

Railtalk Magazine

Issue 165
June 2020
ISSN 1756 - 5030

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 7 - Pictures

Pg 112 - News and Features

Pg 123 - Did you Know

Pg 124 - Different View

Pg 125 - Preserved/Industrial

Pg 127 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 165

Well another month in lockdown and whilst restrictions have eased slightly, the ability to hop on and off trains whenever and wherever we like seems as far away as ever. However I am pleased to say that many of you have been back out with the cameras, probably due to the gorgeous weather we have been having of late, although as I write this it looks like the 'summer' weather has vanished again and it is time for coats and umbrellas. Thanks to all of you who have been able to venture out and contribute this month, your photos are very much appreciated. And whilst I remember, a special mention to those who have been ill, we hope that you all get well soon.

In the news this month is the announcement that new technology will mean rail passengers can be alerted to busy trains and stations before they leave home, helping them stagger their journeys and keep safe while travelling. A new system from National Rail will indicate to people who are searching for a journey if a specific train or station is looking busy. It will take operational messages about busy trains and stations that are sent by frontline rail staff to control rooms and, within five minutes, display these in passenger-friendly language on journey planning websites and apps. People will see a red or yellow warning triangle when they search their journey and by clicking on it, will be able to find out more information and advice.

Some good news for British industry as Beacon Rail Leasing has awarded Clayton Equipment a contract to supply 15 diesel-battery locomotives, with options for more to be ordered over three years. The Hybrid+ CBD90 is a 90 tonne Bo-Bo locomotive, which Clayton says is the largest to be built in the UK for more than 20 years. Aimed primarily at industrial shunting applications, it is powered by a diesel engine complying with EU Stage V emissions regulations, but the onboard battery can also be charged from a three-phase supply and used for emissions-free operation. British customers will be able to lease the hybrid locomotives from Beacon, with commercial benefits including reduced costs and lead times as well as UK-based support from both companies. Will this finally be the end for the Class 08?

Will London's Paddington station take a back seat as the planning application for what HS2 Ltd says will be 'the largest new railway station ever built in the UK' was approved on May 19th by Old Oak & Park Royal Development Corp, which is leading regeneration of the former railway and industrial site at Old Oak Common in west London. The station is expected to become one of the busiest in the country, used by up to 250 000 passengers/day. It will have six platforms for high speed services and eight for conventional services on the Elizabeth Line, Heathrow Express and Great Western routes.

Also this month, the future of open access services remains uncertain as both Hull Trains and Grand Central face up to the implications of tighter Department for Transport requirements on passenger safety when rail services are stepped up and rail franchising faces an uncertain future as the clock is ticking on the emergency agreement with the only certainty at the moment is that the future is uncertain, particularly as the government's long-term message is still to avoid using public transport if at all possible, whilst encouraging people to return to work.

Until next month, stay safe.

Andy

This Page

Class 86 639 and 86 604 hauling the 4M87 Felixstowe - Trafford Park liner pass Slindon on May 29th.

Carl Grocott

Front Cover

Running 30 mins early, Class 86 622 and 86 628 head towards Ingatestone hauling a Coatbridge - Ipswich liner on May 15th. *Charlie Robbins*



On June 1st, Class 20 007 and 20 205 are seen passing through Sawbridge on a light engine move from Peterborough - Romford Engineering Sidings to collect a drilling machine. Both machines being on hire to Loram . *Charlie Robbins*

Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine. Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos.

These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Anton Kendall, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Bryan Roberts, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross. Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Charter Scene Northern Belle

Northern Belle

On February 15th, Class 57 601 and 57 314 top'n'tail a Coventry - Chester - Birmingham working through Gobowen. *Phil Martin*



Charter Scene Saphos Trains

The White Rose

On March 7th, Class 47 712 stands at Shrewsbury working a Shrewsbury - York charter, with the Class 47 giving way to steam haulage at Crewe.
Phil Martin



Charter Scene ECS and Light Engine Movements

LSL's Class 87 002 made several driver training runs along the WCML on May 20th, seen here passing Winwick. The dark smoke in the background was from a fire at a plastics factory. *Jeff Nicholls*



Avanti West Coast

Still only one of two Pendolinos in full livery, Class 390 156 speeds past Acton Bridge on May 27th, working the 13:47 Liverpool Lime Street to London Euston service. *Barry Longson*



Customers advised to make reservation before travelling

Avanti West Coast has asked its customers to only travel with a reservation, in order to help limit the number of people on each train.

The new system has been introduced to help social distancing, ensuring the safety of customers and staff travelling on services.

Customers are also being asked to use public transport if they have no alternative way to travel and only if it's for essential journeys.

Those without a reservation may not be able to board the service they want if the number of passengers reaches around a quarter of the train's normal capacity.

The measures were brought in following updated travel advice from Government, and ahead of a new timetable on Monday 18 May.

It means Avanti West Coast can free up services for those who need them most.

Customers should also:

Check before they travel in case the time of their train has changed.

Wear a face covering in line with Government advice.

Book in advance on the Avanti app where possible, to avoid using facilities at the station or handling cash.

Phil Whittingham, Managing Director of Avanti West Coast, said: "We're appealing to our valued customers to help us and other passengers by only travelling with a reservation. If everyone does this, we'll be able to keep social distancing in place on board, both for our customers and our people. If customers do turn up without a reservation, we'll do our best to help but we can't guarantee they'll be able to take the train they want."

Avanti West Coast has brought in a series of additional measures to help keep services safe for customers, including face-masks for staff, enhanced cleaning regimes and closing of waiting rooms / lounges.

Avanti West Coast

Class 221 114 and 221 118 speed through Atherstone with a London Euston service.
Phil Martin

Class 390 136 ‘City of Coventry’ passes Milton Malsor working the 1H18 10:07 London Euston to Manchester Piccadilly service on May 14th.
Derek Elston

The 1F24 17:45 London Euston to Liverpool Lime Street approaches Wilsons Farm crossing formed of a 9 car Pendolino on May 14th.
Derek Elston







Avanti West Coast



Class 221 102 approaches Wilson's Crossing working the 9G12 17:28 London Euston to Wolverhampton service on May 14th.
Derek Elston

Avanti West Coast serves up a treat for local communities

Hundreds of treats have been donated by Avanti West Coast to good causes across the network during the COVID-19 crisis. Raspberry crumble, cheese and onion crisps, chocolate brownies, coffee, soft drinks and black pudding are just some of the items that have been donated by the intercity operator since March across the United Kingdom. The excess stock was delivered to organisations in London, Greater Manchester, Glasgow and the West Midlands. Efforts in Greater Manchester, which has seen donations made to Clough Fold Children's Home, Heartly Green Care Home have been led by Karen Gibbons who works in the HQ support team for Avanti West Coast.

"I've a number of friends who are key workers in frontline roles," explained Karen. "I really wanted to help so when I found out we had excess stock it seemed like the right thing to do, and a great way to provide staff and those they are caring for with some treats."

Karen has also donated goodies to the Stockport Spider-Men, two friends who have donned the guise of the webslinger and other superheroes to deliver food parcels to local charities and key workers.

Jason Baird, one of the Stockport Spider-Men, who with a friend can be seen running around the town in their outfits, has set up a Facebook page which has already attracted close to 10,000 members.

"A massive thank you to Avanti West Coast for their second donation of food," Jason commented. "Their support, and that of the wider community, has been overwhelming. We will now pass on to local key workers including those at the Greater Manchester Ambulance Service and include some items in our Happy Boxes which we will be distributed to local families."

In London and the West Midlands, donations have been made to Fareshare, the UK's national network of charitable food redistributors, made up of 17 independent organisations. The items, donated by Avanti West Coast's Food and Beverage team, included 222 black puddings, 414 blueberry muffins, 4260 hand wrapped fruit cakes and 5976 bottles of still water will be package with other items and redistributed to front charities and community groups.

Avanti West Coast has made a number of donations this year, the excess stock is made up of food items sold on board and in First Class lounges. But with the closure of the lounges and food no longer being served in the wake of the pandemic, additional deliveries could be made with the help of DHL, Avanti West Coast's catering partner.



James Persad, Head of Marketing and Engagement at FareShare, said: "We're enormously grateful to Avanti for their donation of drinks and snacks. We're working harder than ever to get food out to the charities and community groups providing a lifeline for those in need during this crisis, and donations like these are crucial."

Further deliveries were made to Glasgow Children's Hospital Charity, whose fundraising has been hit hard by the Covid-19 crisis. The treats included 320 chocolate brownies, 205 bags of cheese and onion crisps and 168 bottles Sprite.

Avanti West Coast

Class 390 138 working the 1S72 13:50 London Euston to Glasgow Central service is seen at Kingsthorpe on the Northampton loop due to Kilsby tunnel being closed, May 12th. *Derek Elston*



An Avanti Pendolino, Class 390 131, speeds south through Atherstone with a London Euston bound service. *Phil Martin*



Class 390 155 heads south at Milton Malsor on May 14th with the 09:15 Manchester Piccadilly to London Euston service. *Derek Elston*



Caledonian Sleeper

Class 92 018 is seen here under the amazing structure of Glasgow Central, waiting to work the southbound sleeper to London Euston. *Greig Gibson*

Class 68 014 running as 0K69 09:35 Wembley Lmd to Crewe Gresty Bridge (DRS) light engine move crosses the River Nene at Kingsthorpe on May 16th. *Derek Elston*

Earth Day 2020 - Sustainability at Chiltern Railways

Chiltern Railways know that they have to look ahead if they're to safeguard the requirements of generations to come. They've worked hard over the last 18 months to take their sustainability agenda to the next level, applying creative solutions to real problems in order to make a real difference.

In February last year, after research revealed that just one in 400 takeaway coffee cups in the UK were being recycled, they introduced the UK rail industry's first-ever coffee cup collection and recycling service to help tackle this growing problem. The recycling stands at Marylebone station ensure their customers can easily dispose of their cups, lids and liquid while preventing any cross-contamination of waste.

Additionally, working with Simply Cups, all waste materials collected are taken to UK-based recycling facilities, where they're processed and turned into new products including stationery and reusable coffee cups. Over 110,000 cups have now been recycled.

In October 2018, Chiltern partnered with BNP Paribas, JCDecaux, and Airlabs to make Marylebone Station home to four permanent, large clean air zones. Four traditional Out of Home (OOH) advertising hoardings were adapted to emit clean air in areas where people wait for trains, significantly improving air quality and creating a healthier environment. The filter systems remove harmful particulate matter and nitrogen oxides from the air customers breathe.

Last year Chiltern also completed an LED light replacement programme, replacing all standard lighting across the entire network, including at depots, offices and access routes, with more energy-efficient and carbon-cutting LEDs. Their teams worked overnight to ensure minimal disruption to passengers, replacing over 5,500 bulbs which will reduce their CO_2e output by over 600,000kg - the equivalent of travelling between Birmingham Moor Street and London over 14,200 times.

This year Chiltern Railways are very excited to be working with partners on trials for battery hybrid trains which will reduce emissions further.



Colas Rail

Class 67 027 is framed between support pillars at Stockport during a layover whilst working a Derby R.T.C to Derby R.T.C. test train on May 27th.
Barry Longson

May Bank Holiday Cardiff Construction Success

The South Rail Systems Alliance (SRSA) were mobilised over the May Bank Holiday Weekend, where they undertook a number of works at Cardiff Central Station.

The track renewals scope of works included:

Various switch and crossing installations
Platform adjustments
Tamping
Signalling
Underbridge ballast retention
Welding

The 3-day blockade including several Adjacent Lines Open to enable the continuous operations of trains through the station, reducing the impact of the works to the operational train timetable.

The project was delivered using four Engineering Trains, two Tampers, and a 40Tonne heavy lifting Road Rail Vehicles to tandem lift track panels into their final position. Construction took place in compliance with social distancing measures implemented by the UK Government, with the SRSA introducing 'COVID-19 Champions' on site to ensure that staff stayed 2m apart, issuing and replacing face masks to protect all employees throughout their shift and managing site cleanliness.

To ensure safety of all staff additional measures were implemented, including equipment to check temperature levels of personnel entering site via state of the art temperature recognition camera system installed into a self-contained ethanol powered welfare unit.

Continuing their sustainable approach, all SRSA cabins and lights were powered by solar technology or batteries supplied from Prolectric.

Speaking about the project, Network Rail's Head of Transformation, Nick Matthews said: "Despite COVID-19 and the unique problems the social distancing measures present on the SRSA Worksites, The SRSA Wales and Western (W&W) Team delivered the renewal at Cardiff to the delight of Regional Managing Director, Mark Langham. As Head of Transformation I was pleased to see that despite the difficulties of COVID-19 the W&W team still went the extra mile. Not only was the welfare and lighting fuel free, they were the first team to use the new Mobile Welfare Units to ensure welfare was provided at the point of work. On top of all that innovation the team also trialled infrared cameras to carry out body temperature surveillance checks on the workforce to detect any possible COVID 19 symptoms. Well done to everyone involved on this successful project."

The SRSA is an Alliance between Colas Rail UK, Network Rail and AECOM.



Colas Rail

On May 13th, Class 56078 is seen out on a 'Jolly' from Coleham Shrewsbury to Worcester via Hereford and Ledbury.
Phil Martin



DB Cargo

Class 66 167 with a Northolt to Severnside working passes Hungerford on May 7th.
Michael Bennett

DB Cargo

Class 66 125 and 66 093 are seen working the working the Theale to Robeston empties near Crofton on May 12th. The usual Class 60 not being available. *Michael Bennett*



On May 22nd, Class 90 028 and 90 036 pass Walton New Jct. working the 4M25 Mossend - Daventry. *Mark Enderby*



DB Cargo

Class 60 044 passes Hungerford on May 7th with the 6B33 Theale to Robeston empties. *Michael Bennett*

DB Cargo

The 6C03 Northolt to Severnside hauled by Class 66 074, passes Hungerford on May 20th. *Michael Bennett*

Class 60 020 pauses at Shrewsbury with the Sunday working of the 6M30 Margam - Dee Marsh loaded steel. *Phil Martin*

On May 2nd, Class 66 094 worked the 11:39 Eastleigh to St. Denys engineers train via run-round at Woking, consisting of 8 wagons loaded with new sleepers, seen here passing Daisy Dell footbridge, Andover. *David Lindsell*







DB Cargo

On May 27th, Class 90 019 and 90 034 ran into problems at Warrington Bank Quay, while working the 08:24 Mossend to Daventry, resulting in a 64 minute delay when seen passing Acton Bridge, with only the leading loco powering the train. *Barry Longson*

DB Cargo

On May 24th, Class 66 056 passes Cheadle Hulme with the 13:00 Lostock Hall Junction to Crewe Basford Hall engineers train.
Barry Longson

Class 66 125 working the 6M86 10:30 Margam - Dee Marsh loaded steel passes Woolacott on the Chester line north of Shrewsbury May 19th.
Phil Martin

On May 16th, Class 66 050 hauling the 6M76 loaded steel from Margam - Dee Marsh heads through Gobowen at 06:50. *Phil Martin*







DB Cargo

On May 30th, Class 66 050 'EWS Energy' working the 6O16 10:29 Ditton Foundry Lane to Dollands Moor Sidings heads through Tamworth.
Paul Godding

DB Cargo

Class 66 149 heads south through Acton Bridge on May 21st with a bin train. *Brian Battersby*

DB Cargo UK secures new, three-year contract with Puma Energy



DB Cargo UK and Puma Energy (UK) Ltd are delighted to announce the signing of a new three-year contract for rail haulage and the supply of rail tank wagons.

The new contract is a continuation of the partnership between DB Cargo UK and Puma Energy and will involve the transportation of more than one million tonnes of fuel per annum from Milford Haven and Immingham to Theale and Westerleigh fuel terminals.

DB Cargo UK, one of the UK's largest rail freight operators, provides trains of up to 30 rail wagons which are capable of transporting over three million litres of fuel per train to Puma Energy's fuel terminals. This enables a cost-effective, reliable and sustainable supply chain for Puma Energy, a global integrated energy company.

