

Railtalk Magazine

Issue 167
August 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 23 - Pictures

Pg 128 - News and Features

Pg 140 - Did you Know

Pg 141 - Different View

Pg 142 - Preserved/Industrial

Pg 150 - 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 167

This month sees the return of some charter trains as well as the re-opening of preserved lines, it's a start on the way back to near normal, but I fear that there is still a long way to go. 'The Staycation Express' and 'The Fellsman' have produced a bumper bundle of photos from the S&C, helped of course with some excellent weather recently.

Another sign possibly that things are getting better is the announcement that open access operator Hull Trains plans to restart its East Yorkshire to London inter-city services during August. As a non-franchised operator Hull Trains has to survive on a purely commercial basis. It did not qualify for the emergency support which the Department of Transport has provided for franchised operators during the pandemic, and so suspended operations from March 29th to 'safeguard the future of the business' in the 'unprecedented circumstances' which had seen passenger numbers collapse. Services between Beverley, Hull and London King's Cross are now expected to restart in August, with a limited timetable of two trains each way Monday to Saturday and three services each way on Sundays. Grand Central have already recommenced their services along the ease coast mainline.

However the government is preparing for a further 18 months of financial support for passenger train operators once the existing Emergency Measures Agreements expire on September 20th. The extension will continue the emergency public support to two years from the introduction of the EMAs in March. Insiders had been indicating that a return to 'normality' following the coronavirus pandemic was likely to take at least this long and possibly longer.

Also in the news this month, Stobart Group Ltd has sold its Stobart Rail & Civils plant hire and civil engineering business to Bavaria Industries Group, a München-based family holding company that acquires majority interests in companies where it believes there is potential for improvement. This sale however does not affect the Stobart Rail Freight business. A total of 188 employees transferred as part of the transaction, along with the specialist plant and equipment. Bavaria has paid £1000 in cash, and an additional consideration of up to £2·9m may be paid based on the outcome of a single legacy contract. The transaction is on a debt-free basis including the waiver of intercompany balances, and will result in an estimated loss on disposal of £9m for Stobart Group, before any additional consideration.

'In June we set out our strategy which will see the group focus its investment on our aviation assets, particularly London Southend Airport', said Stobart Group CEO Warwick Brady. 'The sale of the Rail & Civils business removes the obligation for the group to fund the expected ongoing losses of the rail business and is a first step in achieving our goal of focusing our investment on aviation.'

Bavaria is to run Stobart Rail & Civils on a 'business as usual' basis, providing financial support with a view to returning it to profitability. 'We are really excited about working together and hope that being free from the large corporate parent will release the team's entrepreneurial flair', said a Bavaria spokesperson.

Until next month, stay safe.

Andy

This Page

Class 66 709 passes Gobowen on June 23rd with the 6V41 17:14 Penyffordd - Avonmouth cement tanks.

Phil Martin

Front Cover

On July 6th, Class 37 099 and 37 025 passing Worting with a Derby to Eastleigh test train working.

Michael Bennett



Class 47 815 'The Lost Boys' drags DVT No. 82214/Class 91 106 with the 1E04 Edinburgh - London King's Cross service through Shaftholme Jct. on July 7th heading to Doncaster after 1E04 had failed earlier at Hambleton Jct. *Michael J Alderdice*

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 Rail Charter Services

The Staycation Express

On July 24th, Class 47 593 brings the stock of the daily special Skipton - Appleby service, through the outskirts of Skipton (with Class 37 No. D6817 bringing up the rear). Sadly the train would end up running extremely late on the return north, stuck behind a very slow-running local service, arriving some 110 minutes down into Appleby. *Ben Bucki*



Charter Scene Rail Charter Services

The Staycation Express

Class 47 593 and 37 521 top'n'tail the 1Z44 Appleby - Skipton past Helwith Bridge on July 21st. *Carl Grocott*

Class 47 593 crosses Dandry Mire Viaduct with the 1Z46 17:58 Appleby - Skipton service on July 21st. *Keith Davies*

Rail Charter Services

The Staycation Express

Class 47 593 (with Class 37 No. D6817 on the rear) passes Ribblehead working the 14:38 Appleby to Skipton service in far from ideal lighting on July 31st. *Barry Longson*

Class 47 593 and 37 521 are seen at Shotlock Tunnel with 1Z42 10:35 Appleby - Skipton on July 31st. *Keith Davies*

On July 22nd, Class 47 593 'Galloway Princess' and Class 37 No. 6817 working the 1Z43 Skipton - Appleby tourist special crosses Ribblehead Viaduct. *Michael Lynam*







Charter Scene Rail Charter Services

The Staycation Express

Class 37 521 and 47 593 working the 1Z40 Skipton - Appleby pass Garsdale on July 21st.
Carl Grocott

Class 37 521, with 47 593 on the rear, heads past Garsdale on July 31st with the 1Z40 08:35 Skipton - Appleby service. *Keith Davies*



Charter Scene Saphos Trains

The Fellsman

BR Standard Class 7 No. 70000 'Britannia' working the first 'Fellsman' of the season heads through Dent Station en-route to Carlisle.
Shep Woolley

Saphos Trains

The Fellsman

In typical S&C weather, steam returns to the Long Drag with BR Pacific No. 70000 'Britannia' heading towards Ribblehead with the northbound leg of Saphos Trains' 'The Fellsman' on July 15th. *Gerald Nicholl*

On July 15th, BR Standard Class 7 No. 70000 'Britannia' working the 1Z29 Crewe to Carlisle charter passes through Moore. *Mark Enderby*

A most welcome sight at Winwick as Carlisle bound No. 70000 'Britannia' whistles to the assembled gallery at Winwick on July 15th. Class 47 No. D1935 trailed along on the rear of the train. *Jeff Nicholls*







Charter Scene Saphos Trains

The Fellsman

BR Standard Class 7 No. 70000 'Britannia' (with Class 47 No. D1935 on the rear) passes Standish on July 15th working 'The Fellsman' charter from Crewe - Carlisle. *John Sloane*



Charter Scene Saphos Trains

The Fellsman

BR Britannia Class 4-6-2 No. 70000 ‘Britannia’ working the return ‘Fellsman’ heads through Warton Dikes. *Shep Woolley*

Charter Scene Statesman Rail

The English Riviera Statesman

On July 18th, the 1Z37 Peterborough to Paignton charter passes Hungerford Common with Class 47 No. D1935 in charge.
Michael Bennett

Charter Scene West Coast Railway Co.

The Scarborough Spa Express

Returning to York with the first 'Scarborough Spa Express' of the season and passing Towthorpe on July 30th is gleaming green LMS Jubilee No. 45699 Galatea masquerading as No. 45562 Alberta. *davempics*

LMS Jubilee Class No. 45562 'Alberta' departs Hellifield heading to York for 'Scarborough Spa Express' duties on July 29th. *Shep Woolley*

Charter Scene ECS and Light Engine Movements

Class 47 No. D1935 speeds past Steel Heath on July 24th with 5Z11 10:43 Crewe CS - Bristol Temple Meads. *Carl Grocott*

Charter Scene

ECS and Light Engine Moves

LMS Jubilee Class No. 45562 'Alberta' departs Hellifield on July 29th heading for York for duty on the 'Scarborough Spa Express' the following day. *Gerald Nicholl*



Two Class 40s on the mainline as Class 40 145 (returning from major bogie repairs at Barrow Hill) leads class mate 40 106 (returning to Bury from Kidderminster) through Patricroft on their way to the ELR. *Lee Stanford*



LMS Stanier Class 5 No. 45407 'The Lancashire Fusilier' approaches Carnforth in preparation for the move to Fort William and 'Jacobite' duty. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

Class 37 No. D6817 and 47 593 pass Charnock Richard working a Crewe - Appleby ECS on July 26th. *John Sloane*



Class 47 No. D1944 is seen near Bamber Bridge on June 22nd with a Crewe - Hellifield route learner. *John Sloane*

On July 1st, Class 47 No. D1935 'ROGER HOSKINS M.A. 1925-2013' approaches Settle, on route learning duties from Carlisle - Appleby via Skipton. *Michael Lynam*





