	
10-36 a.m.	ACE for Ilfracombe
10-40 a.m.	ACE for Padstow
10-47 a.m.	ACE for Ilfracombe (second train)
10-54 a.m.	ACE for Bude
11-00 a.m.	ACE for Padstow, Bude and Plymouth

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk





A Different View

Old signals on the Cadaxton to Barry line about a mile east of Barry Station. *Ken Mumford*

Freightliner's Class 66 558 stands on the depot beside Ipswich station on June 13th. *John Sloane*

North Eastern Railway tile map mounted on the wall at Pickering station on the NYMR. *Derek Elston*

A Different View



▶ LNER A3 No. 60103 'Flying Scotsman' is seen at Crewe on June 18th. *Richard Hargreaves*



▶ End of the line, the slow progress being made at Harrowden Junction as the up slow line is reinstated. *Derek Elston*



▶ A reflection in one of the doors at Preston station on June 23rd of Class 86 259 'Peter Pan'. *Richard Hargreaves*

Preserved Railways

Talyllyn Railway

▶ Hunslet Engine Company works No. 4136/1950 'Alf' is seen heading along the line with a goods train. *Richard Hargreaves*

▶ No. 3 'Sir Haydyn' was built in 1878 by Hughes' Loco & Tramway Eng. Works Ltd of Loughborough. This 0-4-2ST (originally 0-4-0ST) worked on the nearby Corris Railway until the closure of that line in 1948. *Richard Hargreaves*

▶ No. 11 'Trecwn', a Baguley Drewry built in 1983, works No. 3764 and classmate No. 12 'St. Cadfan' again built in 1983, works No. 3779, prepare to depart Tywyn Wharf. *Richard Hargreaves*





Preserved Railways

Midland Railway Centre



▶ Class 20 048 is seen part way through overhaul inside the shed at Swanwick on June 16th.
Andrew Wilson



▶ Class 20 188 is seen in the yard at Swanwick on June 16th.
Andrew Wilson



▶ Class 08 590 'Red Lion' is seen in the yard at Swanwick on June 16th.
Andrew Wilson



Preserved Railways

Midland Railway Centre

▶ Class 37 190 and Class 52 No. D1048 'Western Lady' are seen at Swanwick on June 16th.
Andrew Wilson

▶ Visitors to the line, Class 67 005 and 67 006 await departure time at Swanwick on June 16th.
Andrew Wilson

▶ A gleaming DB Class 66 065 leading a service to Butterley passes Class 45 041 at Swanwick on June 16th. *Andrew Wilson*





Preserved Railways

National Railway Museum, York

▶ Inside the Great Hall of the National Railway Museum, York, the GNR Stirling Single No. 1 is seen on the turntable where it was being used for demonstration spins. *Ben Bucki*

▶ Outside the NRM, the ex-NER Breakdown Crane (CME No. 13, a 25-ton crane built by Craven) forms a dramatic centrepiece for the miniature railway. *Ben Bucki*

▶ Visiting from the Bluebell Railway, 'P' Class tank loco No. 178 was working the steam shuttle at the NRM on June 2nd. *Elle-May Ingham*





MANUFACTURERS INVITED TO TENDER FOR THE CONSTRUCTION OF THE BOILER FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

The project to build new Gresley class P2 No. 2007 Prince of Wales is seeking expressions of interest in the manufacture of the locomotive's boiler. The boiler for No. 2007 will be similar to that which was built by DB Dampfloswerk Meiningen, Germany for new Peppercorn A1 class No. 60163 Tornado in 2006/7, being a fully welded design with a steel firebox. The A1 Steam Locomotive Trust owns the design rights to the boiler and it is intended that a number of minor modifications that have been applied to Tornado's boiler since it was originally built will be incorporated into this design. The Trust has already sent the arrangement drawing to ten potential manufacturers in the UK and overseas but is still open to approaches by other interested parties. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven to ten years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The boiler for the new class P2 locomotive is intended to be directly interchangeable with the diagram 118A boiler fitted to Tornado and the constructor of the new boiler should be able to demonstrate fulfilment of the following requirements:

1. To have a track record in construction of new boilers and/or major repairs to existing boilers of a similar size as the boiler of the new Gresley class P2.
2. To have facilities and equipment large enough to adequately handle a boiler of this size.
3. To operate a quality management system (QMS), which shall as a minimum include ISO 9000 and which clearly demonstrates adequate control of critical processes including material specification and traceability, weld procedures and welder qualifications.
4. Have a clear relationship with a mutually agreed notified body to facilitate certification of the boiler to the appropriate National and European Standards.
5. Ability to deliver on time to an agreed schedule.