DB Cargo UK Account Manager David Munt said:"The signing of this new contract is a credit to the team at DB Cargo UK who deliver a great service to Puma Energy. Over the next three years we look forward to further the growing the volumes we transport by rail for Puma Energy".

Puma Energy's UK General Manager, Roy Brooke said: "After a rigorous evaluation process, Puma Energy (UK) Ltd is delighted to continue the relationship for rail transportation services with DB Cargo UK. Our close collaboration on driving efficiencies ensures Puma Energy (UK) Ltd can go that extra mile to meet our customers' needs."

DB Cargo

One of the celebrity DB locos, Class 66162, is seen between Cheadle Village and Edgeley Junction, Stockport, in charge of the 10:40 Knowsley to Wilton loaded binliner on April 14th.
Barry Longson



DB Cargo

Class 66 110 is seen shortly after leaving Crewe Basford Hall Yard on May 20th, whilst working the 13:15 Trafford Park to London Gateway. *Barry Longson*

Class 66 102 climbs Hencote Bank, Shrewsbury on May 14th with the 6M86 10:30 Margam - Dee Marsh loaded steel. *Phil Martin*

On June 1st, Class 60 074 heads south through Acton Bridge. *Brian Battersby*







Class 66 020 passes Leaton with the 6M86 Margam - Dee Marsh loaded steel. *Phil Martin*

New rail freight service launched despite economic downturn



Despite the Government's ongoing restrictions, DB Cargo UK has announced the official opening of its new £7 million rail freight terminal in Cricklewood, North London. Operations have now started at the 151-hectare site off Edgware Road which will facilitate the movement of large volumes of aggregates and spoil into and out of the capital. The new terminal provides a faster, more efficient and environmentally-friendly alternative to the movement of materials by road, with each freight train carrying the equivalent of around 76 HGVs.

Tarmac and FCC Environment have already started operations at the site with discussions ongoing between DB Cargo UK and a number of other potential operators for the two remaining vacant plots.

Roger Neary, DB Cargo UK's Head of Sales, said the new terminal at Cricklewood was of significant strategic importance and would support major construction projects like HS2 and the ongoing regeneration of Brent Cross. "Our new rail freight terminal at Cricklewood will complement our existing operations at Bow East, Acton and Barking, providing a major boost for the capital's construction supply chain. The new facility has been sympathetically-designed to minimise the impact on the neighbouring community and has a major role to play in helping the Government meet its challenging target of net zero greenhouse gas emissions by 2050," he added. Some of the freight trains using this site will carry up to 1,500 tonnes of construction material a day, which can equate to around 375,000 tonnes per annum. Considering the fact that each train generates around 76% less emissions than their road equivalent, that's a significant reduction in air pollution."

Chris Swan, Head of Rail at Tarmac, said Cricklewood would supply aggregates and materials to Tarmac customers for use in projects across North London, such as the £4.5 billion Brent Cross housing regeneration scheme and other major transport infrastructure projects. The strategically-located site would import materials from Tarmac's operations in Greenwich, London and Tunstead, Derbyshire, and help to support the business's commitment to sustainability and moving more material by rail.

Tarmac's use of rail freight to transport aggregates would take around 10,000 heavy goods vehicle (HGVs) movements off the roads every year, reducing the associated carbon emissions, congestion and safety impacts that these vehicles bring.

Mr Swan said: "As efforts continue to reduce carbon emissions and improve air quality in London, rail freight is becoming increasingly important for local development. Around 50% of aggregates in the nation's capital are moved by rail, with each freight train capable of transporting enough material to construct up to 30 homes."

"Our commitment to the Cricklewood facility, alongside our partners at DB Cargo UK, is testament to the importance of rail freight to London's growth and infrastructure development. The strategic placement of the new site will enable continuity of high-quality material supply to projects throughout London while supporting more efficient, sustainable transport and a lower carbon-built environment," he added.

Roland Williams, FCC Environment's General Manager, said its terminal would receive up to 250kt a year, with the potential to increase this to 500kt annually. From Cricklewood, the spoil will be taken by freight train to FCC Environment's site at Calvert, Buckinghamshire and be re-used to restore the former quarry there. Cricklewood will also stock aggregates on site, allowing clients to 'backload' when delivering spoil at the facility; further helping to reduce the number of journeys made by HGVs through the capital.

Mr Williams said: "We're delighted to have opened up our third facility in London, allowing us to serve the construction industry in areas of London which are seeing a real increase in activity. We have been looking to establish a facility in this location for some time and our partnership with DB Cargo UK has allowed us to do this."

DB Cargo

On May 30th, Class 66 176 speeds south through Tamworth with a Grangemouth to Daventry intermodal. *Paul Godding*

Class 66 020 eases the heavy 6M45 07:05 Dollands Moor Sidings to Daventry Int Rft Recep Rfd water train across the River Nene as it nears journeys end on May 15th. *Derek Elston*

On May 14th, Class 66 110 passes Wilson's Crossing working the 13:15 Trafford Park Euro Terminal to London Gateway DB Cargo. *Derek Elston*







DB Cargo

Class 66 107 makes a pleasant sight departing Basford Hall Yard on May 20th, working empty car carriers. *Barry Longson*

DB Cargo

Class 66 040 on a Saturdays 6V75 Dee Marsh - Margam empty steel, passes Burgs Lane, Baystan Hill, Shrewsbury. *Phil Martin*



Class 66 098 passes Kemps Eye with the 6V75 Dee Marsh - Margam empty steel.
Phil Martin



On May 19th, Class 66 155 with MPV Nos. DR98906 and DR98956 and 66 017 on the rear pass Marston footbridge near Swindon with a weedkilling train. *Ken Mumford*



DB Cargo

Class 60 007 hauling the 6B33 Theale to Robeston oils, passes Manningford Bruce on May 29th. *Michael Bennett*



DB Cargo

Class 60 063 with the 6B33 Theale to Robeston oil empties rounds Crofton curve on June 2nd. *Michael Bennett*

Class 60 017 is seen on the refuelling point at Peak Forest, May 25th. *Michael Lynam*

Class 66 136 passes Woolascott with the 6M86 10:45 Margam TC - Dee Marsh Reception Sidings on May 4th. *Keith Davies*







DB Cargo

On May 13th, Class 66 139 hauling the 6M86 Margam - Dee Marsh loaded steel, passes Long Gardens, Dorrington. *Phil Martin*



Class 66 086 passes Leaton on May 13th with the 6M86 10:45 Margam TC - Dee Marsh Reception Sidings. *Keith Davies*



Class 66 024 with the Binliner from Northolt to Severnside passes Manningford on May 29th. *Michael Bennett*



Direct Rail Services

Class 88 005 is seen on the approach to Crewe Basford Hall on May 20th, working the 12:16 Daventry to Mossend Yard. *Barry Longson*

Class66433ontheCarlisle-Crewedepartmental passes Weaver Jct. on June 1st.
Mark Enderby





Direct Rail Services

Class 88 006, 66 031, 66 427 and 66 426 run light engine south through Stafford on May 30th with a Crewe - Wembley move. *Paul Godding*

Direct Rail Services

Class 88 007 passes through Atherstone with a Mossend - Daventry working. *Phil Martin*

Class 88 002 'Prometheus' heads south at Church Brampton on May 31st with the diverted 13:50 DIRFT to Mossend Down Yard intermodal which will head north via the East Coast Main line. *Derek Elston*

On My 15th the 4L48 13:51 Daventry DRS (Tesco) to Ripple Lane F.L.T. approaches Wilson's Crossing with Class 66 434 at the sharp end. *Derek Elston*







Direct Rail Services

Class 68 028 ‘Lord President’ works the 6K05 Carlisle to Crewe Basford Hall through Village Croft, Euxton on May 5th. *Alan Naylor*

Direct Rail Services

On May 27th, Class 88 007 speeds past Acton Bridge in charge of the 12:16 Daventry to Mossend liner.
Barry Longson

Direct Rail Services

On May 20th, Class 66 425 approaches Langley Mill with the 4E49 13:35 Daventry to Doncaster iPort.
Mark Pichowicz

Direct Rail Services

The 0Z69 12:44 Eastleigh Arlington (Zg) to Crewe Gresty Bridge (DRS) joined with 0Z88 Norwich to Willesden Brent and sees Class 88 002 ‘Prometheus’ dragging 37 059, 37 716 and 37 059 past Kingsthorpe on May 20th. *Derek Elston*

Direct Rail Services

Class 88 002 ‘Prometheus’, running a few minutes early, heads south through a sunny Daresbury with the morning Mossend - Daventry service on a hot May 29th. Jeff Nicholls

Class 88s - Breaking new ground

Direct Rail Services’ (DRS) Class 88s have run the length of the East Coast Main Line (ECML) for the first time.

In May, for the first time, DRS ran a new diversionary route enabling their Class 88 engines to run almost the entire length of the ECML on electric power, as well as associated feeder routes linking up Daventry International Railfreight Terminal and Mossend Yard in Glasgow.

The route would normally follow the West Coast Main Line but engineering work required a diversion. This used to mean using diesel powered Class 66 locomotives but the new path allows the entire journey to be powered by the overhead lines on the ECML.

David Robinson, Deputy Director of Operations Delivery, said: “This is a fantastic new route which enables us to utilise our excellent Class 88 locomotives as usual rather than replacing them with a diesel-powered engine.

“Each freight train takes around 76 lorries off our roads and running on electricity allows the engines to be much more environmentally friendly and helps with our commitment to reduce CO2 emissions.

“We’re delivering vital goods across the length of Britain and this, over 400-mile, journey highlights the benefit of rail freight and the smart use of utilising our electrified rail network.”

East Midlands Railway

The 1B43 12:45 Nottingham to London St. Pancras International service passes Harrowden Junction with power cars Nos. 43045 leading and 43046 on the rear, May 18th. *Derek Elston*

After an absence of a number weeks, EMR have restarted the Liverpool Lime Street to Norwich service. On May 25th, Class 158 865 passes Davenport with one such train. *Barry Longson*

On May 18th, the 1B38 11:45 Nottingham to London St. Pancras International passes Harrowden Junction with power cars Nos. 43043 leading and 43087 on the rear. *Derek Elston*







Freightliner

Class 66 955 with the Banbury Road to Whatley empties, passes Hungerford on May 7th. *Michael Bennett*

Freightliner

Class 66 561 leads the 09:25 Southampton M.C.T. to Garston F.L.T. service past Kingsthorpe and approaching Wilson's Crossing on May 15th. *Derek Elston*

Class 86 604 and 86 609 lead the 4L89 21:25 Coatbridge F.L.T. to Felixstowe North F.L.T. over the River Nene on the approach to Northampton, May 13th. *Derek Elston*

Class 86 632 and 86 609 head through Stafford on May 30th with a Felixtowe bound liner. *Paul Godding*







Freightliner

Class 59 206 on the Woking stone empties passes Wyke Down on May 22nd. *Michael Bennett*



Freightliner

Class 86 605 and 86 607 lead the 06:17 Trafford Park F.L.T. to Felixstowe North F.L.T. as it passes Milton Malsor on May 14th. *Derek Elston*

Class 90 043 and 90 042 lead the 4L89 21:25 Coatbridge F.L.T. to Felixstowe North F.L.T. over the River Nene on the approach to Northampton on May 14th. *Derek Elston*

Class 66 533, 66 547 and 66 594 head a Southampton bound liner through Stafford. *Paul Godding*







Freightliner

On May 20th, Class 66 614 is seen working the 6H51 Hardendale - Tunstead empties. *Mark Enderby*

Freightliner

Class 66 599 in charge of the 08:01 Felixstowe North to Crewe Basford Hall SSN, slows on the approach to its destination on a very warm and sunny May 20th. *Barry Longson*

Class 66 564 hauling the Banbury Road to Whatley empties rounds Crofton Curve on June 2nd. *Michael Bennett*

Class 66 955 with the Banbury Road to Whatley empties passes Manningford Bruce on May 29th. *Michael Bennett*







Freightliner

Class 59 103 hauling the Acton to Merehead empties is seen near Crofton on May 12th. *Michael Bennett*

Freightliner

Class 86 612 and 86 638 working the 4L97 Trafford Park - Felixstowe pass Norton Bridge on May 29th.
Carl Grocott

Freightliner

Class 86 637 and 86 622 working the 4L97 Trafford Park - Felixstowe liner pass through Norton Bridge on May 27th. *Carl Grocott*

Class 59 104 with a Merehead to Acton working is seen on Crofton Curve on a very warm June 2nd. *Michael Bennett*

Class 66 526 passes Hardwicke on April 25th with the 6Y44 13:39 Crewe Basford Hall - Severn Tunnel Sig No.1228. *Keith Davies*







Freightliner

Class 66 516 passes Crofton with the 7C58 Banbury Road to Whatley on May 12th. *Michael Bennett*

Freightliner

Class 86 637 and 86 622 with the 4L75 Trafford Park - Felixstowe liner pass Mill Meece on May 29th. *Carl Grocott*

Freightliner

Class 70 016 working the 6H51 Hardendale Shap Quarry to Tunstead Sidings passes through Leyland station on March 12th. *Alan Naylor*

On June 1st, Class 66 543 passes Marston footbridge, near Swindon with a Merehead working. *Ken Mumford*

On May 19th, Class 66 622 passes Marston footbridge, near Swindon with an empty stone working. *Ken Mumford*







Freightliner

Class 59 201 passes Hungerford Common with the Acton to Merehead empties on May 7th. *Mark Enderby*

Class 66 957 runs light engine through Acton Bridge on May 21st. *Brian Battersby*

On May 18th, Class 66 503 ‘The Railway Magazine’ worked a Southampton Maritime to Garston liner, seen here approaching Mylen Road bridge, Andover. *David Lindsell*









Class 66 587 hauling the 6M65 Southampton to Lawley Street passes Andover on May 13th. *Michael Bennett*

Freightliner continues to haul vital construction materials for Mendip Rail

In November 2019, Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), commenced a long-term bulk haulage contract with Mendip Rail Ltd, a joint venture between two of the UK's largest aggregate/ cement producers, Hanson Aggregates and Aggregate Industries (AI).

Since then, Freightliner has continued to haul aggregate from quarries owned by Hanson and AI in the Mendips, Northern Somerset to terminals in London and the Southeast of England for use in various construction projects including housing and road improvements. Despite the current COVID-19 pandemic challenges, which have seen a significant reduction in intermodal and bulk rail freight volumes across the UK, Freightliner has continued to haul aggregate for Mendip Rail to ensure vital construction projects can continue.

"I am delighted with how well the contract with Freightliner is progressing and, in particular, the professionalism, flexibility and resilience demonstrated by their bulk haulage team in keeping vital construction materials moving during these challenging times," said Mendip Rail's Director, Jason Black.

As part of the contract, Freightliner purchased eight Class 59 locomotives from Mendip Rail, the first of which was recently repainted in the G&W livery. Subsequently, an additional six Class 59 locomotives were purchased from DB Cargo. Further repaints of the Class 59 fleet have been postponed due to the COVID-19 crisis.

"Rail freight is key to meeting the decarbonisation targets set by government while also relieving congestion on busy roads," said Freightliner Bulk Commercial Director, David Israel. "Rail freight will also have a key role to play in supporting the recovery of the wider UK economy as we emerge from lockdown.

"The Freightliner/Mendip partnership is ensuring that vital supplies of aggregate continue to be made available for construction works in London and the South East during these unprecedented and difficult times."