LNER K1 No. 62005 pilots LMS Stanier Class 5 No. 45407 ‘The Lancashire Fusilier’ through Hincaster with ‘The Jacobite’ stock heading to Fort William. *Shep Woolley*



LNER A1 Class 4-6-2 No. 60163 'Tornado' approaches Clapham during its move from York to Carnforth. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves

Class 40 145 tows 40 106 high across the River Weaver on Dutton Viaduct, taking the green Class 40 from Crewe to the East Lancs Railway on July 22nd. *Jeff Nicholls*

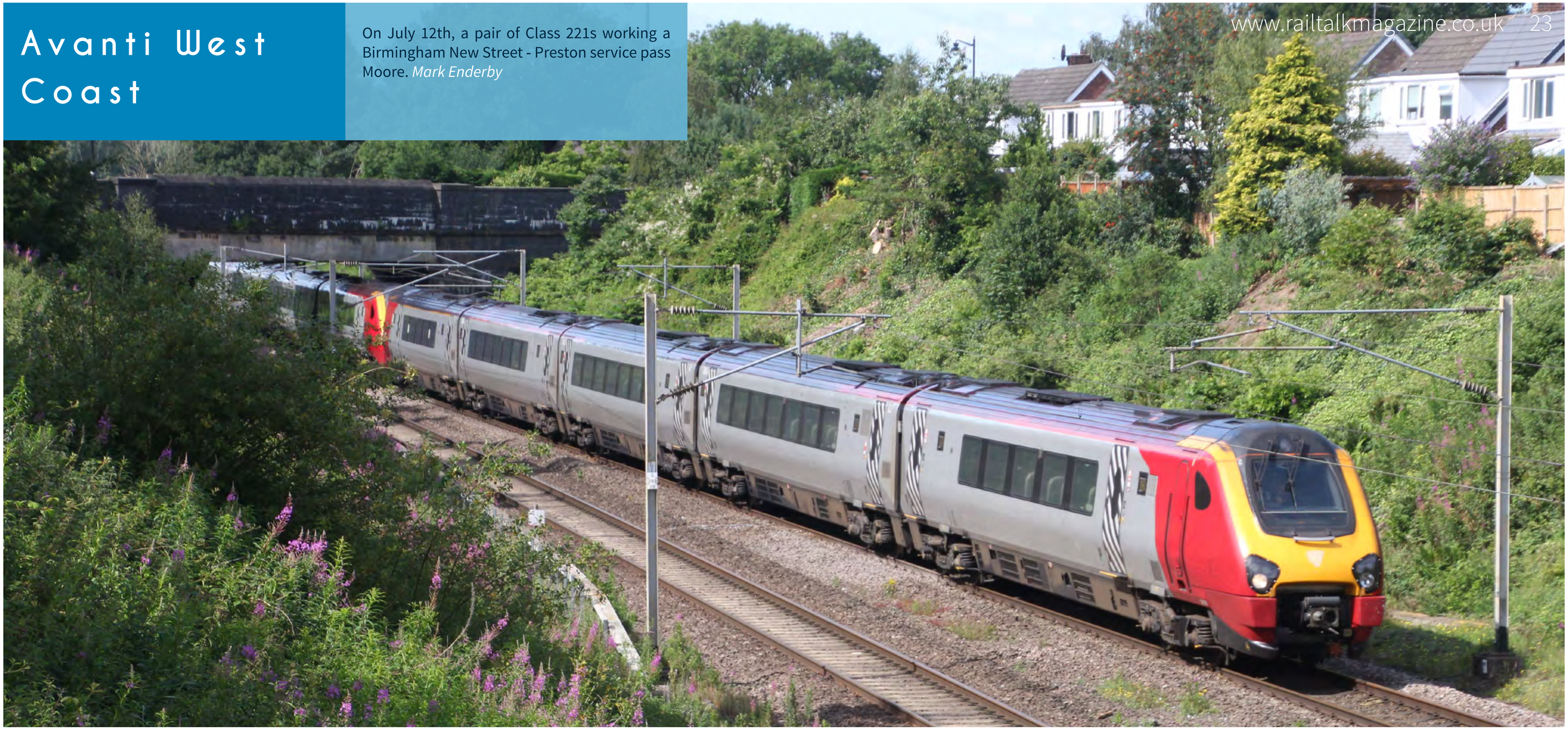


On July 19th, Class 37 521 and 47 593 work an ECS from Crewe to Carlisle past Daresbury. *Mark Enderby*



Avanti West Coast

On July 12th, a pair of Class 221s working a Birmingham New Street - Preston service pass Moore. *Mark Enderby*



Avanti West Coast launches customised real-time journey updates onboard

Avanti West Coast has launched a new passenger information service giving real-time journey updates to customers at their fingertips. The onboard service called 'Track My Train', enables customers to follow the progress of the train they're travelling on in real-time, using their own personal device.

Accessed exclusively through Avanti West Coast's Wi-Fi homepage at the tap of a screen, Track My Train brings together live updates of a train's journey and onward connections, tailoring it to each customer's journey.

Developed in partnership with transport infotainment specialist, GoMedia, the onboard service uses live data from industry systems to show exactly where a train is, estimated arrival times along the route, any disruptions, and departure details for other rail services – all in one place. Therefore, customers can check the status of their journey without having to switch between screens or filter information.

To stay up-to-date onboard customers simply connect their device to the Wi-Fi and select the Track My Train icon. The tool auto-populates information relating specifically to the customer's journey – helping to make the end-to-end experience more seamless.

The technology is the latest initiative to be rolled out across Avanti West Coast's fleet of Pendolino and Super Voyager trains. It follows on from the introduction of Avanti Media – a free on-board entertainment service that allows customers to stream movies, TV box-sets, games, magazines and newspapers to their personal device.

Bob Powell, Customer Proposition Director at Avanti West Coast, said: "We know how important it is for our customers to stay informed during their journey and Track My Train helps to do just that. This new service makes it easier for customers to follow their train's progress while onboard, by providing concise and reliable information, tailored to journeys in real-time, at the tap of a screen. It has been great to work with GoMedia to develop this technology and we're excited to offer it as part of our latest initiative to enhance the overall experience when travelling with us."

Roger Matthews, managing director at GoMedia, adds: "Providing passengers with real-time information about their individual route, including connections and stations, creates a truly personalised experience, giving users control over their entire journey, door-to-door. This is now more important than ever with changing restrictions on the way we use public transport."

Avanti West Coast

Class 390 156 working a Preston - Birmingham New St. service passes Moore on July 12th. *Mark Enderby*

On July 22nd, Class 390 128, partially reliveried, passes Moore. *Mark Enderby*

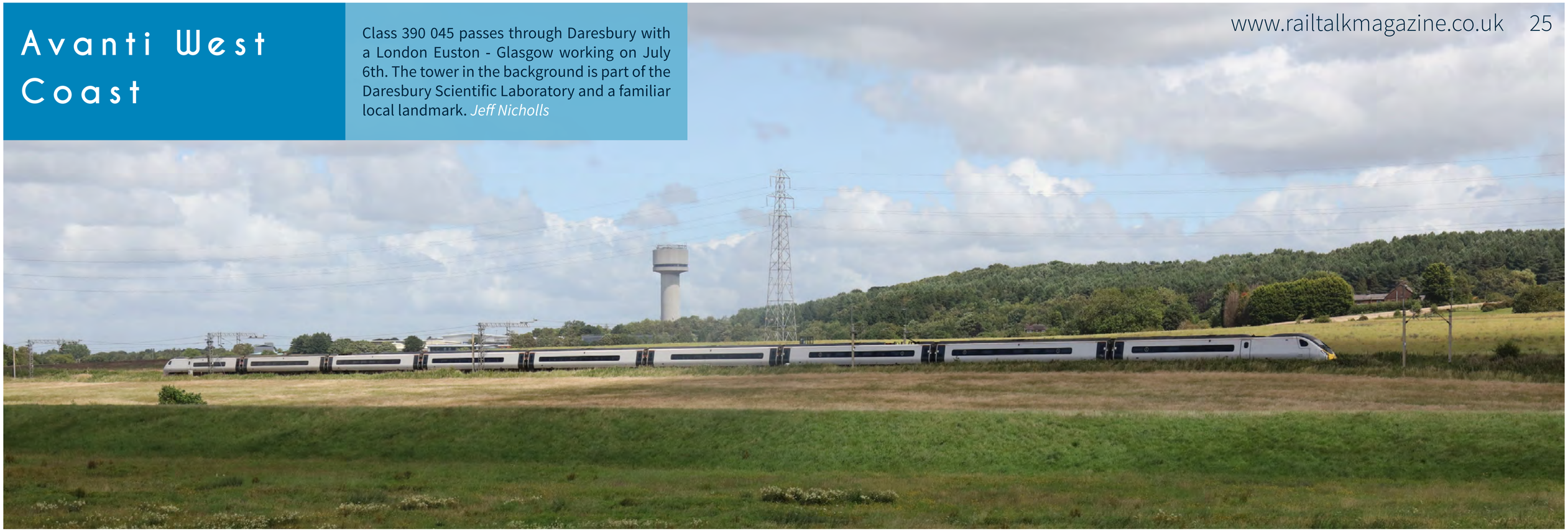
Class 390 042, with the NHS yellow face mask, races past Winwick Quay, with the 13:10 London Euston - Glasgow, on July 6th. *Paul Senior*