The Trust has requested that potential suppliers provide an indicative price for a boiler to the standard defined in the drawings supplied. The anticipated schedule is:

- Selection of supplier end 2018
- Negotiations and finalisation of technical specification quarters one and two 2019
- Firm order placed June 2019
- Delivery required January 2021

No. 2007's boiler in detail:

- Use of diagram 118A Tornado boiler with detailed modifications to improve overhaul life
- Interchangeable with Tornado boiler
- Tornado boiler is 17in shorter than P2 boiler – No. 2007's smoke box has been extended within the cladding
- 250psi of No. 60163's boiler will be retained to improve economy and increase maximum power

Following the success of The Founders Club, which was designed to get to the P2 Project to the point of cutting No. 2007's frames, the Trust decided to establish The Boiler Club to fund the construction of Prince of Wales's boiler. The Trust set an initial target for The Founders Club of at least £100,000 from 100 'Founders' but due to the overwhelming generosity of its supporters actually raised £450,000 (including gift aid) from over 360 donors. It is the Trust's desire to leave No. 2007 Prince of Wales debt free upon completion and therefore its aim is to raise at least £600,000 for The Boiler Club from 300 supporters each donating £2,000 to the project (in up to 40 payments of £50 by standing order). In return for this commitment, members of The Boiler Club receive these special benefits:

- Opportunity to buy ticket (seat already reserved) on No. 2007's first main line train

- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Boiler Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special limited edition version (signed/numbered) of the first official painting of No. 2007 Prince of Wales with No. 60163 Tornado – 'Dream Team' by renowned railway artist Chris Ludlow
- Special Boiler Club day with Tornado.

The Trust is delighted that over half of the required 300 members have joined The Boiler Club fundraising campaign. Launched in October 2014 to raise the £600,000 needed pay for the manufacture of the boiler, The Boiler Club now has almost 160 members who have each donated or pledged £2,000 (plus Gift Aid) meaning almost £400,000 (including Gift Aid) has been pledged so far for the boiler.

Mark Allatt, Trustee and P2 Project Director, The A1 Steam Locomotive Trust, commented: "The boiler is the beating heart of a steam locomotive and to keep the construction of No. 2007 Prince of Wales on schedule for completion in 2021 we need to place the order for the boiler in 2019 for delivery in 2021. Passing the half-way point in the membership of The Boiler Club marks a significant milestone in the project to build Britain's most powerful steam locomotive. It is our desire if possible to complete No. 2007 debt-free and so we launched The Boiler Club in October 2014 to raise £600,000 to fund Prince of Wales's boiler. With this latest announcement, no-one can now doubt that we really mean business. The next few months will see further major announcements as the construction of the locomotive gathers pace. We are now appealing to those who want to be a part of this exciting project to become Covenantors, sponsors and volunteers to help us maintain this momentum."

Public interest in seeing a new Gresley class P2 steam locomotive become a reality sooner rather than later is high, with over 360 members of The Founders Club (now closed) each having given £1,000, over 860 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month) Covenant scheme, over 100 members of The Cylinder Club (now closed) each donating £1,000

towards the casting of the cylinders, over 200 members of The Mikado Club (now closed) each giving £1,000 towards the wheeling of the engine and tender, almost 50 members of The Motion Club (launched April 2018 – target 175 members) each donating £1,000 towards the manufacture of the motion and over £225,000 raised through the Dedicated Donations component sponsorship scheme. This means that the project has already received pledges of over £3m of the £5m needed to complete the new locomotive



Photo Caption: No. 60163 Tornado's Boiler. © David Elliott/A1SLT.