Freightliner

Class 59 005 passes Hungerford with an Acton to Merehead working on May 20th. *Michael Bennett*

Freightliner

Class 59 206 on the Woking to Merehead empties, running two hours early, passes Andover on May 21st.
Michael Bennett

Freightliner

On May 18th, Class 66 413 heads round the back of Scunthorpe station with a rail train. *Steve Thompson*

Freightliner

Class 66 610 on the Allington to Whatley empties passes Manningford Bruce on May 29th. *Michael Bennett*

Class 59 102 is seen at Andover Down on May 26th with the 6V12 Woking to Whatley empties. *Michael Bennett*

Class 66 533 heads past Kempseye on April 15th with the 6Y62 10:37 Crewe Basford Hall - Magor engineers. *Keith Davies*







Freightliner

Class 66 503 hauling the 4M58 Southampton to Crewe liner is seen near Andover on May 18th.
Michael Bennett

Freightliner

Class 66 537 leading the 12:57 London Gateway Freightliner to Garston F.L.T. is seen on the approach to Wilson's Farm Crossing on May 14th.
Derek Elston

Freightliner

Class 66 552 ‘Maltby Raider’ climbs the grade toward Roade at Milton Malsor with the 12:30 Crewe Basford Hall S.S.M. to Wembley Receptions 1-7 on May 30th. *Derek Elston*

Class 66 556 crosses the River Nene at Kingsthorpe working the 12:57 London Gateway Freightliner to Garston F.L.T. on May 20th. *Derek Elston*

Heavy Haul Class 66 605 is seen on April 29th departing Edgeley Junction, Stockport (out of sight) working the 09:16 Bredbury R.T.S to Runcorn Folly Lane. *Barry Longson*







Freightliner

Class 66 587 hauling the 4M58 Southampton - Garston liner passes Weaver Jct. on May 14th. *Mark Enderby*

GBRf

Class 66 713 toils uphill at Mossley with the 10:14 Tuebrook to Drax loaded Biomass on April 25th.
Lee Stanford

GBRf

Under clear blue skies, Class 66 704 passes Patricroft with the 07:11 Liverpool Bulk Terminal to Drax AES on May 14th. *Lee Stanford*

On May 20th, Class 66 704 passes Moore with a diverted Drax - Liverpool Biomass (due to fire at Earlestown). *Mark Enderby*

Class 66 765 with 66 755 DIT pass a sunny Reddish South with the 12:03 Doncaster Down Decoy to Liverpool Bulk Terminal on May 3rd. *Lee Stanford*







GBRf

Class 66 754 approaches Acton Bridge on May 21st with a LBT - Drax Biomass working. *Brian Battersby*



On May 19th, Class 66 739 on a Marchwood - Carlisle MOD train is seen passing Walton New Jct. *Mark Enderby*



GBRf

On May 18th, the 5Q20 11:00 Derby Litchurch Lane to Ilford E.M.U.D. sees Class 47 727 ‘Castel Dhun Eidann’ and 47 749 ‘City of Truro’ top’n’tail 720 515 at Harrowden Junction whilst on delivery.
Derek Elston



GB Railfreight Capt. Tom Moore miniature train raises £140,000 for NHS



GB Railfreight, one of the UK’s leading rail freight operators, has teamed up with model manufacture Hornby Hobbies to make a miniature version of the locomotive it named after Capt. Tom Moore to raise money for the NHS.

Having seen the reaction to the unveiling of the 129-tonne, Class 66 freight locomotive named in Capt. Moore’s honour to mark his 100th birthday, Hornby asked GB Railfreight if they could replicate their loco in miniature form with all profits being donated to the NHS as a thank you for the work frontline staff are doing during the course of the COVID-19 pandemic.

Having initially planned to make only 500 models, Hornby found it impossible to keep up with demand, and in less than 48 hours they had sold more than 2,500. Since then, they have added 1,000 more to their stocks, and a percentage of the sales will be given to NHS charities. So far the model of the GBRf locomotive produced by Hornby has raised £140,000.

GB Railfreight is playing its part in supporting the UK’s COVID-19 response by helping to keep essential services running across the country and ensuring that warehouses and supermarkets remain stocked, and vital medical supplies are transported across the country whilst ensuring all of our team are being kept as safe as possible. The full-size Captain Tom Moore locomotive has already been playing its part to help the COVID-19 recovery by hauling loads, including containers carrying PPE gloves, from Southampton to distribution centres around the country.

Bob Tiller, Engineering Director of GB Railfreight said: “We are delighted that the Captain Tom Moore locomotive ably reproduced by Hornby, has been such a success and sales have helped raise more money for NHS charities supporting our wonderful NHS heroes as we deal with the ongoing pandemic. The popularity of the model shows what an inspiration, Captain Tom Moore has been to us all. The speed at which the 3,500 miniature locos had been sold is testament of the whole railway community, including railway enthusiasts’, appreciation for the work of the NHS during this period.

“I hope that this locomotive will be a cherished reminder on model railways for years to come of the debt we owe to the NHS and the important role that the railway and freight services have been playing in helping the UK through this crisis.”

Simon Kohler, Marketing & Product Development Director at Hornby Hobbies, said: “Like others, we at Hornby were inspired by the achievements of the amazing Captain, now Colonel Tom Moore and we were so pleased that GB Railfreight, Porterbrook, Procast Foundry and Railwayana Auctions teamed up to create a special livery on one of GB Railfeight’s Class 66 locomotives. As a special thank you to Col. Tom Moore and the NHS, Hornby will be producing as a limited edition, 3500 models of locomotive 66 731, ‘Capt. Tom Moore – A True British Inspiration’ the sales of which will generate £140,000 which will be donated to the NHS Charities with our heartfelt appreciation in what they are doing for us all.”

GBRf

The late evening sunshine illuminates Class 66 731 as it passes through Scunthorpe station on 6D68 Entrance C - Hexthorpe Yard stone empties. The loco had, of course, recently been named after Captain Tom Moore and emblazoned with 'Thank You NHS' large-logo style on the sides. Will they have to rename it following the award of his knighthood? *Steve Thompson*

Class 66 771 rounds the curve at Action Bridge on May 27th, working the 11:12 Liverpool BT to Drax Biomass.
Barry Longson



GB Railfreight does its bit to tackle the stigma of mental health

GB Railfreight was delighted to be marking Mental Health Awareness Week (18 May – 24 May) which champions the theme of kindness, especially in light of the COVID-19 pandemic. Like many organisations, GB Railfreight is passionate about trying to break down the stigma relating to mental health and as a company it seeks to create environments where people feel no shame or embarrassment to speak up if they are not ok.

2020 has been a breakthrough year for GBRf's mental health strategy. It has seen the leading rail freight company work with incredible organisations and influencers such as a Suffolk Mind and Paul McGregor at Every Mind at Work. GBRf has now recruited and trained 45 Wellbeing Champions across the business who act as friendly ears to staff and signpost the free mental health support GBRf offer. This includes professional counselling sessions and access to resources to improve overall wellbeing, as well as the Wellness Centre hosted on GBRf's Employee Benefits platform.

Marking Mental Health Awareness Week, John Smith, Managing Director of GB Railfreight, said: "GB Railfrieght remains committed to ensuring all employees can take care of their mental health, especially at this time. Each day we are astounded by the kindness our staff demonstrate to each other and we feel fortunate that collectively that kindness has seen us reach out to communities through our Benefacto staff volunteering scheme and seen us raise over £180,000 for charities in the past year. Statistics show that quarter of people will experience a mental health issue each year, it's a statistic too big to ignore and our mission is to normalise conversation around mental health, not only in the workplace but to encourage people to discuss their mental health within their households, which is why we also offer our free mental health benefits to the immediate family members of our staff. We understand that the coronavirus has brought many new challenges on our mental health such as isolation, concerns over the health of ourselves and loved ones and challenges faced with learning to adapt to new ways of life. Our mission is to instil as much support and transparency as we can to our staff whilst the UK overcomes this virus.

We will actively place our staff's wellbeing firmly in the forefront of our plans during this time and continue to communicate openly and supportively and be sensitive to those challenges faced. As a business, we will champion the efforts of the amazing work mental health charities and industry bodies carry out to raise awareness of mental health issues."

GBRf wants its staff to feel there is a safe, welcoming and open environment to talk about their mental health and gain access to the best support it can offer. GBRf is committed to placing a big spotlight on mental health both internally through its workplace strategies and through its external presence on social media.

GBRf

Class 66 731 ‘Captain Tom Moore’ passes New Mills South Junction on a sunny May 22nd with the 15:29 Salford Hope Street to Peak Forest empty hoppers. *Lee Stanford*

On March 23rd, Class 66 708 hauling the 6M42 Avonmouth - Penyfforrdd climbs up Hencote Bank. *Phil Martin*

Class 66 771 pauses at Shrewsbury whilst working the 6V41 Penyfforrdd - Avonmouth loaded cement. *Phil Martin*







GBRf

Class 60 095 on the afternoon empty Drax - Liverpool Biomass empties trundles past Acton Bridge on May 31st. *Mark Enderby*



Class 66 768 leads the 7G62 14:56 Bescot Up Engineers Sidings to Camden South Junction engineers with two cranes in the consist and 66 740 'Sarah' on the tail, passing Milton Malsor on May 30th. *Derek Elston*

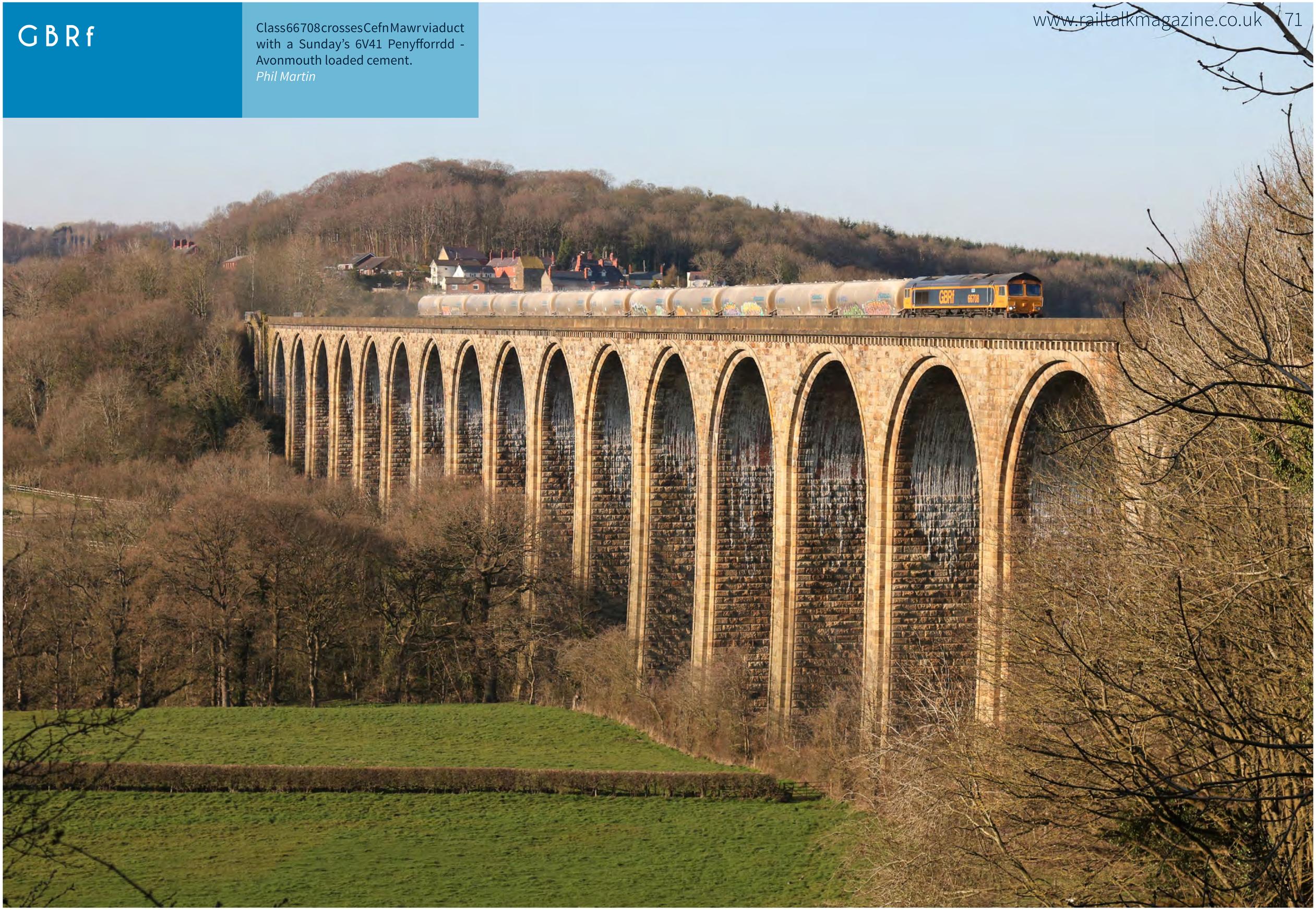


On May 23rd, the 4H04 11:33 Bletchley Cemex GBRf to Peak Forest Cemex GBRf empties, running 32 minutes early, is seen passing Husbourne Crawley behind celebrity shed Class 66 731 'Captain Tom Moore - A True British Inspiration'. *Derek Elston*



GBRf

Class 66 708 crosses Cefn Mawr viaduct with a Sunday's 6V41 Penyfforrdd - Avonmouth loaded cement.
Phil Martin



GBRf

Class 66 709 negotiates the points at Crewe Basford Hall South Jct. as it powers the 07:44 Clitheroe Castle Cement to Avonmouth Hanson on a very warm and sunny May 20th. *Barry Longson*

Class 66 783 'The Flying Dustman' leads the 4M23 10:36 Felixstowe North GBRf to Hams Hall GBRf past Wilson's Crossing on May 15th. *Derek Elston*

On May 25th, Class 66 765 heads past Oakengates with a rake of cement tanks, running as 6M42 Avonmouth to Penyffordd. *Richard Hargreaves*





GBRf

Class 66 709 sits at Coton Hill before departing with 6F05 19:58 to Wellingborough Up TC on April 7th.
Keith Davies



GBRf

Class 66 747 passes Woolascott on April 3rd with the 6M43 09:20 Avonmouth Hanson Sidings - Penyffordd Cement. *Keith Davies*



Class 66 722 heads past Kempseye on May 17th with the 6V41 13:46 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*



Class 66 765 passes Upton Magna with the 6M42 Avonmouth to Penyffordd cement tanks. *Paul Godding*



Grand Central

On June 1st, Class 90 037 and 90 026 are seen at Weaver Jct. on a Willesden - Widnes ALSTOM stock move.
Mark Enderby



Grand Central

Class 90 026 is seen on the rear of a test working through Acton Bridge on June 1st. *Brian Battersby*



Grand Central

Class 66 755 is seen from the public footpath crossing at Culcheth on May 4th heading for Worksop from Crewe with two short Mark 4 rakes bound for storage. These were the Grand Central sets which should have been working the new London Euston - Blackpool trains. 66 722 was on the rear.
Jeff Nicholls



Great Western Railway

Class 165 102 working the 2K44 Reading to Bedwyn passes Hungerford Common on May 7th. *Michael Bennett*



On May 7th, Class 165 116 is seen working a Bedwyn to Reading shuttle. These units are running instead of the Class 800s while the lockdown is in place. *Michael Bennett*

Class 802 105 working the 1C84 London Paddington to Plymouth service rounds Crofton curve on May 12th. *Michael Bennett*





Great Western Railway

Class 800 321 with the 1L14 Swansea - London Paddington service, diverted due to cows on the line, May 20th. *Michael Bennett*

A Class 802 working the 1C82 London Paddington to Plymouth is seen near Pewsey on May 29th. *Michael Bennett*

Class 802 021 leads the 1C84 London Paddington to Plymouth service near Pewsey on May 29th. *Michael Bennett*







Network Rail

Class 73 952 approaches Hale with the 13:16 Derby RTC to Crewe test train, (which runs via Chester and parts of the Merseyrail network) on May 11th.
Lee Stanford

Network Rail

On May 22nd, Class 37 610 and 37 612 top'n'tail the regular Class 67 operated test train through Oakengates. The Class 67s are currently deputising for the NMT. *Richard Hargreaves*



Network Rail

Class 37 219 and 37 099 top'n'tail a test train working through Glazebrook on May 14th.
Jeff Nicholls



Class 37 254 'Cardiff Canton' passes Heaton Chapel on a sunny Bank Holiday Saturday, May 9th, with the 11:58 Derby RTC to Carlisle Network Rail track monitoring train.
Lee Stanford

The NMT passes Purton with power cars Nos. 43013 and 43062 passes Marston footbridge with a regular Swindon working. *Tom Blanpain*