Avanti West Coast



Class 390 045 passes through Daresbury with a London Euston - Glasgow working on July 6th. The tower in the background is part of the Daresbury Scientific Laboratory and a familiar local landmark. *Jeff Nicholls*

Voyager fleet upgraded by Avanti West Coast

Current fleet overhauled following a deal signed with Bombardier
Voyagers serving West Coast Main Line to get refresh
Deal signed with Bombardier to improve interiors of the fleet
Changes ahead of the delivery of new trains in 2022

Avanti West Coast's Voyager fleet is to benefit from an upgrade with the first train to be completed in July.

The 20 Voyagers - which operate over the non-electrified sections of the West Coast Main Line in addition to running from London to Scotland, via the West Midlands - are being overhauled following an £8.3m deal which was signed with Bombardier last year.

New Standard Class seats covers, saloon and carpets will be included as part of the overhaul as well as a revamped toilet area. All lighting will also be replaced with LEDs.

The interior bodyside and ceiling panels in standard class saloons, vestibules as well as toilets will also be repainted.

It was announced last year that the West Coast Main Line will take delivery of 23 new Hitachi Rail Classes 805 and 807 trains in 2022 to replace the Voyagers.

Avanti West Coast Executive Director, Projects, Andy Barnes, explained: "We know that ultimately our Voyagers will be retired from the West Coast Main Line.

"But with two years on the rails, we wanted to improve them and not leave them as they are. All these improvements should enhance the customer experience and, as you will see from the images, will leave them looking very smart.

"It's a significant investment that shows we will take every opportunity to invest and improve our product and service wherever we can."

Bombardier Transportation's Chief Operating Officer, Tim Bentley, said; "We are delighted to be partnering with Avanti West Coast on this fleet upgrade. The Voyager remains a great train and by refreshing the customer environment we can keep them that way."

All 20 sets are set be completed by December 2020. They will be upgraded at Bombardier's site in Ilford, east London.



Avanti West Coast

Class 390 042 passes Slindon with the 1S69 13:40 London Euston - Glasgow Central service on July 6th. *Keith Davies*

Class 390 196 passes Slindon with the 9P70 13:40 London Euston - Preston service on July 6th. *Keith Davies*

Class 390 135 speeds past Balshaw Lane Jct. on July 21st with a service to Glasgow Central. *John Sloane*







Avanti West Coast

‘The Masked Pendo’ passes Standish on July 30th with a London Euston - Glasgow service. *John Sloane*

Class 221 116 leads a northbound Glasgow Central service through Charnock Richard on July 21st. *John Sloane*

Class 390 020 passes Standish on July 12th with a London Euston - Glasgow service. *John Sloane*







Chiltern Railways

Chiltern Railways introduce new 'Deep Cleanse' teams to keep customers safe

Chiltern Railways has taken extra steps to keep people safe onboard trains and at stations with the introduction of new 'Deep Cleanse' teams. The train operator is supporting the rail industry's Safer Travel Pledge which vows to maximise space, boost cleaning, help with hygiene and improve information to ensure passengers can travel safely.

'Deep Cleanse' teams are now in place at London Marylebone, Aylesbury, Oxford and Birmingham Moor Street stations to clean services before they depart – these include any objects or areas that may have been touched by individuals during a journey. This deep cleanse is in addition to the turnaround cleaning that the team already undertake throughout the day at Marylebone, Birmingham Moor Street, Oxford and Aylesbury.

As well as additional deep cleaning, Chiltern Railways have installed hand washing facilities at Marylebone station in order to help customers maintain good hand hygiene while travelling on public transport and introduced one-way systems and entry and exit only access in some stations.

Denis O'Sullivan, Train Presentation Manager at Chiltern Railways said, "My team and I are working hard throughout the day, deep cleaning every train that enters services using special products that are laboratory tested to kill the COVID-19 virus. We know how important it is to protect our customers and I am confident that the very best is being done to keep everyone using Chiltern trains safe."

Mary Hewitt, Interim Managing Director for Chiltern Railways said: "Customer safety and the safety of Chiltern Railways staff are of the utmost importance to us as we increase the number of services we provide. Our Train Presentation department have worked tirelessly since the start of the Coronavirus outbreak to keep services clean and have implemented stricter onboard cleansing regimes using enhanced cleaning methods and equipment to protect customers. I would encourage passengers to stay safe while travelling on public transport and wear a face covering if they are not exempt on medical grounds."



Chiltern Railways and Cross Country pledge £300,000 to boost apprenticeships at small companies

Chiltern Railways and CrossCountry are helping the region's economy recover from Covid-19 by pledging £300,000 to the Apprenticeship Levy Transfer Fund set up by the West Midlands Combined Authority (WMCA) to boost jobs and skills at smaller businesses. The train companies are part of the Arriva group, one of the leading providers of passenger transport in Europe, are the first train operators to join the scheme.

The WMCA set up the Apprenticeship Levy Transfer Fund to cover the costs of training apprentices at small and medium-sized enterprises (SMEs) in the West Midlands and last month funded training for a record 232 apprentices across the region.

A total of 936 apprentices and 302 SMEs have now benefited from the fund, demonstrating the WMCA's commitment to keeping levy money within the region, boosting skills, job opportunities and productivity by supporting more young people and adults of all ages into work.

Andy Street, the Mayor of the West Midlands and former managing director of John Lewis, said: "It is absolutely critical that we do everything we can to support new job and training opportunities following the Covid-19 pandemic, which is set to see many people lose their jobs. Our Apprenticeship Levy Transfer Fund is a fantastic way to do this, as it allows smaller firms to hire apprenticeships and help train and skill them up, when normally they would not be able to afford to do so.
But the success of this fund depends entirely on contributions from big employers in the region, so it is brilliant news that Chiltern Railways and CrossCountry have become the first train operating companies to join the scheme. I would urge more firms to come forward and pledge their unspent apprenticeship levy money, so we can create more apprenticeship opportunities in the region at a critical time for our local economy."

Charged by HM Revenue and Customs on all businesses with a payroll of over £3 million, the levy is held by the Government for businesses across the country to utilise the funds to pay for apprenticeship training and assessment by bringing in new talent or plugging skills gaps with their staff. Any unspent levy is retained by the Government after a two-year period. The WMCA uses its strong local knowledge and relationships to identify large businesses which can donate unspent levy to SMEs through the Apprenticeship Levy Transfer Fund, covering 100% of their apprenticeship training and assessment costs.

Mary Hewitt, interim managing director at Chiltern Railways, said: "Promoting skills and training is a top priority for our business. Chiltern Railways is committed to supporting our own people in apprenticeship roles across our business. We are proud to partner with the WMCA to offer the same opportunity to the employees of businesses across the region."

Tom Joyner, managing director at CrossCountry, which has pledged £200,000, said: "We are delighted to be the first Midlands-based train operator to support this initiative. Birmingham is at the heart of our network, so it's fantastic to be able to support apprenticeships in our home city, helping to develop skills and drive economic growth in the region."