Preserved Railways

Severn Valley Railway

▶ Class 50 033 'Glorious' is seen on the turntable at Kidderminster on June 2nd after arriving the previous day from Tyseley. *John Alsop*

▶ Southern No. 34027 'Taw Valley' is seen at Eardington on May 7th working the 12:40 Bridgnorth - Kidderminster service. *Keith Davies*

▶ GBRf Class 66 763 is seen at the lines 'Goods Gala' on June 2nd. *John Alsop*



Preserved Railways

Severn Valley Railway

▶ Class 33 108 descends Erdington Bank with the 15:10 Bridgnorth - Kidderminster service on May 7th. *Keith Davies*

▶ DRS Class 88 010 leads 20 189 at Chelmarsh with the 14:35 Kidderminster - Bridgnorth on May 17th. *Keith Davies*

▶ Warships Class 42 Nos. D821 and D832 are seen at Little Rock Cutting with the 14:30 Bridgnorth - Kidderminster service on May 17th. *Keith Davies*





Preserved Railways

Severn Valley Railway

▶ Deltic Class 55 019 storms past Hay Bridge with the 16:11 Kidderminster - Bridgnorth service on May 18th. *Keith Davies*

▶ Class 14 No. D9551 and 50 049 working the 10:30 Bridgnorth - Kidderminster are seen at Eardington on May 18th. *Keith Davies*

▶ Class 45 041 heads through Little Rock Cutting with the 15:18 Bridgnorth - Kidderminster service on May 17th. *Keith Davies*





The Poppleton Community Railway Nursery, near York, held their Summer Open Day on June 2nd. Despite poor weather, the event was well attended with much activity on the site. Principal motive power in use on the day was this motorised wagon, observed numerous times moving stock around the grounds, and it is seen slowly heading from the entrance of the site to the sidings at the far end of the nursery, not long after lunch. *Ben Bucki*



Preserved Railways

Keighley and Worth Valley Railway



▶ The weekday steam service has recently been hauled by S160 Class No. 5820 'Big Jim'. The loco is seen heading for Haworth at Top Field with the first train of the day for Keighley on June 8th. *Ben Bucki*

▶ S160 Class No. 5820 'Big Jim' is seen drifting into Keighley Station with a mid-day train from Oxenhope on June 5th. *Ben Bucki*

▶ S160 No. 5820 'Big Jim' rests in the loop at Oxenhope on June 6th. *Elle-May Ingham*

Preserved Railways

Keighley and Worth Valley Railway

▶ During the KWVR 50th Anniversary Gala, visiting from the Severn Valley Railway, GWR Pannier No. 7714 was masquerading as KWVR resident No. 5775, and is seen approaching Damems with a demonstration goods train early on June 30th. *Ben Bucki*

▶ Newly-restored Ivatt tank loco No. 41241 climbs alongside the River Worth between Damems and Ingrow, as it propels a train drawn by 'Royal Scot' from Keighley on June 26th. *Ben Bucki*

▶ Class 50 035 'Ark Royal' (visiting for the 50th Anniversary Gala) was, as a special extra turn, rostered for Father's Day two weeks before the gala. The loco is seen alongside the River Worth near Damems with an afternoon train for Keighley on June 17th. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway

▶ During the lines 50th Anniversary Gala, celebrity visiting locomotive LMS No. 46100 'Royal Scot' takes the empty stock of the first train of the day on June 26th up to Oxenhope from Haworth. *Ben Bucki*

▶ Seen on an empty stock move, former Mersey Docks and Harbour Board Hunslet shunter No. D32 'Huskisson' heads through the woods between Ingrow West and Keighley during the morning of June 28th. *Ben Bucki*

▶ Another visitor for the 50th Anniversary Gala, 'Black 5' No. 45212 (owned by the KWVR but presently running as part of the main line fleet of Ian Riley) takes on water at Keighley, June 22nd. *Ben Bucki*



Preserved Railways

Elscar Heritage Railway

▶ The yard at the main station of the Heritage Centre was playing host to resident Hunslet shunter No. 6950 'Louise', Manning-Wardle 'Matthew Murray' (visiting from the Middleton Railway), and the under-restoration Sentinel No. 7. Unseen behind, but producing clouds of smoke, was the Sentinel 'Gervaise'. *Ben Bucki*

▶ On June 3rd, the Sunday services were being double-headed by a combination of Sentinel-built locomotives, the steam 'William' and the diesel 'Elizabeth'. The pair are seen propelling an afternoon train past the Newcomen Beam Engine. *Ben Bucki*

▶ At the platform are the Sentinel steam locomotive 'William' and diesel 'Elizabeth' waiting with an afternoon departure on June 3rd. *Ben Bucki*









ROYAL RECOGNITION FOR MORE THAN 40 YEARS OF VOLUNTEER ENDEAVOUR THAT RETURNED TRAINS TO WAREHAM

More than 40 years of determined endeavour by several generations of dedicated volunteers has been officially recognised with the Duke of Gloucester presenting the Queen's Golden Jubilee Award for Voluntary Service to the Swanage Railway.