Network Rail

Class 67 023 and 67 027 working a Salisbury to Reading test train is seen near Grateley. This service is usually the NMT HST.
Michael Bennett

Class 97 303 and 97 302 working the 6C41 Crewe - Pantyffynnon ballast passes Burgs Lane on May 19th. *Carl Grocott*





Network Rail

Class 37 175 and 37 099 fly through East Tilbury as they top'n'tail a Ferme Park - Cambridge test train on May 27th. *Charlie Robbins*

Network Rail

Class 97 302 and 97 303 top'n'tail the 6C42 Crewe - Llandrindodd ballast working past Bayston Hill on May 27th. *Carl Grocott*

Class 37 612 and 37 610 working the 1Q55 Tyseley - Derby test train pass Leaton on May 22nd. *Carl Grocott*

On May 13th, Class 97 303 and 97 302 pass Long Gardens, Dorrington with a Margam - Coleham via the Central Wales weed killer train.
Phil Martin







Network Rail

Class 97 303 and 97 302 top'n'tail the 6C41 Crewe - Llandrindodd ballast working through Burgs Lane on May 26th. *Carl Grocott*

Network Rail

Class 97 303 is seen at Burgs Lane with the 6C41 18:12 Crewe Basford Hall - Pantyffnnon ballast on May 19th. *Keith Davies*



Class 67 027 and 67 023 speed past Kempseye on May 22nd with a Crewe - Derby RTC test train working. *Keith Davies*



On May 26th, Class 97 303 and 97 302 pass Meole Brace with the 6C41 18:10 Crewe Basford Hall - Llandrindod ballast. *Keith Davies*



Network Rail

On May 21st, Class 37 219 passes Trowell Junction with the 3Q93 08:51 Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) via High Marnham test train working.
Mark Pichowicz

Network Rail

Class 37 116 leads a Crewe bound test train working through Red Bank on May 20th. *Jeff Nicholls*



Rail Operations Group

Class 57 301 ‘Goliath’ and 47 848 top’n’tail barriers Nos. 6378 and 6379 approaching Wilson’s Farm Crossing working 5M59 17:33 Willesden T.M.D to Leicester L.I.P. on May 14th. *Derek Elston*

Rail Operations Group

Class 37 884 ‘Cephus’ dragging 317 348 ‘Richard A. Jenner’ for a refresh as 5Q08, the 16.16 Ilford E.M.U.D. to Kilmarnock Bonnyton depot approaches Wilson’s Farm Crossing on May 14th. *Derek Elston*



Class 20 118 and 20132 pass Marston footbridge with an Ely to Sims Metals, Newport scrap move. *Ken Mumford*



Rail Operations Group

On May 21st, Class 37 800 passes Trowell Junction returning to Leicester from Worksop after a unit move earlier in the day. *Mark Pichowicz*

On May 25th, Class 47 815 passes Marston Bridge with an Ely to Newport Sims Metals move. *Ken Mumford*

Class 37 884 'Cepheus' and Class 317 511 works 5Q80 Kilmarnock to Ilford through Village Croft, Euxton on May 7th. *Alan Naylor*





Rail Operations Group

Class 37 884 brings up the rear of an Allerton - Skipton Northern unit move at Culcheth on May 12th. With Class 47 815 on the front of the train, this was the second such working in two days.
Jeff Nicholls



On My 16th, the 5M59 12;08 Wolverton Centre Sidings to Leicester L.I.P. running a little late with Class 37 800 ‘Cepheus’ hauling 20 314 and 20 311 with 4 barrier coaches, crosses the River Nene at Kingsthorpe. *Derek Elston*



Rail Operations Group

Class 47 815 leaves its distinctive exhaust trail in its wake as it passes Heyrod taking Northern's Class 331 103 from Allerton to Skipton Broughton Road on May 12th. *Lee Stanford*



TransPennine Express

Almost matching the colour of the sky, Class 802 212 glides through Parkside on May 14th with the 10:54 Newcastle - Liverpool Lime Street service. *Jeff Nicholls*

TransPennine Express

A Class 802 is seen crossing Sankey Viaduct on May 20th. *Jeff Nicholls*

Class 68 022 is seen soon after passing Greenfield and continues downhill towards its Stalybridge stop with the 14:34 Scarborough to Liverpool Lime Street service on May 14th. *Lee Stanford*

Class 397 007 on test from Longsight to Carlisle, heads through Leyland station. *Alan Naylor*





TransPennine Express

On May 25th, Class 68 034 on a York to Crewe ECS move passes Moore, with 68 028 hanging on the rear.
Mark Enderby



TransPennine Express

Class 397 008, already 20 minutes late, crawls along the Styal line on single amber, with the 12:12 Edinburgh Waverley to Manchester Airport service on May 21st. *Barry Longson*



Unusual to see a DRS liveried Class 68 on a TransPennine service as Class 68 033 roars through Parkside with the 13:54 Liverpool Lime St.-Scarborough service. *Jeff Nicholls*



Transport for Wales

Class 158 820 in the fast disappearing blue livery on a Shrewsbury - Chester service climbs Hencote Bank on March 1st. *Phil Martin*



Class 175 113 stands at Shrewsbury whilst working a Cardiff - Manchester service. *Phil Martin*



Class 175 006 on a Cardiff - Holyhead service, climbs Hencote Bank. *Phil Martin*



Transport for Wales

Still carrying the colours of their previous operator, Class 153 321 and 153 310 approach Heaton Chapel on May 9th. *Lee Stanford*

Transport for Wales

Class 143 622 approaches Pontypridd with the 14:47 Treherbert - Cardiff Central service on February 27th. *Chris Morrison*

Transport for Wales

Passing the now silent Fiddlers Ferry power station, an unknown Class 175 approaches its Runcorn East stop on May 29th with the 09:53 from Manchester Piccadilly to Chester service.
Jeff Nicholls

Transport for Wales

Class 158 839 in the full Transport for Wales livery speeds through Patricroft with the 09:42 Chester to Manchester Piccadilly service on May 14th. *Lee Stanford*



Class 67 001 and DVT No. 82307 pass Haston working the 5W67 14:45 Cardiff Canton Sidings - Crewe CS on May 7th. *Keith Davies*





Class 158 827 working an Aberystwyth to Birmingham service passes Oakengates on May 22nd. *Richard Hargreaves*

Transport for Wales

Class 67 020 working the 1W96 Cardiff Central - Holyhead service, calls at Shrewsbury. This service has not run since lockdown. *Phil Martin*

Class 175 002 on a Manchester - Carmarthen service passes Bayston Hill. *Phil Martin*

Class 158 825 on a Chester - Shrewsbury service crosses over Cefn viaduct. *Phil Martin*







Units: DMUs and EMUs

Northern's Class 150 119 passes Midge Hall with the 5Z63 11:10 Blackpool North - Ormskirk service on May 11th. *John Balaam*



West Midlands Railway's Class 323 210 heading for a refresh at Wolverton, passes Kingsthorpe running as 5Z23 11:05 Soho L.M.D. to Wolverton Centre Sidings on May 16th. *Derek Elston*



London NorthWestern's 2N30 10:45 Northampton to London Euston service formed of Class 350 101, 350 247 and 350 121 pass Milton Malsor on May 14th. *Derek Elston*



Units: DMUs and EMUs

Northern still operates some Class 319 units on services from Liverpool and 319 375 is seen stopping at Patricroft with the 09:27 Liverpool Lime Street to Manchester Airport on May 14th.
Lee Stanford

Units: DMUs and EMUs

Northern's Class 144 007 and 144 006 pass through Helsby on May 22nd heading for their new home of the Cambrian Railways at Oswestry/Gobowen. *Brian Battersby*



London NorthWestern Railway's Class 350 261 and 350 236 call at Atherstone with a service to London Euston. *Phil Martin*



Three South Western Railway Class 159s with 159 012 leading are seen working the 15:47 Salisbury - London Waterloo service on June 4th. Currently all services are running as nine car trains but only hourly. *Michael Bennett*



Units: DMUs and EMUs

May 21st sees Northern's Class 195 120 make its booked stop at Burnage, while working the 13:07 Windermere to Manchester Airport service. *Barry Longson*

Units: DMUs and EMUs

Timed to arrive and depart at exactly the same time, Northern's Class 195 124 and 195 102 stop at Glazebrook with the 19:46 Manchester Oxford Road - Liverpool Lime Street and the 19:20 opposite service on May 14th. These all station stoppers are the only trains using the former CLC route at the moment. *Jeff Nicholls*

Class 319 441 and 319 005 sandwich an unidentified member of the class as the pass Milton Malsor working 5B19 11:02 Northampton EMD to Bletchley C.S. on May 14th. *Derek Elston*

What I believe to be the first sighting and no doubt the last of a Class 144 Pacer unit at Winwick occurred with this move of 144 007 and 144 006 from store at the Keighley and Worth Valley railway to Gobowen for a new life in preservation at the Cambrian Railway on May 22nd. *Lee Stanford*







Units: DMUs and EMUs

London NorthWestern's Class 350 260 and 350 266 cross the River Nene at Kingsthorpe with 1Y63 17:13 London Euston to Birmingham New Street service on May 20th. *Derek Elston*

Causing a mass breakout from lockdown as dozens of enthusiasts lined the route, Class 144 007 leads 144 006 across Chat Moss on May 22nd on their way from the Keighley and Worth Valley Railway to Gobowen for the Cambrian Railway. *Jeff Nicholls*

London NorthWestern's Class 350 106, 350 233 and 350 240 pass Milton Malsor working 2N19 09:48 London Euston to Northampton service on May 14th. *Derek Elston*





Units: DMUs and EMUs

CrossingtheRiverNeneatKingsthorpe on May 14th with the 2Y26 18:36 Northampton to Birmingham New Street service are London NorthWestern's Class 350 369 and 350 407. *Derek Elston*

National Rail



On May 20th, Class 87 002 is seen stretching its legs on a Crewe - Preston light engine move.
Mark Enderby

Greater Anglia reveals plans to redevelop Wickford railway station

Greater Anglia has revealed plans to redevelop Wickford railway station to improve facilities for customers and get the station ready for the introduction of its new trains. The existing station building is due to be demolished and replaced with a bigger building with more and better customer facilities, subject to planning consent. The work, which is part of a £4m scheme, is being done to prepare for new longer trains which are due to start entering passenger service later this year and the project includes extending platform 1 to make it long enough for the new trains.

Ideas for improvements include
- A new ticket office, with two ticket office windows
- A new upgraded accessible waiting hall, with charging points and seating
- New male and female toilets
- New and improved accessible toilets
- New and improved customer information screens and CCTV
- A new shop where customers can buy food and hot drinks

Greater Anglia has submitted plans to Basildon Council to demolish the existing station building. If permission is granted by the council, work will take place in phases, including the installation of a temporary ticket office, to ensure minimal disruption to customers. Work is expected to start this summer and be completed next spring.

Simone Bailey, Greater Anglia's Asset Management Director, said: "We are investing in Wickford to make it better for our customers. The proposed work will transform the station, bringing in new facilities for the 2.2 million people who use the station each year. We are transforming the railway in East Anglia, with a complete fleet of new trains and £60 million worth of improvements to stations. This work is essential to allow us to run our new, longer trains to and from Wickford and it is a good opportunity to also upgrade customer facilities at the station. We will share plans in due course and welcome any customer feedback."
Greater Anglia is replacing every single one of its existing trains with brand new trains, which will all be longer with more seats.

Fares Advice with RailUK

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

Slower route not permitted, even when trains run on it much earlier/later than the fastest route

Q: A journey I make semi-regularly is Sheffield to Ely. The valid routes for this journey involve getting from Sheffield to Peterborough (via one of many different allowed routes) and then direct from Peterborough to Ely. The last train from Peterborough to Ely arrives in Ely sometime around 22:45. However, if from Peterborough, you were allowed to travel to Stevenage, then Cambridge, then Ely, you could travel later. The last train via this route arrives in Ely at approximately 00:30, almost two hours later. Being a longer route, this only equates to leaving Sheffield around an hour later, not two hours later, but there are many times when I've found it useful to do this.

Tickets to Cambridge are available for both routes, either "via Ely" or "not via London" (which effectively means via Stevenage), so I've always found it odd that there is no ticket to Ely via Stevenage. It's made even more confusing because the (only available) ticket to Ely is also routed "not via London", suggesting that via Stevenage is allowed like it is on the equivalent Cambridge "not via London" ticket. But it isn't allowed, because "not via London" doesn't actually mean "via Stevenage", the routeing guide doesn't allow travel via Stevenage, and journey planners show the route as needing two tickets. Personally I can work around this by buying a ticket to Cambridge, and using my season ticket between Cambridge and Ely, but without the season ticket it would be much more of a faff to deal with.

Are there any other journeys like this, where the valid route is more limited than an invalid route in terms of the times of day you can make the journey?

A: The London to King's Lynn trains certainly run much later than any other train in the area, which is what makes the journey via Stevenage possible. I could easily believe that they haven't always run as late as they do now, so I can see how the situation would have come about like you suggest.

Going via Stevenage does only gives you one extra journey option based on arrival times of journeys from Sheffield to Peterborough. Whether there are more options for just doing Peterborough to Ely, when you're not bound by arrival times from further north, I don't know. But that one extra journey option means leaving Sheffield at 20:30-ish rather than 19:30-ish - which is very useful for me!

I agree it's unlikely I'd have a problem going via Stevenage with that ticket, not least because I've never seen a ticket check on a Thameslink/Great Northern train at that time of night! However my main worry isn't a ticket check - it's being stranded somewhere due to disruption and then having to pay for a taxi myself (or at least not getting a refund on a taxi) because my ticket wasn't technically valid for the roundabout route.

Another one is London Paddington, Bristol, Reading etc. to Tiverton Parkway via Exeter St Davids is not permitted, even though all trains on that line call at Exeter and some don't call at Tiverton. Back in January I found myself at Taunton on a Saturday aiming to travel to Tiverton - the 16:34 out of Taunton came into Exeter at 16:59 and there was a 17:53 from Exeter arriving at Tiverton at 18:08, but the only permitted route was to stand around at Taunton until half six and end up in Tiverton at 18.45. That's both a waste of time and an annoyance as St David's is a significantly less bleak place to break one's journey than Taunton.

Also Ormskirk - Preston via Liverpool is not Permitted, which would be a silly route on a weekday but means there is no through ticket valid on a Sunday when there is no direct service.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

National Rail

With Kilsby tunnel close for repair, the diverted 1M16 20:45 Inverness and Glasgow Central to London Euston sleeper is seen crossing the River Nene on the approach Northampton behind Class 92 028 on May 14th. *Derek Elston*



Colas Rail's Class 70 811 passes Marston footbridge with an returning engineers train, May 18th. *Ken Mumford*



Class 325 003 passes Kingsthorpe working the 11:08 Warrington Royal Mail to Willesden PRDC mail service on May 15th. *Derek Elston*



REVEALED: accessible area on board Greater Anglia's new electric commuter trains

Greater Anglia has unveiled the accessible area and features on one of the company's new electric commuter trains which will go into passenger service between Essex, Hertfordshire, Cambridgeshire, Ipswich and London Liverpool Street. The new trains, made by UK manufacturer Bombardier, will have two wheelchair spaces as well as 48 priority seats on five-carriage trains and three wheelchair spaces and 106 priority seats on ten-carriage trains.



The accessible area, which was designed with advice from accessibility and disabled rail users, includes plug points and USB sockets so wheelchair users can charge their mobile phones, tablets or laptops on the train. There is also a universally accessible toilet with plenty of room to manoeuvre a wheelchair. Greater Anglia is getting 111 five and ten-carriage electric trains from Bombardier in total All of them will be longer than the trains they are replacing with more seats, plug and USB points, better passenger information screens and underfloor heating and air conditioning.