Cllr George Duggins, WMCA portfolio holder for productivity and skills and leader of Coventry City Council, said: "As we recover from the Covid-19 shutdown, it's vital that we support local SMEs to expand. Apprenticeships can now also be undertaken by staff who are on furlough. The Apprenticeship Levy Transfer Fund is a great way for young people and adults of all ages to gain new jobs and qualifications."

The WMCA is now calling on employers who may not have considered hiring apprentices to tap into the Apprenticeship Levy Transfer Fund. Large organisations are also being encouraged to get in touch to discuss transferring their unspent levy.

Colas Rail

Class 70 811 passes Arcow with the 6C89 09:15 Mountsorrel to Carlisle N.Y ballast on July 21st. *Keith Davies*

Colas Rail

Class 70 810 passes Kempseye with the 6C97 08:45 Abergavenny - Crewe Basford Hall on July 12th. *Carl Grocott*

Class 70 810, with 70 809 on the rear, are seen on Condover Bank with the 6C97 Wofferton to Crewe Basford Hall on July 19th. *Keith Davies*

Class 70 813 passes Winwick on July 3rd working a Mountsorrel - Carlisle ballast. *Alan Rigby*







Colas Rail

A rake of six empty timber wagons heads north through Winwick behind Class 70 809 on July 30th. The working started from Newton Abbot and was bound for Carlisle. *Jeff Nicholls*

Class 56 113 on a Carnforth - Crewe engineers train passes Moore on July 12th.
Mark Enderby

Class 66 846 passes Whitchurch on July 17th with the Eastleigh to Hinksey engineers running an hour late. An unusual working as the booked route is via Winchester, however it went this way so they could turn the train round.
Michael Bennett







Colas Rail

Class 70 815 leads the 6C89 Mountsorrel - Carlisle past Wychnor Jct. on July 30th.
Carl Grocott

Colas Rail

On July 17th, Class 56 078 and 56 090 approach Portsmouth station parade crossing working the 6E32 empty oil tanks from Preston Docks - Lindsey Oil Refinery. *Michael Lynam*

Successful Tamper Technology Trial at Stonehouse

In late June, the South Rail Systems Alliance (SRSA) successfully tested cutting edge curved laser technology during a plain line renewal weekend possession at Stonehouse, Gloucestershire. The renewal was on the UP Charfield passing over Stonehouse Viaduct.
The renewal consisted of:

CAT11, renewal from 102m 107y to 102m 288y (181y)
EG47 shallow depth sleepers
250mm bottom ballast
CEN60 rail
Guard Rails over viaduct
Guard Rail 'Run on & Run off' panel

The SRSA implemented tighter than standard installation tolerances during the core installation weekend, in the aim to achieve great track quality. On handing back the core renewal to Network Rail after the weekend possession achieved a planned high speed hand back (HSHB) of 90mph, following successful implementing of their Progressive Assurance Process. To further improve the quality of track renewal installation, the SRSA sought to implement the use of curved laser technology. With the delivery of our new fleet of Tampers came fitted with curved laser technology, with the plan to trial this technology during the Stonehouse renewals to implement on future sites. To ensure the application of curved laser was a success, the SRSA worked collaboratively, this included collective training between tamper crews and site engineers to all understand their role and requirements. In addition, the SRSA reached out to Tamper manufacturer, Plasser who arranged for a curved laser expert to attend the first curved laser tamping shift. The trial was a resounding success, with the result of outstanding track quality for a spate tamp handback to line speed of 100mph.

The site team were faced with the challenge of maintaining social distancing as part of the UK Government Guidelines for COVID-19. Even with these restrictions in place, the team successfully worked safely together, carrying out initial training through Microsoft Teams and managing the risk of social distancing during site operations.

The collaboration of improving quality of deliverables throughout the SRSA will continue, with the alliance striving to achieve the best track quality utilising quality installation methods, HSHB, implementation of curved laser and further track quality improvements being implemented over the coming year.



What is Curved Laser?

The curved laser is capable of implementing its technology on works through plain line sections of track and Switch and Crossing (S&C).

The curved laser consists of two components:
A laser receiver fitted to the Colas Rail UK tampers
A laser front trolley, which when set up allows detection and rectification of long wave track faults, which will contribute greatly to achieving great track quality.
Speaking about the quality of the work, SRSA Head of Transformation, Nick Matthews said: "On a Tamper there are 3 measuring points "A, B & C". Point A it at the front of the tamper, Point B is at the tamper banks and Point C is at the rear of the tamper. The distance between point A & C is called the chord. The perpendicular measurement between the Chord to point B is called the versine. The tamper calculates the differences between the actual versine and design versine (horizontally and vertically) and moves and tamps the track to the adjusted position.

The longer the chord length between A&C the more accurate the versine calculation will be at point C. However the length of the tamper limits the chord length between A&C. Curved laser increases this chord length by placing point A on a trolley that can be up to 200m ahead of the tamper. This greatly increases the chord length and so the accuracy of the tamp. This increased accuracy of tamping will ensure much smoother track being constructed in both short and long wavelengths and so ensuring far greater passenger comfort and greater asset life. Curved laser needs the track engineers and tamper operators to work as one. Using the strength of the Alliance this essential partnership is greatly enhanced and has allowed the SRSA to work together to deliver this exciting innovation"

Colas Rail

Class 70 809 working the 6F56 Newton Abbot - Carlisle passes Searchlight Lane Jct. on July 30th. *Carl Grocott*



Class 70 812 is seen at Farrington Curve Jct. on July 6th with the Preston Docks - Lindsey tanks. *John Sloane*



On July 7th, Class 70 803 passes Coppull with a Mountsorrel - Carlisle working. *John Sloane*



Colas Rail

Class 56 096 and 56 113 top'n'tail a ballast train from Crewe Basford Hall, seen here at Chester on July 7th. *Brian Battersby*

Class 56 113 with a long welded rail train heading back to Crewe, runs into Sutton Bridge loop in a rainstorm on June 21st. *Phil Martin*

Class 70 813 with a Mountsorrel - Carlisle ballast approaches Acton Bridge on July 2nd. *Brian Battersby*







Colas Rail

Class 70 809 passes Standish on July 30th with a Newton Abbott - Carlisle working, conveying log wagons from store. *John Sloane*

Cross Country

A Manchester Piccadilly to Bournemouth service passes Worting on July 6th. These services are running as pairs at the moment.
Michael Bennett



DB Cargo

Class 66 066 passes Walcote on July 30th with 6F52 13:10 Donnington RFT - Arpley Yard. *Keith Davies*

DB Cargo

Taken at 3200 ISO, on a dull and overcast evening, Class 66 109 in the PD Ports livery and branding, passes the foot Crossing at Pemberton, with the 18:41 Knowsley to Willton bin train, on July 17th.
Paul Senior

DB Cargo

Class 66 110 backs its wagons into the yard at Springs Branch having arrived with the weekly trip working from Arpley Yard on July 17th. Since the depot was remodelled for Northern Trains, this working now has to go to Wigan North Western to run round. Beyond the train are stabled a 319 unit and several 769s. *Jeff Nicholls*



Class 66 144 passes Worting Junction with a Trafford Park to Southampton working on July 6th. *Michael Bennett*



Class 60 059 passes Great Cheverell with the Theale to Robeston empties on July 29th. *Michael Bennett*



DB Cargo

Class 66 119 is seen at Shotlock Tunnel with the 6E97 10:44 New Biggin - Tees Dock on July 31st. *Keith Davies*