A first cousin to Her Majesty the Queen – and with an interest in heritage railways and steam locomotives – Prince Richard, the Duke of Gloucester, visited the award-winning heritage line on Friday, 8 June, 2018, accompanied by the Lord Lieutenant of Dorset, Angus Campbell, who is the Queen's representative in the county.

The prestigious Queen's Award for Voluntary Service is regarded as the MBE, the Member of the Most Excellent Order of the British Empire, for voluntary groups.

During his visit, the Duke of Gloucester also unveiled a plaque in the booking hall of Swanage station marking the Peter Manisty Award from the national Heritage Railway Association

Corfe Castle to the main line at Wareham during a 60 selected day trial in the summer of 2017.

Arriving at Swanage station, His Royal Highness was welcomed by Swanage Railway Trust chairman Gavin Johns and Swanage Railway Company chairman Trevor Parsons as well as the town mayors of Swanage and Wareham and the chairman of Purbeck District Council who is also the chairman of the Purbeck Community Rail Partnership.

Moving into the station booking hall, Prince Richard – whose grand-parents were King George V and Queen Mary – was introduced to Swanage Railway Trust trustees, directors of the Swanage Railway Company, officers of the national Heritage Railway Association as well as volunteers and staff on the award-winning preserved line.

The Duke of Gloucester and the Lord Lieutenant of Dorset then boarded the 'Wessex Belle' dining train – along with more than 70 other special guests, Swanage Railway volunteers and staff –

the train was hauled by late 1920s Southern Railway 'U' class steam locomotive No. 31806 which used to haul Basingstoke to Corfe Castle and Swanage day tripper trains during the 1950s.

The crew of the steam locomotive was father and son Swanage Railway volunteers Peter and Steven Duncalfe. A driver since the mid-1980s, Peter joined the Railway in 1978 at the age of 16 while his 19-year old son Steven is a recently qualified fireman.

The Duke of Gloucester and Angus Campbell visited the goods shed museum at Corfe Castle station – where more than 70 guests had assembled – for the presentation of a Queen's Award for Voluntary Service crystal trophy to five Swanage Railway volunteers.

Prince Richard praised the Swanage Railway's achievements – against the odds over 40 years – and acknowledged the role several generations of volunteers played in re-building the line and re-establishing the rail connection with Wareham.

He said: "It's a great pleasure for me to be here today and have the very pleasant task of presenting the Queen's Award for Voluntary Service which has been created to acknowledge the important role that volunteers play in our national life.

"There is a huge satisfaction both in hearing the wonderful sound of a steam engine but also in providing a public service that is extremely useful to the community.

"In congratulating you, I hope that you feel a shared sense of pride in that what you could never have done by yourself you have achieved by working together as a group of volunteers. I wish the very best of luck to the Swanage Railway," added the Duke.

His Royal Highness then presented the Queen's Award for Voluntary Service crystal trophy to Swanage Railway volunteers Peter Sykes, Pete Frost, Heather Denning, Mick Stone and Aiden Wright.

After the presentation, His Royal Highness cut a special cake marking the occasion before viewing a display about volunteering on the Swanage Railway and chatting to volunteers and staff on the heritage line which has been rebuilt from nothing since 1976.

The Swanage Railway always welcomes new volunteers so, for a chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email him at iwanttovolunteer@swanagerailway.co.uk.



which was given to the Swanage Railway in March of this year.

The national excellence accolade recognised the Swanage Railway's achievement in re-instating the line to Wareham and returning trains from Swanage and

for a trip to Corfe Castle where five Swanage Railway volunteers were presented with the Queen's Award for Voluntary Service crystal trophy.