Rebecca Richardson, accessibility manager for Greater Anglia, said: "Our new trains will be much better for our disabled customers, every train has purpose-built spaces for wheelchair users, accessible toilet and more sophisticated passenger information systems. We are very grateful to rail users and experts who have given us invaluable advice to make sure our new trains meet the requirements of disabled rail users. Their advice ranged from suggestions about where emergency call buttons should be in the accessible toilet, and the colour contrast of the finishes within the train to most suit customers with visual impairments."

Dominic Lund-Conlon, Rail Delivery Group accessibility and inclusion manager said: "It's fantastic to see more accessible trains being delivered as train companies work to replace half the fleet new for old. With toilets on every train, power sockets and improved accessibility for customers living with sight loss and blindness, the trains will be a huge improvement for customers in the East of England."

The new Bombardier trains are due to start entering passenger service later this year. Some of them are still being made, while others are on the Greater Anglia network undergoing safety and performance tests. Work is also progressing making depots and stations ready for the new trains, with work continuing despite the coronavirus lockdown. Greater Anglia has already replaced every single diesel train with brand new bi-mode trains, powered by diesel and electricity. The company's intercity route, between Norwich and London, is also served entirely by brand new electric trains made by Swiss manufacturer, Stadler.



National Rail

On May 22nd, a pair of Class 144s pass Walton Old Jct., heading from Keighley to their new home on the Cambrian Railway. *Mark Enderby*

Greater Anglia partners with conservation group to create butterfly havens at rail stations

Rail stations in Suffolk are set to become butterfly havens thanks to a partnership between Greater Anglia and the Suffolk Butterfly Conservation Trust. The Trust has donated wildflower seeds and guidance which Greater Anglia's team of volunteer 'station adopters' will use to create more wildflower areas at their stations as a food source for butterflies and other insects. Many of Greater Anglia's station adopters – volunteers who help to look after their rail stations for the benefit of their communities – already maintain wildlife friendly gardens at their stations which are helping to support and harbour fragile local wildlife populations. The donation of the additional seed and guidance will help to extend this work further and increase biodiversity in the vicinity of the rail stations.

The donated seeds include native British wildflowers that are important food sources for many different types of insect, but especially butterflies, and include Oxeye Daisy, Birdsfoot Trefoil, Wild Marjoram, Cornflower, Knapweed, Lady's Bedstraw, Field Scabious, Viper's Bugloss, Wild Clary, Kidney Vetch, Corncockle, Hay Rattle and Field Poppy.

In a recent survey, Greater Anglia station adopters reported a wide range of creatures visiting their stations including many different types of butterflies as well as bees, slow worms, bats, foxes, deer and many varieties of birds. During lockdown, this has become even more apparent with more species moving in – such as seagulls nesting on the roof at Ipswich station. At Somerleyton, adopter Sue Cox, has already seen a rare butterfly breeding at the station after planting a Buckthorn hedge to help with Suffolk Butterfly Conservation Trust's Brimstone and Buckthorn project.

Greater Anglia's Customer and Community Engagement Manager, Alan Neville, said, "We are really grateful to the Suffolk Butterfly Conservation Trust for working with us to create more wildlife friendly stations. The railway is increasingly recognised by ecologists as a 'green corridor' which provides a sanctuary for many different kinds of flora and fauna - so it's important that rail stations play their part so as not to create gaps in that corridor - and because insects play such an important role as pollinators, it's great that we will be able to give them extra support thanks to the donation of wildflower seeds.

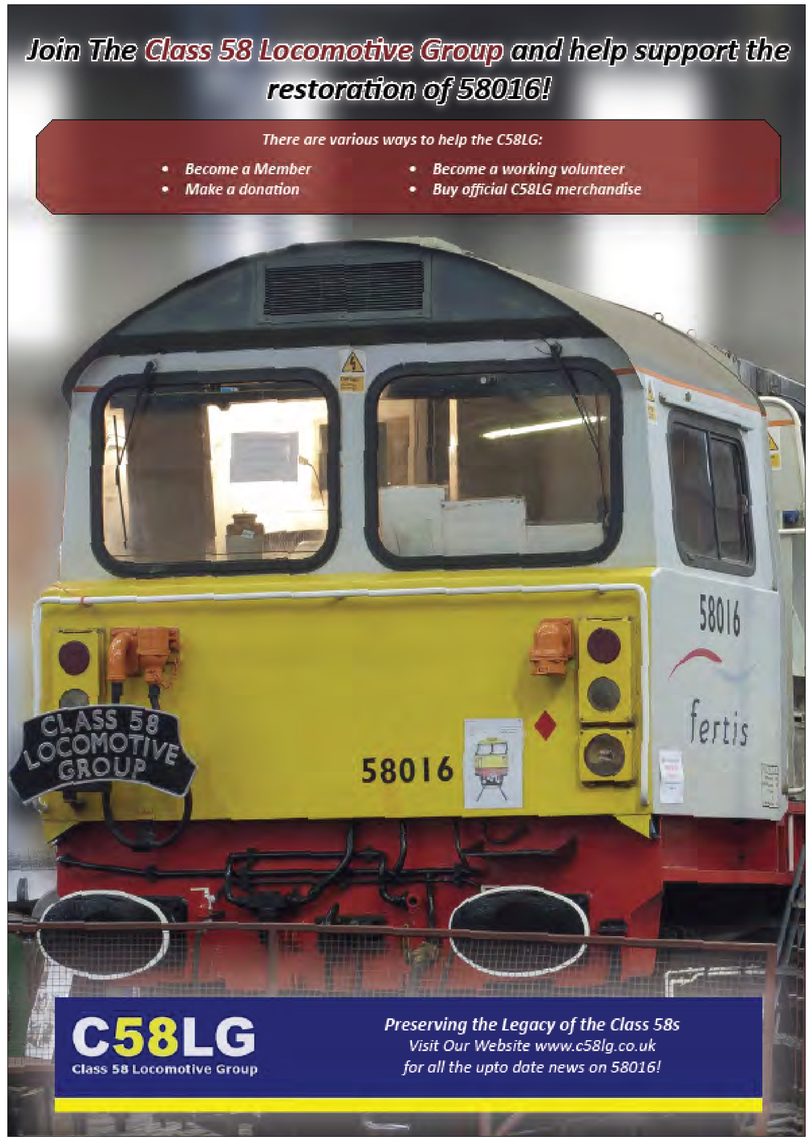
"This is all helping the railway in East Anglia to lead the green revolution by being a much greener way to travel - and our new fleet of trains will contribute even more thanks to their more environmentally friendly features which reduce CO2 and particulate emissions in the region further still."

Stations set to benefit include Brampton, Kennett, Melton, Needham Market, Saxmundham, Somerleyton, Sudbury, Thurston and Westerfield.

National Rail

On May 24th, one of Merseyrail's new units, No. 777 003 is seen out on test at Ellesmere Port. *Brian Battersby*





Multi-million-pound investment to prevent landslips on Chiltern main line

Major work to secure a railway embankment in Warwickshire will mean more reliable journeys for passengers on the Chiltern main line. Since December 2019, a £9m investment by Network Rail has seen engineers working to stabilise the slope on the south side of Harbury tunnel between Leamington Spa and Banbury. Historically the area has been beset by earth movement, most recently in early 2015 when a 300,000-tonne landslip on the other side of the tunnel closed the Chiltern main line for six weeks.

Joel Farrell, scheme project manager at Network Rail, said: "This significant investment to secure this part of the Chiltern main line will ensure reliable journeys for passengers between Birmingham and London for many decades to come. The ground here, made up of layers of limestone and shale, can be unstable and could potentially cause issues for the railway running through it. This preventative work will stop any future slips and make it much more secure. We know Harbury very well after the huge landslip in 2015 and I want to thank the local community for their patience while we complete this vital work."

The geological makeup of the earth at Harbury means landslips and subsidence have caused issues for the railway since its completion in 1852. The first attempt to make the slopes of the cutting at Harbury shallower to prevent landslips was undertaken by Victorian engineers of Great Western Railway in 1884. Now, 136 years later, this work continues as the Victorian's modern-day counterparts continue to stabilise the embankment making it less steep and pinning it with large nails and piles to make it more stable. A new retaining wall will also be built at the bottom of the slope to prevent soil movement. The embankment strengthening began in December 2019 and is expected to finish in 2021.

The project has been carried out during the daytime while passenger and freight trains continued to run below, meaning no disruption to services and no noisy overnight work. Passengers should continue following government guidelines and avoid train travel unless absolutely essential.



National Rail

Class 90 015 'Colchester Castle' leads the 0Z25 08:42 Norwich Crown Point T.&R.S.M.D to Crewe Basford Hall S.S.N. dragging 90 004, 90 013, 90 009 and 90 012 on transfer to Freightliner seen here passing Wilson's Crossing on May 15th. *Derek Elston*

Class 777 004 is seen on the Northampton loop on delivery to Merseyrail in the consist of 6X29 02:44 Dollands Moor Sidings to Kirkdale C.S. on May 13th. *Derek Elston*

Scotrail's Class 385 004 and 385 009 stand at the rear of Motherwell in the back of the shop sidings. The units are stabled here for basic traction training for ScotRail's new drivers. *Greig Gibson*





Done and dusted: Network Rail and GTR complete transformation of Northern City Line

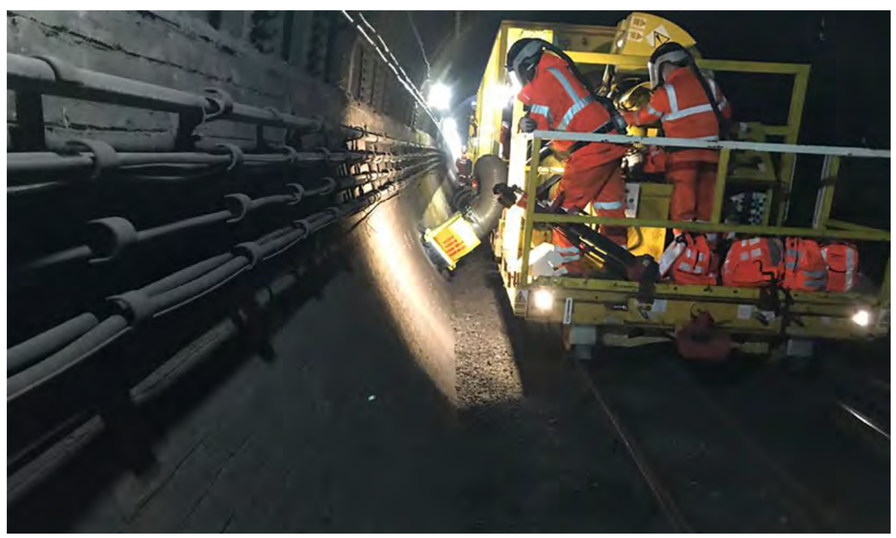
Passengers who need to travel in and out of Moorgate station can now enjoy a smarter, cleaner, brighter route thanks to a six-month programme of track renewal, station redecoration and intense cleaning through the Northern City Line tunnels and stations. The coordinated work programme has been carried out by Network Rail and Govia Thameslink Railway (GTR), who operate Great Northern train services between Hertfordshire and the City of London terminus. Great Northern's late evening and weekend services through the tunnels, which had been diverted to King's Cross while the essential work was undertaken, are now running again. This will help key workers and others who absolutely have to travel in and out of the Square Mile.

The work programme had started a year ago when Moorgate station itself was spruced up with new tiling and better lighting. From last December the programme swept on through the tunnels and the three other stations on their route – Old Street, Essex Road and Highbury & Islington. The track and tunnel work will make services more reliable, reduce noise and vibration from the railway and improve the condition of the tunnels for both passengers and railway workers.

Along with the improvements at the stations, and a new £240m train fleet introduced last October, the environment for passengers has been comprehensively transformed. Using specialist machinery, Network Rail has cleaned almost 17 kilometres of tunnels, renewed over 3.4 kilometres of 40-year-old track and replaced more than 1 km of the ballast, the stones which support the track.

Essex Road's platform walls have been treated to the same comprehensive retiling as Moorgate. GTR's contractors stripped away about 40 tonnes of old tiles - over 4,000 sacks of rubble – and covered an area of some 600 square metres with the bright new white and blue ceramics. At Old Street and Highbury & Islington, damaged and drab tiling has been removed or repaired, with walls resurfaced in readiness for future decoration. At all four stations, Network Rail has replaced the old light fittings with new LED lighting, and GTR have given the stations an extensive deep-clean over the past three weekends.

Paul Rutter, Route Director for Network Rail's East Coast Route, said: "Over the last year, Network Rail has carried out significant work to clean the tunnels on the Northern City Line and to upgrade the track along the route. This work will improve the reliability of services, as well as making the area more pleasant for passengers and workers who use these stations. This project, coupled with the work which Great Northern have done, will vastly improve passenger experience and we look forward to them reaping the benefits."



Tom Moran, Managing Director for Thameslink and Great Northern, said: "Weekend and late-evening services in and out of Moorgate are back up and running, which will help key workers and others for whom travel by train is absolutely essential. Our passengers are already enjoying our new air-conditioned trains, which last year replaced the UK's oldest electric mainline rolling stock with a modern, fit-for-purpose fleet. Now, they will also see brighter, cleaner stations on the Northern City Line between Finsbury Park and Moorgate." Network Rail plan to upgrade the signalling system in the tunnels over the next few years, to a modern, reliable digital system, completing the line's transformation to a 21st-century railway.

Network Rail begins biggest restoration of Barmouth Viaduct in its history

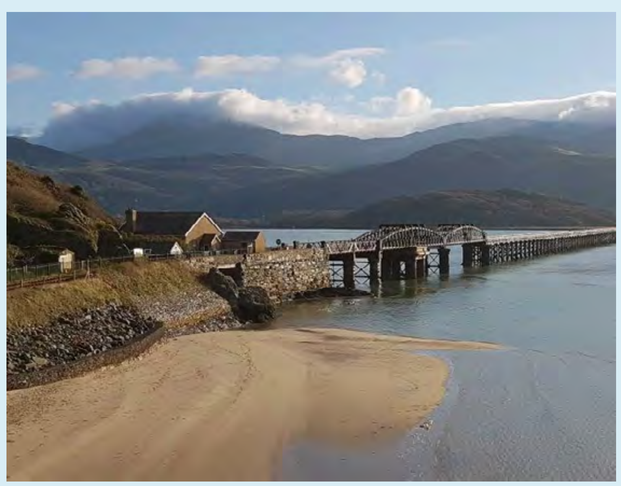
Barmouth Viaduct will undergo a £25m upgrade to protect it for local people and visitors in the future. The work to the Grade II listed structure will include replacing a large number of the timber and metal elements of the viaduct, as well as replacing the entire length of track.

Bill Kelly, Network Rail's Route Director for Wales and Borders, said: "Barmouth Viaduct is one of the most celebrated and recognisable structures in Wales and is the only major timber-built bridge still in use. We are investing £25m to give Barmouth Viaduct the biggest upgrade in its history, protecting our industrial heritage and ensuring this vital transport link can continue to serve local people and visitors, when the time comes, for generations to come. We have been working closely with Cadw, Gwynedd County Council and other stakeholders over several years to develop our plans. I want to reassure the local community that we have adapted these plans to make sure we are following Government guidelines during the Covid-19 pandemic."

Secretary of State for Wales Simon Hart said: "The Barmouth Viaduct is an iconic part of Wales' railway heritage and I am pleased that it is benefitting from a portion of the £2 billion UK Government investment in the Wales and Borders network to preserve and upgrade it. The upgrades by Network Rail will secure the important link between Machynlleth and Pwllheli and protect a popular part of the Wales coastal route. Together with the £8.5 billion investment in Great Western Rail's Intercity Express trains and electrification between London Paddington and south Wales, and upgrades to North Wales railway lines, the UK Government is delivering improvements in rail infrastructure and improving journeys for passengers in every part of Wales."

Ken Skates, Minister for Economy, Transport and North Wales, said: "I have seen for myself how important the viaduct is to the community so this is welcome investment. As well as being an important transport link it is historically significant infrastructure, and I look forward to seeing these plans taken forward."