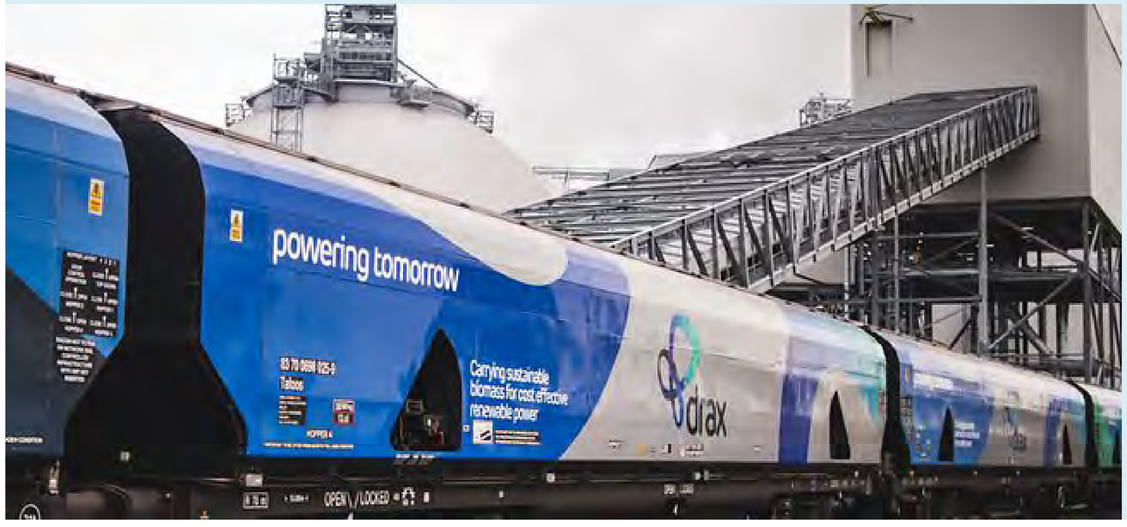
DB Cargo

Class 66 152 toils up grade at Helwith Bridge on July 24th with the 23:00 Tees Dock to New Biggin gypsum working, the loco was to fail shortly after exiting Blea Moor tunnel delaying many S&C services.
Lee Stanford

DB Cargo

Class 66 109 passes Rainford on July 16th working Knowsley Freight Terminal - Wilton EFW loaded bins.
Alan Rigby

DB Cargo UK secures new five-year contract with Drax



DB Cargo UK has announced a new, five-year "hook and haul" contract to transport supplies of sustainable biomass to Drax. One of the UK's largest rail freight operators, DB Cargo UK will operate an average of 60 trains per week from the ports of Immingham and Hull to Drax Power Station in Selby, Yorkshire.

Each train will carry around 1,650 tonnes of sustainable biomass to Drax Power Station, which provides flexible and reliable renewable power for millions of UK homes and businesses.

Drax supplies 12% of the UK's renewable electricity. Using sustainable biomass instead of coal at Drax Power Station has reduced emissions by more than 80% and helped the UK power system decarbonise faster than any other country.

Roger Neary, Head of Sales at DB Cargo UK, said: "We are delighted that Drax has chosen to extend our existing contract with them for another five years. We are proud of the important role our people continue to play in delivering an efficient and sustainable source of renewable energy for use here in the UK."

Mike Maudsley, UK Portfolio Generation Director at Drax, said: "These rail deliveries are a critical part of our global supply chain for sustainable biomass that supports thousands of jobs and has delivered economic growth across the north of England, while supplying renewable electricity to millions of homes and businesses. We're very pleased to extend our existing contract with DB Cargo UK for another five years and look forward to continuing to work with the team."

DB Cargo

Class 66 197 hauling the 6M76 00:44 Margam - Dee Marsh loaded steel catches the rising sun at Condover on July 11th. *Phil Martin*

On July 17th, Class 66 109 in PD Ports livery passes Hebden Bridge working a Wilton Efw - Knowsley Freight Terminal empty bin train. *Michael Lynam*

Following the failure of Class 66 152 at Blea Moor, rescue came in the form of Colas Class 70 811 which was running light from Carlisle to Doncaster and is seen with 66 152 and its train in tow as they pass the Midland Railway signal box at Garsdale on July 24th. *Lee Stanford*







DB Cargo

Class 66 044 passes Gobowen on June 9th with the 6M86 10:29 Margam - Dee Marsh loaded steel. *Phil Martin*

DB Cargo UK secures new two-year contract with Imerys

DB Cargo UK has been awarded a new, two-year contract to transport china clay for the world-leading mineral specialist, Imerys.

The soft white clay is mined in Cornwall and is an essential ingredient in the manufacture of china and porcelain, as well as being used in the making of products like paper, rubber and paint.

DB Cargo UK, one of the UK's largest rail freight operators, operates two separate traffic flows for Imerys – from Goonbarrow and Branch to Fowey Docks and from Cornwall to Cliffe Vale in Stoke.

Every week the rail freight company transports in the region of 7,200 tonnes of china clay for Imerys in covered hopper wagons – this removes around 11,000 lorries a year off Cornwall's road network.

DB Cargo UK's Head of Sales Roger Neary said: "We are proud of our long-standing relationship with Imerys and look forward to continuing to provide them with high quality services in the South West and beyond."

"Rail freight provides a faster, more efficient and environmentally-friendly method of transporting materials of this kind, reducing congestion on the UK's already congested road network," he added.



Imerys UK Hub & BA CSR Director Ashley Shopland, said: "Imerys is pleased to have secured ongoing rail movements for its products in and around the St Austell area and up to Cliffe Vale, combined with a continuation of the strong relationship that it has built over many years with DB Cargo UK."

DB Cargo

Class 60 091 passes Loughborough on July 6th with the 6E45 14:05 Westerleigh - Humber tanks.
Mark Pichowicz

DB Cargo

On July 9th, Class 60 066 is seen at Knabbs Bridge on the approach to Barnetby working 6T01 Immingham Bulk Terminal - Barnetby, comprising five empty spares which went via LOR in order to turn them. Having run-round in the Reception Sidings, the train returned to IBT. *Steve Thompson*



Class 66 100 with the 6V71 Hardendale - Margam passes Winwick on July 20th.
Mark Enderby



DB Cargo

Class 60 054 rounds Crofton Curve on July 22nd with the 6B33 Theale to Robeston empties.
Michael Bennett



DB Cargo UK wins major new Class 60 maintenance contract

DB Cargo UK has secured a new three year deal with fellow rail freight company GB Railfreight (GBRf) to undertake the maintenance of ten Class 60 locomotives for them as well as providing technical in-field support.

The agreement will see DB Cargo UK work closely with GBRf's engineering team to drive locomotive performance and provide professional engineering support.

The focus of the contract will be undertaking regular maintenance in line with contracted KPIs whilst driving reliability improvements.

The Class 60 locomotives which have entered service will allow GB Railfreight to run heavier and longer trains. This brings environmental benefits as longer trains are more efficient. The main duties of the locomotives will be hauling biomass to power stations.

The announcement demonstrates a willingness of the rail freight sector to continue investing and working together through this difficult time in light of the COVID-19 crisis.

Hans-Georg Werner, CEO at DB Cargo UK, said:
"We are delighted to be working in partnership with our colleagues at GB Railfreight providing high quality maintenance services for their Class 60 locomotives. At DB Cargo UK we pride ourselves on the quality of our engineering, with our key focus being on cost-effective locomotive availability and reliability."

John Smith, Managing Director of GB Railfreight, said:
"I am thrilled to be unveiling this new partnership with DB Cargo UK. At this time of economic uncertainty, it is important for the rail freight sector to work together to deliver investment to support its growth.

"Most importantly, the economic recovery needs to be green and sustainable and by maintaining these locos we will ensure fewer carbon emissions in the long run. I am pleased that rail freight is playing its part in the economic recovery driven by environmentally sustainable investment."