With a royal train headcode of four white discs on the front,

Photo: © Andrew PM Wright



Railtalk Magazine

Preserved
Railways

Preserved Railways

Chasewater Railway



▶ Bagnall 0-4-0DH built Stafford 1961, No. 3207 'Leys' is seen at Brownhills West on May 27th.
Keith Hookham



▶ Built by W G Bagnall of Staffordshire in 1946, 0-4-0ST Kent No. 2 is seen at the platform awaiting departure time. *Keith Hookham*



▶ Ruston 48DLZ Caphouse is seen working on the narrow gauge railway at Brownhills West.
Keith Hookham

Preserved Railways

Llangollen Railway

▶ The lines Class 110 and Class 109 DMU's arrive at Glyndyfrdwy on June 30th, heading to Carrog. *Brian Battersby*

▶ Class 26010 pulls into Glyndyfrdwy on June 30th with a service to Llangollen. *Brian Battersby*

▶ Class 37 No. 6940 (37 240) arrives at Glyndyfrdwy on June 30th, heading to Llangollen. Exhibits from the transport festival can be seen in the background. *Brian Battersby*





Preserved Railways

North Yorkshire Moors Railway



▶ BR Standard 9F 2-10-0 No. 92134 receiving a heavy overhaul at Grosmont on June 6th.
Derek Elston



▶ Drewry 0-6-0 shunter, later designated Class 04, No. D2207 is seen outside the loco sheds at Grosmont undergoing repairs on June 6th.
Derek Elston



▶ English Electric 350hp shunter Class 08 850 stabled alongside Pickering carriage sheds on June 5th. *Derek Elston*

Preserved Railways

North Yorkshire Moors Railway



▶ J27 No. 65894 reverses towards Whitby to cross over and run back through the station to Grosmont shed, June 6th. *Derek Elston*



▶ Awaiting engine repairs, Class 37 264 is seen on shed at Grosmont, June 6th. *Derek Elston*



▶ LNER liveried B14-6-0 No. 1264 reverses through Pickering station after arriving with the 10:00 Whitby to Pickering service on June 6th. *Derek Elston*

Preserved Railways

North Yorkshire Moors Railway

▶ Southern Railway Schools Class 4-4-0 No. 926 'Repton' working the 10:00 Whitby to Pickering service is seen at Sleights on June 7th.
Derek Elston

▶ Work stained BR Sulzer type 2, later Class 24, No. D5061 is seen on shed at Grosmont on June 6th.
Derek Elston

▶ The North Yorkshire Moors Railway's Class 25 No. D7628 arrives into Whitby with the 16:30 from Grosmont on June 5th.
Derek Elston





Preserved Railways

Gloucestershire Warwickshire Railway



Great Western Railway 6400 Class 0-6-0 Pannier Tank No. 6430 is seen at Toddington station on May 26th. *Keith Hookham*



Number 6, built by the Hunslet Engine Co. Ltd. of Leeds (works No. 2075) in 1940 is seen being prepared for the days work in the shed of the North Gloucestershire narrow gauge railway at Toddington on May 26th. *Keith Hookham*



No. 1091 was built by Henschel & Son of Cassel, Germany (works No. 15968) in 1918 and was one of approximately 2,500 0-8-0T's built to the same design. Still in operation 100 years later. *Keith Hookham*

Preserved Railways

Peak Rail



▶ Class 46 035 is seen outside the shed at Rowsley on June 9th. *Nick Clemson*



▶ Class 58 022, donor loco for the proposed LMS 10001 replica, stands untouched at Rowsley on June 9th. *Nick Clemson*



▶ Hunslet Class 05 shunter No. D2587 at Peak Rail, Rowsley on June 9th. *Nick Clemson*





Preserved Railways

Mid Suffolk Railway



▶ Hudswell Clark 'Illingworth/Mitchell' works No. HC1208/16 is seen at Brockford on June 10th. *John Sloane*



▶ Ruston and Hornsby No. 165 0-4-0DM 'Alston' works No. RH304470/51 is seen at Brockford, June 10th. *John Sloane*



▶ North Eastern Railway Y7 0-4-0T LNER No. 985 approaches Brockford on June 10th. *John Sloane*



From the Archives



▶ Class 14 No. D9545 (87E) in rather poor condition is seen at NCB Ashington on March 23rd 1973. *John Sloane*



▶ Class 20 131 and 20 128 head past Aldwarke Jct. on December 15th 1993. *Brian Hewertson*



▶ Class 47 807 passes Lostock Ladybridge Lane, Bolton with an Edinburgh - Birmingham service, November 15th 1991. *Michael Lynam*





From the Archives



▶ Class 05 No. D2613 is photographed at Brodsworth Colliery on November 8th 1969.
John Sloane

▶ Class 08 diesel shunters Nos. 3753 and 3746 are stabled at Cardiff Canton motive power depot on October 19th 1971. *Dave Felton*

▶ Railfreight Distribution liveried Class 47 285 approaches Stafford on October 17th 1998.
Paul Godding