James Price, Transport for Wales CEO, said: "I'm delighted that Network Rail are making this major investment in safeguarding the future of this iconic structure and the Cambrian Coast Line. This investment sits alongside our own investment in transforming services throughout the Wales and Borders network, including brand new trains and extra services for the Cambrian Coast Line in the years to come. We're working collaboratively to ensure minimal disruption for our passengers while work takes place. As our services will be affected, it's important for anyone travelling on the Cambrian Line to check before you travel, in case of any changes to our timetables. You can do this on the TfW Rail website www.tfwrail.wales or the TfW app."

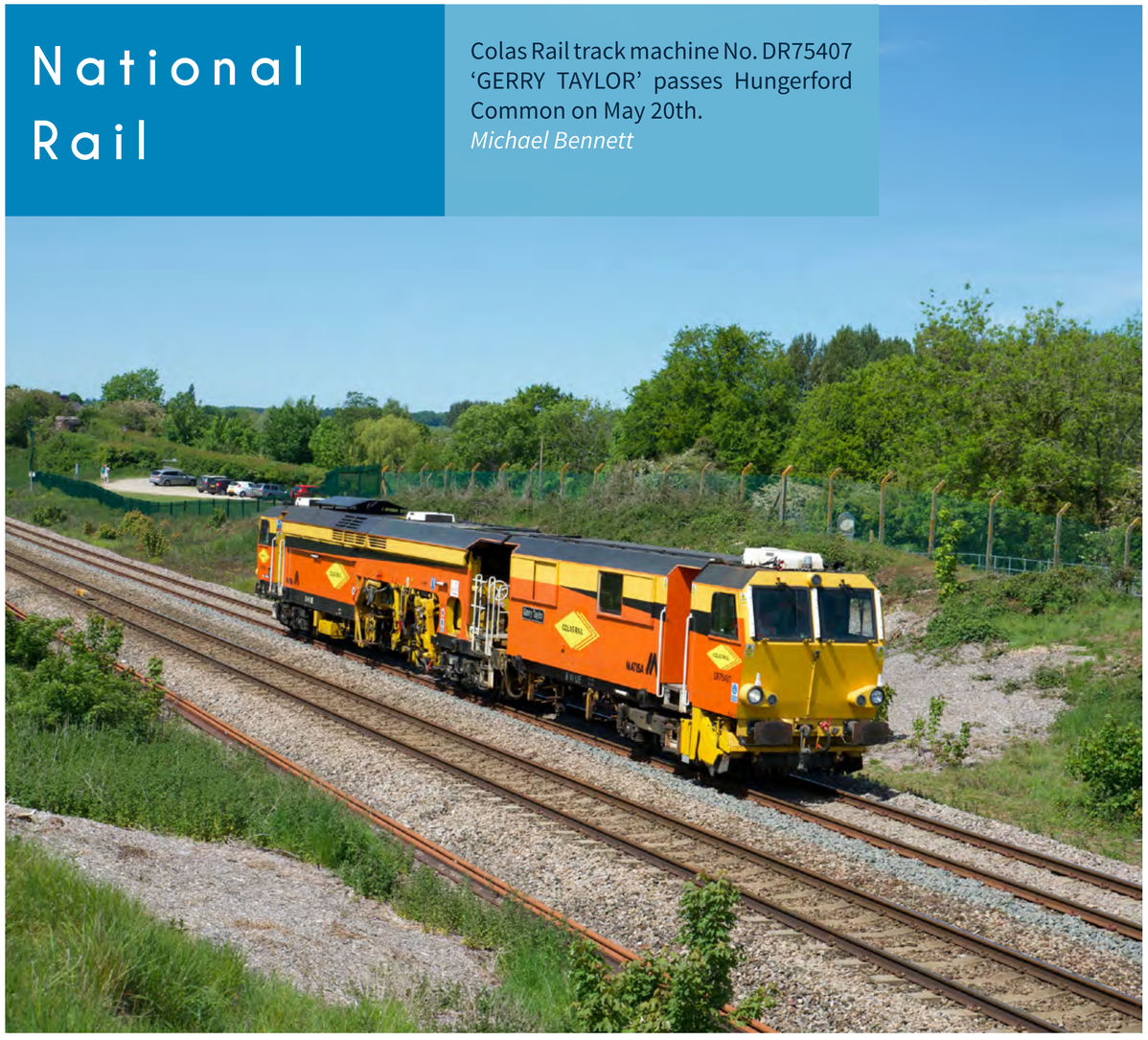


Liz Saville Roberts MP said: "I am pleased Network Rail has set-out a firm timetable to restore this iconic structure, the only major timber railway bridge that is still in use today. This substantial investment will safeguard Barmouth Viaduct for future generations, strengthening ties among communities along the Cambrian coast and serving as a vital tourism link. None of this would have been possible without effective cooperation between partner agencies and local stakeholders. I look forward to seeing how the work progresses."

To reduce the impact of the work, it has been carefully planned to take place over three years, with three shorter full closures of the 19th century viaduct, rather than one longer full closure. The first closure is planned for this autumn, when the restoration of the bridge's timber elements begins. Preparation work will begin in June.

Network Rail has adapted the plans to make sure work can be delivered safely in line with Government guidance.

National Rail



Colas Rail track machine No. DR75407 'GERRY TAYLOR' passes Hungerford Common on May 20th.
Michael Bennett

Network Rail announces nine-day closure of South East London lines to complete critical signal work

The railway through Hither Green, in South East London, will be closed for nine days from Saturday 25 July to Sunday 2 August, as Network Rail completes signalling upgrades through the area. The 1970s signalling system, which controls the movement of trains on the Bromley North, Sidcup branches and main line through Hither Green, is being completely replaced with a modern, more reliable system. Buses will replace trains on affected routes for the nine days, with services resuming on Monday, 3 August. Extra buses will be laid on to make sure social distancing can be achieved on the replacement services. Tickets will be accepted on alternative routes and Transport for London services, which will also be increased to ensure passengers travelling can maintain a 2m distance. While extra capacity will be laid on, only critical passengers and those who absolutely must travel are advised to.

Fiona Taylor, Network Rail route director for Kent, said: "This work is so important for delivering a reliable railway for the many passengers who travel through this area. The signalling system is very old and in urgent need of upgrade. We wanted to get this work done over Easter but because technicians can't work closely together for long periods, it is going to take double the amount of time it would normally take to finish the job. We have taken the decision to complete the work in the summer holidays because we wanted to give those passengers who are still travelling, many of them critical workers, enough time to plan ahead. We also need time to put alternative travel options in place, such as an enhanced bus replacement service. Our advice to passengers over the nine days remains the same - Please only travel if you really have to, leaving space on trains for those who really need it. We are working with Southeastern to make provision for social distancing at stations and on buses. I recognise that this is a tough ask for people who are already coping with changes to travel, but this vital upgrade will provide a more reliable and resilient railway for years to come."

Southeastern Train Services Director, Scott Brightwell said: "The current Government advice is to please only travel if your journey is absolutely essential and to avoid public transport unless you have no alternative. People are also being asked to work from home if they can. We obviously don't know what the travel advice will be at the end of July, when the Hither Green work is taking place, but we are alerting our passengers now so they can plan ahead. We will provide full details about alternative travel arrangements later in the summer. The work taking place over the nine days is the commissioning of the new signalling equipment and the transfer of control from London Bridge Area Signalling Centre to Three Bridges Rail Operating Centre. It will mark the end for the old signalling location, which has been in continuous use since 1975.

The work is a key part of Network Rail's £250m investment to improve signalling and track reliability through the busy Lewisham area of South East London.

Longest tunnel closure since Victorian-era improves West Coast main line journey times

A fortnight's work on a Victorian-built railway tunnel is now complete to improve future journey times for passengers and freight on the West Coast main line.
Kilsby Tunnel near Daventry reopened on Monday 18 May after major upgrades to drainage and track on a vital section of one of Europe's busiest mixed-use passenger and freight railway lines. It's thought to be the longest full closure of the tunnel since it opened in 1837. Because of its age water leaks through the 183-year-old tunnel's walls had caused the track to flood and degrade. Speed restrictions had to be imposed for the 400 trains which passed through it on average every day, causing delays to tens of thousands of passengers travelling between Euston and the Midlands. Now the waterproofing and track drainage improvement work is complete, trains will be able to run through the tunnel at full line speed of 110 mph once again.

This will save Avanti West Coast services a total of 82 minutes in delays every day.

James Dean, Network Rail's West Coast Mainline South director, said: "Bringing Kilsby tunnel up to modern standards will make a huge difference for passenger and freight trains on the economically important West Coast main line. In normal times it would have been impossible to close this entire section of railway for an upgrade of this scope and scale. I'd like to pay a huge credit to our train operators and industry colleagues for enabling us to carry out this work at short notice and get the railway in the best possible shape as the country recovers from the coronavirus pandemic."

Network Rail agreed with train operators to carry out this work while fewer trains were running during the coronavirus slowdown. This enabled a total of 250 other jobs to be done on the closed section of railway between Rugby and Milton Keynes.

Gus Dunster, executive director of operations at Avanti West Coast, said: "We are pleased to have played an important role in giving Network Rail access to the railway between Rugby and Milton Keynes – a notoriously difficult section to maintain due to the number of trains that use it every day. This scale of work would usually take months of careful planning but working together with industry colleagues we were able to do this in a matter of days because of our reduced timetable and alliance with Network Rail. At the same time, we were able to protect our vital services for key workers, those making essential journeys and enable works to this treasured landmark to take place.



It's a great achievement in unprecedented circumstances and we would like to thank all of those involved for making this happen, and for the patience of everyone who has travelled with us over the last two weeks. The works will deliver a long-term benefit – improving reliability for millions of customers across the West Coast Main Line when we look forward to welcoming them back in the future."

National Rail



Class 325 008 speeds through Atherstone with a Crewe - Willesden PRDC working. *Phil Martin*

Loco Fleet List Ten

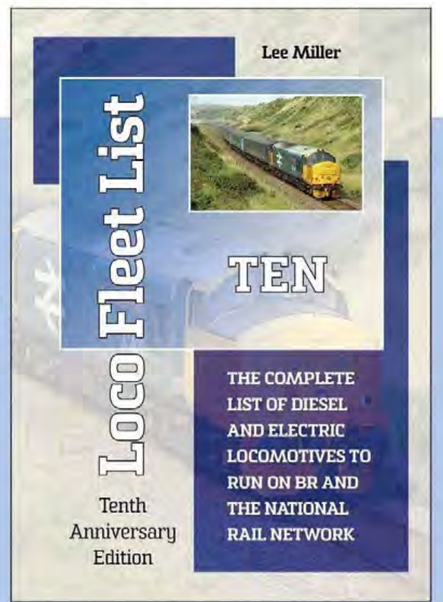
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Major investment to improve journeys over world-renowned Ribblehead viaduct



North Yorkshire's iconic Ribblehead viaduct will undergo important maintenance this summer to secure its future for decades to come. The 144-year-old viaduct will have its drainage improved and brickwork restored making journeys for passenger and freight trains more reliable on the stunning Settle to Carlisle railway line. The Great North Rail Project work will start in July and will see an investment of £2.1m in the Grade II listed feat of Victorian engineering. Ribblehead Viaduct opened in 1876 bridging the gap between Ribblehead and Dent on the exposed and windy Batty Moor. Work will take place on the viaduct between July and October 2020, when there will be:

Brickwork repairs along the structure
Removal of vegetation and repairing the damage caused by plants and weeds
Upgrades to drainage systems across the viaduct's 24 arches
Repainting of metal and pipework in one universal colour

Marc Vipham, route asset manager for structures at Network Rail, said: "It's a privilege to look after so many significant buildings and structures across the rail network, but Ribblehead viaduct has got to be one of the crown jewels of Victorian civil engineering. We know that the structure is incredibly important both locally and internationally, and we want to give it the care and attention that it deserves so that it can be enjoyed by future generations of both passengers and sightseers."

Scaffolding will be installed on sections of the 400m viaduct so engineers can safely carry out the vital upgrades.

Network Rail is working closely with Historic England and the Yorkshire Dales National Park to ensure the work is sympathetically carried out in line with guidance for historically significant structures.

Steve Hopkinson, regional director at Northern, said: "The viaduct is iconic and we're really proud to have such a magnificent piece of engineering on our network. It is also a vital - and much loved – part of the hugely popular Settle - Carlisle Line and the work being carried out will ensure future generations are able to enjoy one of the most beautiful rail journeys in the UK."

Paul Brown, chairman of the Friends of the Settle-Carlisle Line group, said: "This work has come about as a result of regular inspections of the Ribblehead viaduct. We work closely with Network Rail and welcome this investment in the line's future.

"The Ribblehead viaduct was once seen as the route's major weakness. It is now probably stronger than it was when the Victorians built it. This work is needed to keep it that way."

Meanwhile, no major disruption is expected for passengers using the Settle to Carlisle line during the viaduct's 2020 maintenance.

Super-mural appears in railway arch to pay tribute to our health service heroes

Network Rail and street artist Lionel Stanhope have teamed up to pay tribute to our NHS heroes with a mural in a railway arch in Southwark.

The artwork on Cornwall Road sits underneath Waterloo East railway station, round the corner from St Thomas' Hospital and was completed using strict social-distancing guidelines. It follows a mural painted on a footbridge in Brockley by Artmongers, depicting the NHS rainbow.

Lionel himself has produced a series of murals with Network Rail across South East London, from Hither Green to Brockley and Forest Hill and most recently in Charlton, bringing the total number of murals the company has completed in the area to 30.

He said: "Network Rail saw a small version of this mural I had done just for myself and gave me the opportunity to do a much bigger version on a wall, to say thank you to all our incredible NHS staff.

The location means I can do the work and can still distance myself so this is really the least I can do. I'm just painting at the end of the day and there's thousands of doctors and nurses who are doing incredible work saving lives, and this is for them."

Network Rail's Eddie Burton works with communities across the region on using public art to improve railway arches, bridges and other locations.

He said: "We're really proud of our job carrying NHS workers to their jobs and our stations at Waterloo, Waterloo East and London Bridge are next to key hospitals in London.

"We hope seeing this gives our health workers a boost as we know what an unbelievable job they have been doing."



National Rail



On May 13th, brand new Merseyrail unit, Class 777 004 is seen being delivered at Moore as 6X29 from Dollands Moor. *Mark Enderby*

New ‘fogging guns’ being used to clean Greater Anglia trains



Greater Anglia is investing in additional initiatives to help keep trains and stations clean during the current coronavirus pandemic, with the use of special “fogging guns”. The company has invested in two “fogging guns” (with three more on order), which are used for spraying and sanitising large areas. The fogging guns use cleaning chemicals which kill different types of viruses, and are a good way to clean areas which are difficult to reach, quickly and efficiently. The machines can be used to clean trains at any depot, station or train stabling point on the Greater Anglia network. They could also be used, if necessary, in waiting rooms, offices, mess rooms or in other railway buildings.

Martin Moran, Greater Anglia’s Commercial, Customer Services and Train Presentation Director, said: “We are doing all we can to keep trains clean for key workers and those who need to make essential journeys. If a person with suspected coronavirus travels on one of our trains, the train would be quarantined. Once it has been released, it undergoes a thorough deep-clean and part of this process involved using the “fogging guns”. We’re so grateful to our teams and other key workers, in many different roles, who are working tirelessly at this time to help others.”

Since the start of the coronavirus outbreak Greater Anglia has stepped up cleaning of trains and stations, especially high contact areas such as grab rails, door buttons and handles and ticket gates and topping up soap, water and toilet roll in toilets more frequently. Greater Anglia is currently running a reduced service to help key workers and those making essential journeys travel reliably and on time. A reduced timetable, similar to a Sunday service, but with additional services at the start and the end of the day to enable passengers to get to and from work is currently in operation.

LNER celebrates a full year since the world-class Azuma train launched into passenger service

In the past 12 months, Azuma has carried over 4.5 million passengers more than five million miles in more style, comfort and with the best WiFi than ever before on the route. To celebrate Azuma’s first birthday, LNER is inviting the public to become part of railway history with the chance to name an Azuma train. LNER is encouraging customers to get creative and submit names which reflect the picturesque LNER route, notable destinations, community heroes or rail icons from history. The new names will be selected based on relevance to the LNER route and the communities served by the new Azuma fleet, and will be decided by a selection panel compromising of representatives from LNER communities, the rail industry and colleagues.