DB Cargo

The 08:05 Toton North Yard to Chesterton Junction passes Marholm with Class 66 176 supplying the traction on July 31st. *Derek Elston*

With the power on,Class 66 024 leads the 4M79 08:00 Felixstowe South DBC to East Midlands Gateway Terminal DBC past Marholm on July 31st. *Derek Elston*

Class 66 197 passes Marholm working the 6L32 08:51 Mountsorrel Sidings to Barham on July 31st. *Derek Elston*





DB Cargo

On July 20th, Class 66 194 passes Winwick working the 6E16 Knowsley - Wilton. *Mark Enderby*

Class 66 066 passes Euxton on a Carlisle - Crewe light engine move on July 29th. *John Sloane*

On July 1st, Class 66 131 approaches Settle Junction with a rake of empty MBA Box Wagons from New Biggin (British Gypsum) - Tees Docks BSC export berth. *Michael Lynam*





DB Cargo

On July 11th, Class 66 181 passes northbound through Hest Bank working a Daventry - Grangemouth intermodal. *Michael Lynam*

On July 22nd, Class 66 152 passes Ribblehead heading south with a rake of empty box wagons from New Biggin (British Gypsum) - Tees Docks Bsc export berth. *Michael Lynam*

Class 60 017 hauling the 6E54 Kingsbury - Lindsey passes Barrow Upon Trent on July 30th. *Carl Grocott*







DC Rail Freight

On July 12th, Class 60 055 passes Standish with a Humberstone Road - Carlisle working.
John Sloane



Class 60 046 'William Wilberforce' runs through Northampton working as 0Z60 11:33 Chaddesden Sidings to Willesden DC Rail sidings light engine move on July 15th.
Derek Elston



Class 60 046 passes Coppull on June 21st with a Derby - Carlisle empty wagon move.
John Sloane



DC Rail Freight

Class 60 046 passes Crofton with the 6Z93 Westbury to Willesden DC Rail sidings on July 22nd. *Michael Bennett*

DC Rail Freight

On July 12th, Class 60 055 passes Willington with the 6Z50 14:53 Chaddesden Sidings to Carlisle Kingmoor. *Mark Pichowicz*

DC Rail Freight

On July 12th, Class 60 055 working the 6Z50 Chaddesdon - Carlisle empties heads through Acton Bridge. *Mark Enderby*

On July 19th, Class 66 124 hauling the 6Z50 Chaddesden to Carlisle, presumably substituting for a DCR Class 60, passes Weaver Jct. *Mark Enderby*





Direct Rail Services

On July 7th, Class 66 424 and 37 059 top'n'tail a Motherwell - Derby ECS working with stock for hire to Loram. *Mark Enderby*

Class 68 029 passes Bradley on June 25th with a Carlisle - Crewe engineers. *John Sloane*

A pair of DRS Class 66s haul 6K05 south through Winwick on July 30th, the locos in question being 66 303 and 66 427. *Jeff Nicholls*







Direct Rail Services

Class 68 003 passes Bradley with a Carlisle - Crewe engineers on July 27th. *John Sloane*

Class 66 427 and Freightliner's Class 66 568 pass Euxton on July 29th with a Carlisle - Crewe engineers train. *John Sloane*

Class 66 039 passes Slindon on July 6th with 4M86 10:34 Southampton (E) Docks - Halewood Jaguar Cars. *Keith Davies*







Direct Rail Services

Class 66 423 passes Charnock Richard on July 13th with a Carlisle - Crewe engineers.
John Sloane



Class 37 038 leads 37 424, 37 403, 20 302 and 20305 past Coppull on July 16th with a Crewe Gresty Bridge - Carlisle Kingmoor light engine move. *John Sloane*



Class 88 002 passes Standish on July 15th with a Daventry - Mossend intermodal.
John Sloane



Direct Rail Services

Class 66 422 hauling the 6X43 Dagenham to Garston is pictured near Winsford on July 23rd.
Mark Enderby

Direct Rail Services

Class 68 007 passes Ribblehead on July 31st running light engine on the 12:46 Carlisle New Yard to Crewe Basford Hall. *Barry Longson*

East Midlands Railway

An unidentified but newly reliveried Class 158 leads 'old' liveried 158 810 across Great Sankey Viaduct, Warrington, with the 15:51 Liverpool Lime Street - Norwich service on July 10th. *Jeff Nicholls*



Class 158 780 passes Marholm on July 31st working the 1L05 06:47 Liverpool Lime Street to Norwich service. *Derek Elston*



With an unrecored former LNER Class 43 leading EMR's power car No. 43081 hangs on the tail of 1B38, the 11:45 Nottingham to London St. Pancras International as it passes Harrowden Junction on July 21st. *Derek Elston*



East Midlands Railway

On June 25th, with the cooling towers of Ratcliffe-on-Soar power station dominating the scene, power car No. 43320 accelerates away from East Midlands Parkway with 1B58 15:45 Nottingham to London St Pancras service. *Mark Pichowicz*

East Midlands Railway

On July 11th, power car No. 43316 is seen between Attenborough and Beeston with 1D07 08:11 Market Harborough to Nottingham service.
Mark Pichowicz

Freightliner

Class 66 610 with the 15:36 Port Talbot - Crewe, passes Long Gardens. *Phil Martin*



Class 66 620 passes Coppull on July 7th with a Hardendale - Tunstead working.
John Sloane



Class 86 622 and 86 613 lead the 4L93 08:25 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. through Northampton on July 11th.
Derek Elston



Freightliner

Class 66 610 pictured on Condover Bank with the 6M39 15:36 Port Talbot Grange Sidings - Crewe Basford Hall on July 19th. *Keith Davies*

Freightliner

Class 66 620 with a Hardendale Quarry to Tunstead Sidings working passes Acton Bridge on July 2nd. *Brian Battersby*

Class 66 415 is seen at Slindon on July 6th with the 4M81 08:01 Felixstowe (N) FLT - Crewe Basford Hall liner. *Keith Davies*

Class 66 594 'NYK Spirit of Kyoto' leads the 4M86 03:00 Felixstowe North F.L.T. to East Mids Gateway Tl (Fl) past Kingsthorpe, Northampton on July 15th. *Derek Elston*







Freightliner

On July 12th, Class 66 618 approaches Langley Mill with a Chesterfield South Jct. to Toton engineers.
Mark Pichowicz

Freightliner

Class 59 205 looks as if it needs a wash as it rounds Crofton Curve on July 22nd with the Acton TC to Merehead empties. *Michael Bennett*

Class 59 002 crosses over to the Salisbury line at Worting on July 6th with the Woking to Merehead empties. *Michael Bennett*

Class 66 623 on a Tunstead to Briggs working is seen at Buxton on July 30th. *Mark Enderby*







Freightliner

Class 86 607 and 86 639 are seen at Slindon on July 6th with the 4M87 11:13 Felixstowe (N) FLT - Trafford Park Euro Terminal. *Keith Davies*

Freightliner

On July 23rd, Class 66 514 with the 4L92 Ditton to Felixtowe liner passes near Winsford.
Mark Enderby



Class 66 520 hauling a Merehead to Woking stone train, unusually running on a Saturday, passes through Andover on July 11th.
Michael Bennett



Class 66 952 with the 4M58 09:25 Southampton MCT - Garston FLT passes Slindon on July 6th.
Keith Davies



Freightliner

Class 59 103 and 59 203 on the Acton to Merehead empties are seen near Great Cheverell on July 29th.
Michael Bennett

Freightliner

Class 90 014, Freightliner's latest repaint and 66 415 working 0K91 Toton - Crewe Basford Hall are seen at Stenson Junction on July 28th.
Michael J Alderdice

Freightliner names electric loco in recognition of key workers.

On Thursday July 30th, Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), named its newly acquired and liveried electric locomotive 90 014 'Over the Rainbow' in recognition of key workers.

Freightliner wanted to acknowledge the sustained effort of key workers throughout the last four months and to also recognise the vital role they will continue to play long after the pandemic subsides. Naming the locomotive 'Over the Rainbow' will serve as a reminder of the incredibly valuable contribution key workers have made across many sectors. The locomotive naming ceremony took place at Freightliner's Vehicle Maintenance Facility in Crewe. Due to social distancing, attendance was limited primarily to local staff. The Mayor of Crewe, Councillor Benn Minshall also attended the naming event.

Following an address by CEO Gary Long, the name plate was unveiled by Freightliner Train Planner, David Clay who was the winner of a staff competition to name the Class 90 locomotive.

"We wanted to recognise the tremendous effort of all key workers and, in particular, those in the transport and logistics industry," said Long. "We are all having to deal with the daily challenges of the COVID-19 pandemic, but none more so than the key workers who continue to transport vital medical supplies, goods to keep supermarket shelves stocked and other services to keep our country running during these unprecedented times." 90014 is the second Class 90 locomotive to be repainted in the G&W livery. Freightliner has recently acquired 13 class 90 locomotives from Porterbrook Leasing to complement its existing 10 locomotives. They operate using the 25k overhead line supply, reducing the dependency on diesel traction and contributing to making rail an even more sustainable and carbon-neutral mode for transporting freight. Rail freight is already producing 76% less carbon per gross tonne mile than road freight, and Freightliner is the largest user of electric locomotives to haul freight. The expansion of the electric fleet helps to improve that footprint further. Some of the locomotives will replace the ageing class 86 fleet which will be retired from service until they can be overhauled and re-introduced as Freightliner expands its electrically hauled services.
"We thought that naming an electric Class 90 locomotive was appropriate as we look forward to the decarbonised future of freight movements," added Long. "Freightliner has increased its fleet of Class 90 electric locomotives and is at the forefront of other initiatives aimed at reducing carbon, such as trialling longer trains. Investing in green transport infrastructure is vital to underpinning Britain's future economic potential and its commitment to tackling climate change as well as meeting Government's decarbonisation targets."