The newly formed Azuma Naming Panel is tasked with the role of leading the process to select the first 10 names for Azuma trains. The panel will review existing names from the legacy fleet to be retained or retired before moving on to selecting the first tranche of names for the Azuma fleet from the suggestions received.

LNER Managing Director David Horne said the first anniversary of Azuma in service is the perfect opportunity to include LNER customers and communities in the celebrations with the opportunity to name a train. The LNER route that Azuma now travels is incredibly exciting, taking us from the misty Scottish Highlands to the city skyline of London and all of our destinations in between. We’re proud to start the next stage of the Azuma journey by honouring our customers and the communities we serve with this opportunity to create history. This is our chance to take the Azuma fleet into the LNER history books by selecting the train names that will last a generation. We’re excited to see the creativity of people from right along our route, and as LNER has quite a history of great train names, we very much welcome suggestions for this fantastic new fleet.”

Azuma services are connecting new communities such as Harrogate and offering extra services to destinations like Lincoln, making train travel even more accessible and customers better connected.





Royal Mail EMU Class 325 004 passes Crewe Basford Hall South Jct. on May 20th, working the 1100 Warrington Mail Terminal to Willesden Prdc. *Barry Longson*

Railway colleagues clock up the miles in aid of NHS heroes

Govia Thameslink Railway colleagues have been raising money for NHS Charities Together.

A team of Govia Thameslink Railway colleagues have cycled, walked and jogged more than 800 miles to raise cash for NHS staff and volunteers caring for Covid-19 patients.

The eight Train Presentation colleagues came up with the idea of covering the distance from the most northern depots on the GTR network in Bedford and Peterborough, down to the depots in Littlehampton and Bognor Regis in the south west and Brighton and Eastbourne in the south east - a total of 349 miles.

Adhering to Government guidelines at the time, each colleague exercised in their local area and logged their distance on running application, Strava. However, in just two weeks they far exceeded 349 miles and instead covered an impressive 838.5 miles - the equivalent of travelling from Land's End in Penzance to John O'Groats in the far north of Scotland.

They also smashed their fundraising target of £1,000 for the NHS Charities Together by raising £1,880.

The team consisted of Anthony Dowsett, based at the Brighton and Eastbourne depots, James Canty, based at Littlehampton and Bognor Regis depots, Janine Foulger and Daniel Odgers at Bedford, Simon Beal at Littlehampton,

Emilia Zawisza at Cricklewood, and Allison Welsh and Arun James, who are both based at the Selhurst depot.

Train presentation manager, Anthony, 48, said: "We are full of admiration for the amazing work everyone at the NHS is doing, and as fellow key workers we wanted to show our support for them.

"Covering hundreds of miles has been both challenging and great fun. It's spurred us on to up our fitness levels and it's been incredibly rewarding to have smashed our fundraising target for NHS Charities Together."

GTR using 30-day Coronavirus killer to further protect passengers and colleagues

Govia Thameslink Railway's entire fleet of Southern, Thameslink, Great Northern and Gatwick Express trains, plus stations and staff areas have been treated with a powerful new viruscide which sticks to surfaces, killing the Coronavirus for up to 30 days. The product further improves GTR's already-enhanced cleaning regime, in which stations and staff areas are treated with more short-term viruscides, and all 2,700 of its train carriages are sanitised every night. While the current advice remains to only use public transport if you absolutely have to, the product provides another layer of protection for passengers who do need to travel such as key workers and staff who are valiantly supporting the national effort on the front line. To help support everyone's focus on keeping their hands clean, GTR has also ordered 1,000 no-touch hand sanitisers for staff and passengers which are being distributed to stations.

A specially-developed app also tells staff at-a-glance when each train carriage was last cleaned with the long-lasting viruscide.

Engineering Director Steve Lammin said: "Since the outbreak of this pandemic we have been doing all we can to protect our passengers and staff by ensuring our trains, and stations have enhanced cleaning regimes, and a switch in focus to high-touch areas and the increased use of anti-viral agents. We are now using a product that will kill Coronavirus for up to 30 days and we are applying this to surfaces across our network on a 21-day cycle. We want to do everything possible to work with passengers and staff to keep them safe and this will further protect everyone who is working so hard for this country."

Electrostatic 'wands' (pictured) have been used around stations and staff areas and GTR is deploying 'Storm' virus-killer backpacks which were used in NHS Nightingale Hospitals, as they cover large areas quickly. On trains, the new product needs to be applied traditionally with a microfibre cloth. In all locations, it is applied only after the entire surface area has been thoroughly cleaned and degreased. Stations, trains and staff areas were already receiving enhanced cleans through additional extra staff, new 24-hour viruscide products and a switch to focus attention on passenger and staff touchpoints. Use of the 30-day viruscide will help GTR renew its focus on out of reach places to further improve the appearance of trains.

GTR swab-tests areas treated with the long-lasting viruscide around a week after its application to ensure it remains effective and reapplies it every 21 days, well within its 30-day period of efficacy.



National Rail



On May 25th, Class 56 081 and 56 312 are seen at Peak Forest.
Michael Lynam

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



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



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



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



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



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



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



If you are after an item not shown, please ask, we have a vast range.

Prices shown is example pricing, Pricing will vary on artwork / design and quantities.

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

Clubs and Societies Apparel

Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

HAD-PRINT

huddersfield@had-it.co.uk • 01484 500441 • had-print.co.uk

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

GWR Chimneys

About May/June 1960, Great Western No. 4073 'Caerphilly Castle' [the pioneer of its class] was withdrawn along with 4097 'Kenilworth Castle' which was the first double-chimney conversion to be condemned - yet the then latest "Castle" 4-6-0s to be equipped with double chimneys were 7003 'Elmley Castle' and 7006 'Lydford Castle'. At the same time the following 'Castle' class 4-6-0s to have received "Afloc" water treatment:- All were believed to be allocated to 85A - Worcester.

LNER Camping Coaches

It was not unusual for holidaymakers using railway Camping Coaches belonging to the LNER to take with them a wind-up gramophone and a few 78 rpm records.
A Camping Coach converted from a ex-Manchester, Sheffield & Lincolnshire Railway 1886 6-wheel 5 compartment coach No. 5186 had 3 access ladders indicating that there was no interior link between the bedrooms and the living area. Therefore if one needed to move between the living area and the bedrooms at night or during inclement weather, one had to use go outside via the access ladders!
Introduced for the 1935 season, the LNER introduced their Touring Camping Coach. It travelled on a circuit of the Yorkshire Dales starting and finishing at York on a week-long itinerary with stops at Pateley Bridge, Aysgarth, Barnard Castle, Glaisdale and Coxwold though from 1936 Coxwold and Barnard Castle were omitted. Going from place to place was done by scheduled passenger services. The minimum number of people was six at £2 per person until the end of June rising to £2-10s per person for July, August and September. Food could be supplied by the LNER's own Royal Station Hotel in York - but for many this could be an expensive way of obtaining provisions for the week. None of the other 'BIG FOUR' had anything similar to offer.

LNER A4 Oddity

A2 Pacific No. 60526 Sugar Palm is noted for two things:-
[1] it produced the only known 'ton' - actually 101 mph down Stoke Bank in 1961 and
[2] it was the first of is class to be withdrawn on 12th November 1963 and scrapped.

The Mawddwy Railway

The Mawddwy Railway was opened in 1867. It never paid a dividend with passenger services withdrawn in 1901 and goods lasting until 1908. However it was 'rescued' in 1910 with the Cambrian Railway working the trains under a Light Railway Order, but passenger services were withdrawn by the GWR from January 1st 1931 but goods traffic kept going until 1950.

Electric lighting

At Wendover station, although near a supply of electricity, the station lamps were gas lit in the early 1960s.

**Some of the info this month is courtesy of BackTrack and used with Ken's permission

A Different View

A little piece of history exists at Midge Hall next to a public footpath across a field,in the form of a L & Y boundary marker. *John Balaam*



Preserved Railways

"IT'S GOT WHEELS, WHEELS OF STEEL"



Sponsor a wheel and help to build Britain's most powerful steam locomotive this Father's Day

As the project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales prepares for the delivery of the first heavy motion, only six years after its launch, a batch of wheel-related components has been released for sponsorship in time for Father's Day on Sunday 21st June 2020.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s for the London & North Eastern Railway (LNER) to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven to ten years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. 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.

Progress on the construction of the new Gresley class P2 'Mikado' is moving forward rapidly. The engine has reached the condition where it is recognisably a class P2 and the structurally complete tender tank and tender wheelsets are now at DLW. Construction and assembly work continues on all fronts, including boiler, wheelsets, tender frames, pony truck, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus has now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

The project's fundraising is also moving forward. The Founders Club had a target of 100 members but thanks to the enthusiasm of our supporters we recruited over 360. Our 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted over 930 regular donors. Our Dedicated Donation scheme has raised over £400,000, The Boiler Club has already recruited over 190 people of its 300 members target, The Mikado Club and The Cylinder Club are now closed having reached their target and raising over £375,000 combined! The Motion Club is still open with just 11 places remaining to hit the 175 member target and The Tender Club has already reached 65 members, of its 250 membership, just over one year from launch. And The Pony (Truck) Club launched only a month ago has already reached its initial target. Altogether this means that the project has received pledges of almost £3.75m of the required £5m over the planned seven to ten year build if Gift Aid is included. However, to succeed we must raise at least £700,000 every year.

Dedicated Donations are generally only available to existing supporters but are being made specially available in the run up to Father's Day. In addition to being able to sponsor one of the '18 spokes of the 6ft 2in driving wheels' for £600 (or £25pm for 24 months) or even a whole driving wheel for £12,000 (or £250pm for 48 months), other components are now available for sponsorship ranging from a pony truck castellated nut for £20, a Cartazzi Axlebox Manganese Steel Liner for £36, a leading coupled axlebox locomotive bolt for £74 or the pony truck axle at £4,440 (or £70 per month for 60 months). People who subscribe to the scheme will have their names (or the name of the person the gift is for) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and a copy of the drawing of the component.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch six years ago. With almost £2.5m spent, almost £3.0m donated and almost £3.75m pledged to-date – almost 75% of the required £5m - we remain on-track for completion within three years. However, to maintain this progress we need to raise £700,000 per year. We are therefore taking the opportunity of Father's Day to give the Dedicated Donations scheme a boost. This initiative is a unique opportunity for supporters to have their father or grandfather's name



associated with a component of No. 2007 and the funds raised will help to ensure that Prince of Wales will be completed on schedule. Just as with the similar scheme that helped to fund the construction of the now world-famous Tornado, supporters who subscribe to the scheme will have the satisfaction of pointing to the part of the locomotive they paid for when No. 2007 enters service. 2020 will see further major announcements as the construction of Prince of Wales gathers pace.

We are following Government guidelines with regards to the coronavirus and, whilst our office-based staff are now working from home, our workshop staff are continuing to work at Darlington Locomotive Works where they are taking all necessary precautions. However, as many of our supporters and volunteers are from vulnerable groups, the Works is currently closed to non-essential staff."

Please contact dedicated.donations@p2steam.com for further information. New components available for sponsorship will become available as construction progresses. Please note that monthly payment options are one of the benefits made available to existing regular supporters only.

Preserved Railways

DAUGHTER OF MAN WHO SAVED 'FLYING SCOTSMAN' ASKS PUBLIC TO SUPPORT £360,000 CORONAVIRUS APPEAL

SWANAGE RAILWAY



The daughter of the man who saved the world's most famous locomotive – 'Flying Scotsman' – from the scrapyard in the 1960s is asking the public to support a £360,000 'Save Our Service' appeal to help the award-winning Swanage Railway survive in the wake of the economic effects of Coronavirus.

Rebuilt since 1976, the popular five and a half mile heritage line between Norden, Corfe Castle, Harman's Cross and Swanage – in Dorset's Isle of Purbeck – carries more than 200,000 passengers a year and contributes more than £15 million to the local economy every year. The 'Save Our Service' appeal – at www.saveourservice.co.uk or via the Swanage Railway's Facebook page – aims to plug the financial hole of the popular steam railway not running trains until further notice after the Swanage Railway ceased running trains in mid-March, 2020.

Penny Pegler – the daughter of the man who saved 'Flying Scotsman' from being cut up for scrap in 1963 – is lending her support to the Swanage Railway's appeal. It was in March, 2019, that Penny Pegler was the star guest at the Swanage Railway during the popular three-week visit of 'Flying Scotsman', flying in from her home in Portugal to wave off the first train from Swanage to be hauled by the world's most famous steam locomotive.

Penny's enterprising and charismatic father, the late Alan Pegler, purchased the 97-tonne 'Flying Scotsman' from British Railways for £3,000 in 1963 – thereby saving the iconic 1920s A3 class express engine, built for the London and North Eastern Railway, from being cut up for scrap. During a test run in 1934, the Nigel Gresley-designed 'Flying Scotsman' was the first steam locomotive in the United Kingdom to haul a train at 100 miles an hour.

Penny said: "The Swanage Railway has been brought back to life over the years and exists today thanks to the enthusiasm, determination, financial support and hard work of those people who believed in the project and made it become a reality.

"For this great adventure to continue in these challenging times, the Swanage Railway needs our financial help. There is nothing quite like the sound and smell of a locomotive in steam hauling a train through Dorset's lovely Isle of Purbeck," she added.

After being launched on Wednesday, 25 March, 2020, the 'Save Our Service' appeal stood at £159,135 by Friday, 22 May, 2020 – towards the target of £360,000.

Recalling the visit to see her beloved 'Flying Scotsman' on the Swanage Railway last year during its "historic" visit to the Isle of Purbeck – which prompted "many wonderful memories" – Penny said: "My eldest son accompanied me and what a memorable time we had.



Apart from the beauty of the countryside, we were overwhelmed by the sight of thousands of happy enthusiastic people of all ages who turned out to see this elegant locomotive and her lucky passengers steaming gently down the track, or standing in the station alongside the Swanage Railway's beautiful steam engines," she added.

Swanage Railway Trust chairman Gavin Johns said: "I am delighted that Penny Pegler is very graciously supporting the Swanage Railway's 'Save Our Service' appeal to help the line survive in the wake of the economic effects of Coronavirus. I would like to thank Penny for her support as well as everyone who has made – and will make – a donation to the appeal during these extraordinary and challenging times. Several generations of remarkable people have rebuilt the Swanage Railway from nothing since 1976 and there is still so much more to achieve," explained Mr Johns.

Clearly marked 'Save Our Service' appeal, cheques can be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB. To donate by phone, text 'SOS' to 70470 to donate £10. This costs £10 plus a standard rate message. Alternatively, you can choose to give any whole amount between £1 and £20. For example, texting 'SOS 4' equals a £4 donation plus a standard rate message. To make a 'Save Our Service' donation by PayPal, a Fast Payment through Internet banking or by a cheque in the post, visit www.saveourservice.co.uk while donations can also be made via the Swanage Railway's Facebook page.

Photos: Penny Pegler with 'Flying Scotsman' during its historic visit to the Swanage Railway in March, 2019 and Swanage Chairman Gavin Johns. © Andrew P.M. Wright.