Freightliner

Class 66 516 passes Whitchurch on July 18th, with a Westbury to Woking stone train, quite rare for a Saturday.
Michael Bennett

Freightliner

Recently reinstated Class 70 015 makes a pleasant change from the usual class 66, seen crossing Stockport viaduct on July 29th in charge of the 09:16 Bredbury to Runcorn Folly Lane waste train. *Barry Longson*

Class 66 420 and 66 603 on the Whatley to Dagenham are seen near Great Cheverell on July 29th. *Michael Bennett*

On August 1st, Class 59 004 'Paul A Hammond' plus 59 203 are seen working the 6V12 12:38 Woking Down Yard to Merehead passing Andover. Class 59 203 had failed the previous day at Woking prior to departure. *David Lindsell*







Freightliner

Class 66 585 passes through the extensive groundworks being carried out at Werrington Junction working 4M81 08:01 Felixstowe North F.L.T. to Crewe Basford Hall S.S.N. on July 31st. *Derek Elston*

The 01:23 Trafford Park to Southampton liner races through Andover, diverted due to engineering work, hauled by recently reinstated Class 70 016, July 25th. *Michael Bennett*

Class 59 102 passes Crofton on July 22nd with a Whatley to Dagenham Dock working. *Michael Bennett*







Freightliner

Class 86 607 and 86 639 working the 4M87 Felixstowe - Trafford Park liner pass Slindon on July 6th.
Michael J Alderdice

GBRf

Class 66 709 climbs Hencote Bank on July 10th working the 6M42 09:20 Avonmouth - Penyffordd empty cement tanks. *Phil Martin*

GBRf

Class 66 738 passes Winwick on July 3rd working a Liverpool Bulk Terminal - Drax loaded Biomass. *Alan Rigby*

On July 9th, Class 66 780 heads through Wellington with the 6M05 Tinsley - Coton Hill. *Phil Martin*

Class 66 741 with the 4M51 Southampton West Docks to Trafford Park intermodal passes Worting Junction on July 6th. *Michael Bennett*





GBRf

Class 66 704 passes Andover with a diverted Southampton Western Docks to Doncaster iPort on July 25th. *Michael Bennett*

On July 30th, Class 66 731 and 66 750 arrive from Doncaster into Peak Forest.
Mark Enderby



GBRf

On June 30th, Class 66 709, in Medite livery, passes Daresbury south of Warrington working Fiddlers Ferry power station - Newbiggin Gypsum. The train was routed via Ellesmere Port to run round as it was not allowed in Arpley Yard. *Alan Rigby*

Class 66 724 'DRAX POWER STATION' approaches Todmorden on July 17th working the 6E09 Liverpool - Drax Aes Biomass. *Michael Lynam*

On July 22nd, Class 66 723 passes Helwith Bridge with the 4N00 empty cement tanks from Carlisle - Clitheroe. *Michael Lynam*







GBRf

Class 66 772 with a Hoo Junction to Eastleigh engineers passes Worting on July 6th. *Michael Bennett*

GBRf

Class 66 730 arrives at Crewe on July 8th hauling brand new Merseyrail EMUs Nos. 777 005 and 777 009. *Lee Stanford*

Class 66 768 passing Worting on July 6th with a Hams Hall to Southampton modal. *Michael Bennett*

Class 66 737 passes Davenport on July 20th with the 09:54 Peak Forest to Salford Hope Street loaded stone. *Barry Longson*







GBRf

Class 66 709 with the 6V41 Penyffordd - Avonmouth passes Wistanstow on July 12th. *Carl Grocott*



Class 66 709 climbs Hencote bank with the 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement on July 10th.
Keith Davies



GBRf Announce New Southampton to East Midlands Intermodal Service

As the country emerges from one of its greatest challenges, GB Railfreight are thrilled to announce some positive news. A new Intermodal service from the rail terminal operated by Solent Stevedores at the Port of Southampton, to East Midlands Gateway, Derby has commenced. This will be its fourth daily service from one of the UK's leading deep-sea container ports and will offer the market an additional rail destination. This new service marks GBRf's continued expansion in the intermodal market and underlines the vital role rail freight plays in delivering goods around the country.

The new Southampton to East Midlands service will run 5 days a week and represents GBRf's 20th intermodal service to date. SEGRO Logistics Park East Midlands Gateway (SLPEMG) is a 700-acre development with planning consent for up to 6,000,000 square ft of logistics accommodation. The 50-acre intermodal terminal, managed by Maritime Transport, operates 24/7 and is able to accommodate up to sixteen 775m freight trains per day. It also provides storage capacity for over 5,000 TEU – which is equal to approximately 45,000 pallets of cargo. GBRf are able to offer both loaded and empty storage and final-mile delivery, in order to provide a seamless 'door to door' opportunity with a combination of rail and road resources. This new service offers the market an additional rail destination and cost-effective transport solution. This news follows GBRf's recent announcement that the company is set to start operations at its new intermodal sidings at Peterborough. The investment provides GBRf with much needed track capacity – which will be doubled – in order to facilitate the business' growing intermodal sector.

GBRf are committed to increasing the amount of goods and materials transported via rail freight, reducing emissions and delivering a more sustainable logistics solution. An average freight train removes a minimum of 70 HGV journeys from the roads while reducing carbon emissions by about 75% compared to transport by road. When combined with rail's advantageous performance in terms of nitrogen dioxide and particulate matter emissions, rail freight demonstrates a clear contribution to the challenge of meeting the UK's net zero carbon targets.

John Smith, Managing Director of GB Railfreight, said:
"I am thrilled to see the beginning of this new service. Our growth in intermodal shows GBRf's dedication to innovation, offering flexible door-to-door solutions that meet our customers' needs, as well as a consistently reliable service. We are very proud of the hard work that has been put in to be the industry's trusted intermodal carrier. This announcement also reconfirms GBRf as the rail freight company leading the way to grow the sector at a time of unprecedented economic challenge. In light of the COVID-19 crisis we are redoubling our efforts to put the UK back on track, while also doing our bit to decarbonise our economy."

Stuart Cullen Executive Chairman of Solent Stevedores said: "Our rail terminal at the Port of Southampton was significantly upgraded last year increasing our capacity and efficiency and we are delighted to welcome an additional service from GBRf. Now with eight daily intermodal services from the Port of Southampton, this news further strengthens our position as a UK leading rail terminal operator.

John Bailey, Managing Director – Intermodal and Terminals at Maritime Transport, said:"We are thrilled to be kicking off the next chapter of our intermodal journey; extending our offering at EMG to provide UK businesses with even more ways of moving their goods from A to B at a time when the country begins its return to a new normal. We are incredibly proud of what our drivers and staff have achieved in such a short space of time; meeting our customers' needs and unique requirements is at the very heart of what we do, and we look forward to providing additional services in the near future."