From the Archives

Class 25 199 and 25 190 pass the closed Manchester Exchange station with an oil train from Stanlow to the north-east on April 3rd 1986. *Jeff Nicholl*



From the Archives

Class 56 041 is seen at Bath on June 27th 1990 with a binliner from Calvert. *Michael Bennett*



From the Archives

A sunny evening at Dawlish sees Class 47 849 passing with a Glasgow to Paignton service on August 18th 2000. *Lee Stanford*



From the Archives

Class 03 073, complete with runner wagon to help activate track circuits, is on station pilot duty at Scarborough on September 1st 1983. A family day out courtesy of Persil vouchers!. *Jeff Nicholls*



From the Archives

‘Peaks’ Nos. D152 and D183 are seen stabled at Bristol Bath Road in 1971.
Mark Enderby

From the Archives

Class 20 901 ‘Nancy’ and 20 904 ‘Janis’ are seen working the Chapmans Weedkilling train through Andover on June 14th 1991. Both locos were owned by Hunslet-Barclay at the time. Both locomotives still survive, owned by HNRC with 20 901, which was built in November 1959, at Barrow Hill and 20 904 stored at Nemesis Rail at Burton-on-Trent. *David Lindsell*



Class 56 056 sets out from Milford sidings on a sunny March 5th 2001 with another loaded coal train for one of the local power stations. *Lee Stanford*



Class 50 027 with a London Waterloo to Exeter service is seen near Whitchurch on June 21st 1989. *Michael Bennett*





From the Archives

Steam heat action from Class 31 238 and 31 189 on a Brighton service from Birmingham New Street on October 29th 1981. *Jeff Nicholls*



From the Archives

Class 47 104 disgraced itself between Scarborough and Leeds on September 1st 1983 and had to be rescued by 31 205. The shunter waves to tell the 31 driver to move off before the errant 47 is replaced by a ‘Peak’ for the onward journey to Liverpool. *Jeff Nicholls*



Class 33 040 is seen near Warminster with a Cardiff to Portsmouth service in 1989. *Michael Bennett*



Class 20 901 and 37 029 are seen at Crewe on June 1st 2003. *Brian Battersby*



From the Archives

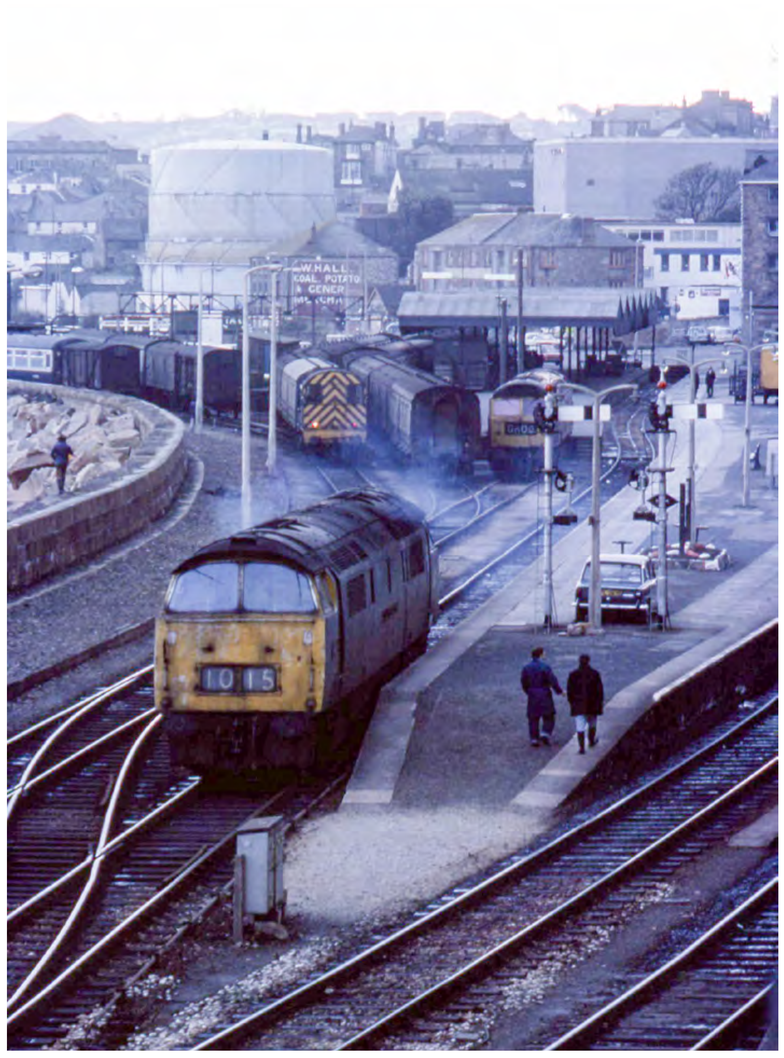
Class 37 405 ‘Strathclyde Region’, in rather grubby InterCity livery, heads the 16:23 Crewe - Bangor at Roodee, Chester on 23 June 1995.
Chris Morrison

From the Archives

Inside Tinsley depot on February 12th 1984, with locos being serviced including Class 47 408, 45 019 and 56 089. *Jeff Nicholls*

From the Archives

Class 52 No. D1015 runs light engine out of Penzance on October 30th 1976.
Mark Enderby



An unidentified Class 47 on a southbound freight passes Moore in 1972. *Mark Enderby*



Brand new out of the box as Class 58 013 poses for the camera at Doncaster Works on February 12th 1984. Photograph taken during a trip round the works with a permit. (Remember those?). *Jeff Nicholls*



From the Archives

Class 47 032 is seen near Warminster with an Eastleigh to Severn Tunnel Junction freight on July 18th 1989.
Michael Bennett



From the Archives

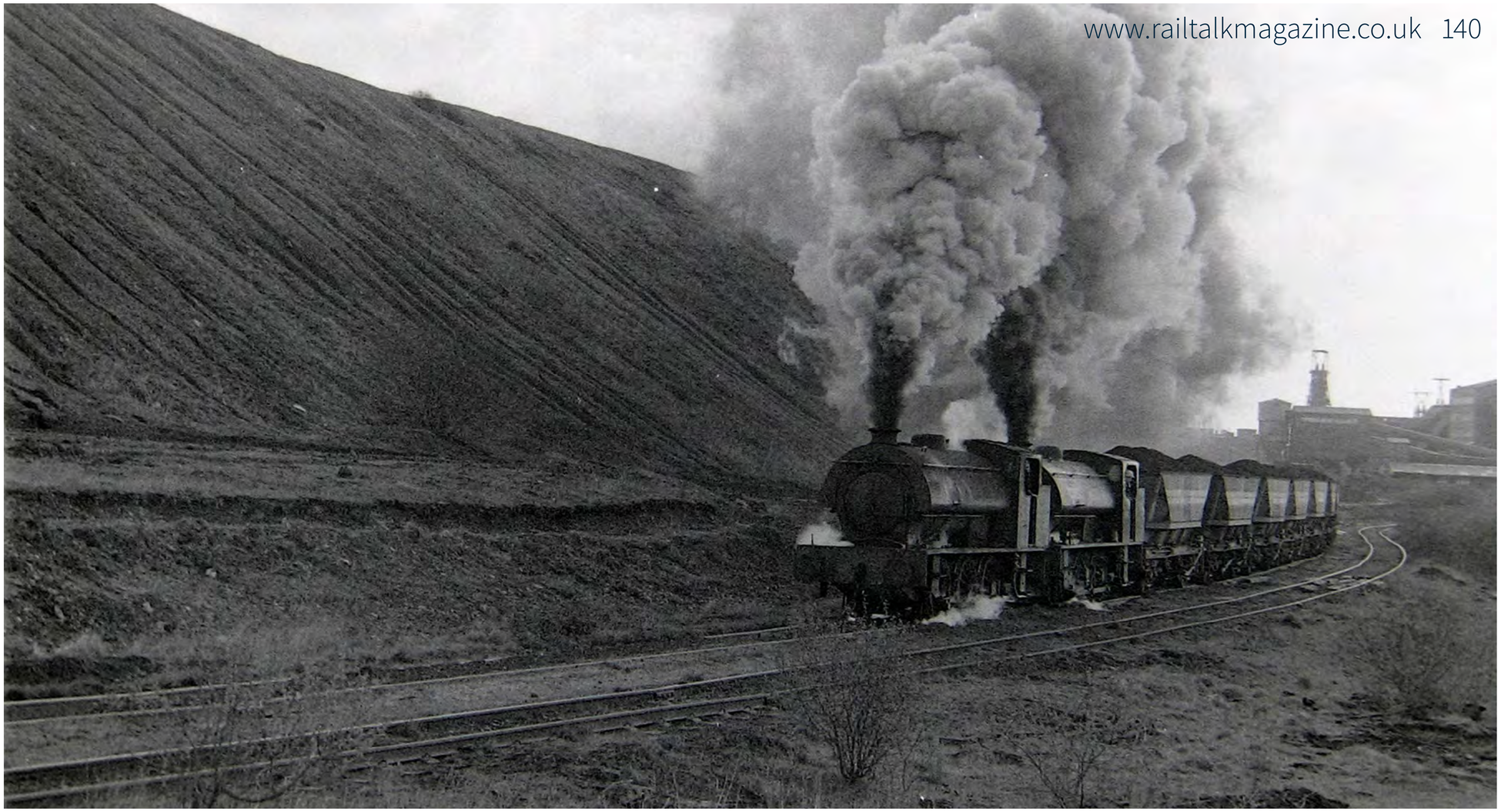
Regional Railways liveried Class 37 414 'Cardiff Cathays C&W Works 1846-1993' is seen alongside the canal at Dudley Port with the 14:03 Birmingham New St - Holyhead service in September 1997.
Chris Morrison

From the Archives

No. 8 and ‘Gwyneth’ storm the bank out of Bickershaw Colliery on April 13th 1977 with a string of HAA coal wagons whose eventual destination is the then fairly recently opened but now recently closed Fiddlers Ferry power station. *Jeff Nicholls*

In a timeless scene, Hunslet ‘Austerity’ No. 8 shunts a rake of 16 ton coal wagons at Bickershaw Colliery, near Leigh, in the late 1970s. *Jeff Nicholls*

Class 37 407 had recently been named ‘Blackpool Tower’ and painted in Transrail freight livery when seen in May 1995 departing Rhyl with a westbound service. *Chris Morrison*







From the Archives

Class 37 051 and 37 021 pass Boreham on August 1st 1984 with a short liner.
Mark Enderby

From the Archives

Class 47 238 is seen on Crewe Bank with the 6V93 Mossend Yard - Severn Tunnel Junction on August 8th 1984.
Keith Davies



From the Archives

Class 50 008 is seen departing Newton Abbot with an Exeter to Paignton service. *Michael Bennett*



From the Archives

Class 58 009 hauls a rake of MGR wagons past Aldwarke Jct. on November 30th 1993. *Brian Hewertson*



From the Archives

Class 47 486 working the 09:40 London Liverpool St. - Parkeston Quay passes Hatfield Peveral on August 1st 1984.
Mark Enderby

From the Archives

Class 24 086, 24 125, 24 127 and 25 015 stand on Doncaster depot, June 13th 1976. *Mark Enderby*

DMU Class 101 685 is seen departing Crewe on June 28th 2002 with a service to Manchester Piccadilly. *Brian Battersby*

From the Archives

Class 86 401 calls at Crewe on September 28th 1989 with a southbound working. *Brian Battersby*



Northern Ireland Railways Class 450 DMU No. 789 is seen at Hilden on June 3rd 1989. *Mark Enderby*



Former Crewe Works Test Train coach No. ADB 977191/Gloucester Class 100 DMU No. 56106 is seen at Crewe Works in 2001. *Brian Battersby*



From the Archives

Class 47 471 departs Chester with the 1K14 14:25 Holyhead - Crewe service on April 11th 1984. *Keith Davies*

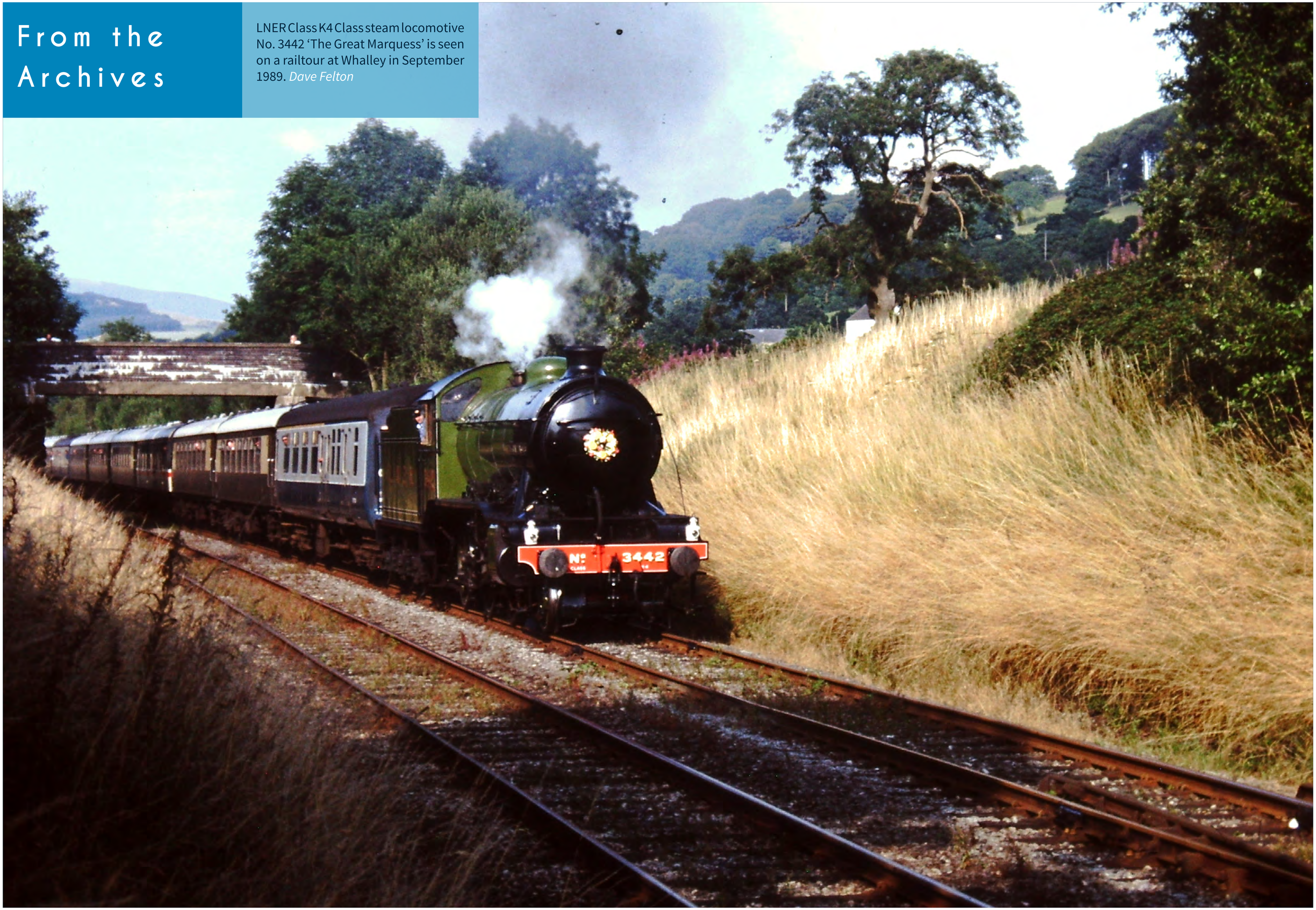


From the Archives

Class 73 101 working a Gatwick Express service passes Earlswood on July 29th 1984. *Mark Enderby*

From the Archives

LNER Class K4 Class steam locomotive No. 3442 'The Great Marquess' is seen on a railtour at Whalley in September 1989. *Dave Felton*



From the Archives

Class 45 022 is seen stabled at Carlisle on April 15th 1979. *Dave Felton*



From the Archives

Class 85 039 and 85 029 are seen stabled at Warrington Bank Quay station on November 28th 1978.
Dave Felton

From the Archives

DRS Class 20 303 and 20 302 wait to depart Valley with flasks for Crewe in September 2000. *Chris Morrison*



Class 73 108 passes Eastleigh with a engineers train in 1989. *Michael Bennett*



Probably one of the most reliable locos that West Coast have ever owned, Class 57 601 stands at Crewe with a rake of Pullman stock on April 24th 2004. *Brian Battersby*



From the Archives

Class 47 440 passes Scorrier, Cornwall with a London Paddington - Penzance service in 1987. *Michael Bennett*

From the Archives

Coal sector liveried Class 37 167 approaches Wem with a lightweight Crewe - Cardiff parcels train on August 19th 1989. *Chris Morrison*