GBRf

Class 66 709 passes Bayston Hill on July 12th with 6V41 14:15 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*

Class 66 733 'CAMBRIDGE PSB' is seen between Settle Junction and Settle on July 1st with a rake of empty hoppers working from Doncaster - Arcow Quarry. *Michael Lynam*

On July 26th, Class 66 758 and 66 766 are seen working the 4M51 Doncaster to Tuebrook Biomass empties. *Mark Enderby*







GBRf

Class 66 713 is seen at Shotlock Tunnel with the 4N00 09:34 Carlisle NY - Clitheroe Castle Cement on July 31st. *Keith Davies*

GBRf

Class 66 723 ‘CHINOOK’ approaches Settle Junction with the 4N00 working from Carlisle - Clitheroe with a rake of empty cement tanks. *Michael Lynam*

GBRf

Class 66 780 'Cemex' working the 6M05 Bardon Hill Quarry to Coton Hill with a rake of empty stone hoppers, passes Moira on July 13th.
Stuart Hillis

Class 66 780 departs Coton Hill with the 6F05 19:58 to Wellingborough Up Tc on July 17th.
Keith Davies

Class 66 740 passes Coppull with a Wembley - Irvine China Clay working on June 24th.
John Sloane







GBRf

On July 10th, Class 66 765 passes Coppull with a Clitheroe - Avonmouth working.
John Sloane

Class 66 765 passes Coppull on July 2nd with a Gloucester - Clitheroe cement empties working.
John Sloane

Class 66 710 heads through Burnage on July 6th with a Trafford Park - London Gateway intermodal. *John Sloane*







GBRf

Class 47 727 ‘City of Truro’ and 47 749 ‘City of Edinburgh’top’n’tailClass720516atHarrowden Junction as they pass with 5Q47 10:45 Derby Litchurch Lane to Wolverton Centre sidings on July 21st. *Derek Elston*

Class 66 780 ‘The Cemex Express’ leads 6M32 09:47 Neasden Charrington GBRf to Bardon Hill GBRf empties past Harrowden Junction on July 24th. *Derek Elston*

Class 47 727 ‘Edinburgh Castle’ leads 5Q60 11:26 Northampton EMD to Ilford EMUD top’n’tail with 47 747 ‘City Of Truro’ through Northampton returning Class 360 102 home on July 11th. *Derek Elston*







Grand Central

The driver gives a cheery wave as 1A60 06:43 Sunderland to London Kings Cross passes Marholm on the approach to Werrington Junction running 10mins late on July 31st.
Derek Elston

Great Western Railway

Class 165 105 working the 2K32 Reading to Bedwyn service passes Hungerford on July 18th.
Michael Bennett

Great Western Railway

Class 802 002 leads the 1A86 Plymouth to London Paddington service near Crofton on July 22nd.
Michael Bennett

Great Western Railway

Class 57 602 and 57 604 top'n'tail the 5Z50 Penzance to Reading traincare, rounding Crofton Curve on July 8th. *Michael Bennett*

On July 22nd, Class 802 013 working the 1C82 London Paddington - Plymouth service passes Crofton. *Michael Bennett*

On July 15th, Class 57 603 passes Compton Overbridge with the 5Z50 Penzance T&RSMD to Reading depot with coaches Nos. 10532, 10612, 10219, 12142, and 17175.
Ken Mumford







Great Western Railway

Class 802 105 working the 1A73 Plymouth to London Paddington service passes Hungerford on July 18th. *Michael Bennett*



NMT power car No. 43014 HST 'The Railway Observer' passes Class 800 018 at Malvern Wells while en route from Hereford to Swansea on August 4th. *Neil Pugh*



Class 802 110 working the 1C74 London Paddington to Penzance service passes Hungerford Common on July 18th.
Michael Bennett



Class 800 101 glides past Marholm on July 31st working the 1A15 07:35 Harrogate to London King's Cross service.
Derek Elston

AUCTION OFFERS A CHANCE TO BID FOR A PIECE OF LNER'S HISTORY

LNER is offering people the chance to own a piece of LNER history as it auctions off nameplates in aid of charity partner, the Campaign Against Living Miserably (CALM).

The nameplates up for auction are: 43308 Highland Chieftain, 43300 Craigentinny and one Crest, 43238 National Railway Museum, 43208 Lincolnshire Echo, 43257 Bounds Green, 43274 Spirit of Sunderland, 43290 MTU Fascination of Power.

The nameplates are from the iconic Intercity 125 High Speed Trains that were retired from the East Coast route last year.

The sought-after memorabilia will be auctioned on the 14th of November 2020, with the nameplates being previewed on the G.W.Railwayana Auctions website from 26th July 2020.

David Horne, Managing Director of LNER, said: "LNER has a proud history and has had some truly famous trains serve our customers over the years. Names such as the Highland Chieftain and Spirit of Sunderland are synonymous with the railway and have helped celebrate the regions along the East Coast route. The auction provides people with a chance to own a piece of railway history while supporting an important cause."

Money raised from the auction will go towards funds LNER has raised to support CALM, already totalling more than £200,000. The charity works to prevent suicide, the single biggest killer of men under 45 in the UK and the cause of 18 deaths a day. Funds raised to date are from LNER employees taking part in fundraising activities, as well as customers donating 'Delay Repay' claims to help support the CALM.

CALM Chief Executive Officer, Simon Gunning said: "We're incredibly grateful for LNER's continued amazing support, and for auctioning these iconic pieces of train history. Since lockdown, we've experienced record levels of demand for our helpline services, and thanks to LNER's generosity we'll continue to save lives and be there for those who need us."

Further information about the auction preview and sale can be found online: www.gwra.co.uk



Class 91 114 ‘Durham Cathdral’ powers past Marholm working the 1N81 09:06 London King’s Cross to York service on July 31st. *Derek Elston*

LET’S EAT - AT YOUR SEAT! LNER TO LAUNCH ‘AT-SEAT’ FOOD AND DRINK DELIVERY SERVICE

In a first for the UK rail industry, LNER will begin trials of an ‘at-seat’ catering offer onboard trains this August. The service will enable customers to order and pay for food and drinks from their phone in the comfort of their own seat, without having to visit the onboard cafe bar. The digital in-seat app ‘Let’s Eat – At Your Seat’ will be available to customers in both Standard and First Class. The service will also provide a layer of confidence and reassurance to customers who are looking to stay seated for the duration of their journey. Let’s Eat – At Your Seat will offer customers on LNER trains a more enhanced, personalised customer service, with the added benefit of being more convenient for those who do not wish to leave their seat and possessions unattended. The ‘at-seat’ service also addresses the 40 per cent of UK consumers who want to access digital ordering and payment technology to minimise physical contact and support social distancing measures.

Richard Judge, Head of Catering at LNER said: “We are always looking for new ways to provide excellence in our customer experience onboard and this new ‘at-seat’ service will allow us to extend our food and drink offer to customers from the comfort of their own seat Customers in both standard and first class will be able to browse the menu in their own time and order at their own convenience, enhancing their onboard experience and improving their journey with us. At Seat Ordering will be in addition to and complement our existing onboard food and beverage services. It will become available, to include our Chef prepared menus, for our First Class customers on completion of successful trials”

Let’s Eat - At Your Seat was developed by QikServe, and is the first project to come out of the LNER FutureLabs accelerator programme, which is fast tracking the development of digital projects to improve customer journeys in the rail industry.

Dan Rodgers, Founder and President at QikServe said: “As part of LNER’s FutureLabs Programme, we’re delighted to be the first to deliver Let’s Eat – At Your Seat for a personalised food and drinks offering on LNER train services. People are accustomed to ordering food and drinks whenever they want on their phone, so why not on a train too? It has been a privilege working with the team at LNER to create technology that puts the customer at the heart of their service by allowing them to order refreshments when they want.”

With the UK Government advising food retailers to provide contactless solutions to support the economy, Let’s Eat – At Your Seat will allow customers to access the ordering platform through a QR code scan, without the need to download another app.Developed for use on LNER trains, the Standard Class menu offers a wide range of drinks, snacks, sandwiches and breakfast items. The First Class menu offers extra meals including LNER breakfasts, hot meals and an extended drinks service.

Network Rail

On August 3rd, the Network Rail New Measurement Train (with power cars 'The Railway Observer' and 'Mark Carne OBE') heads through Crossflatts, near Bingley (West Yorkshire) with 1P14 Heaton - York working on August 3rd.
Ben Bucki



Network Rail

The Network Rail NMT crosses Dutton Viaduct with a working from Slateford to Derby on July 22nd. The River Weaver can be seen to the left. *Jeff Nicholls*

Class 37 423 and 37 407 top'n'tail a Derby - Carlisle test train working through Coppull on July 10th. *John Sloane*

On July 26th, Class 37 421 on a Derby to Crewe (via Warrington Bank Quay – twice!) working passes Walton. *Mark Enderby*





Network Rail

Class 37 421 passes Slindon with 5Z79 11:00 Derby RTC - Derby RTC on July 6th. *Keith Davies*



Class 67 027 and 67 023 top'n'tail the 1Q55 Tyseley - Derby test train through Oakengates on July 17th. *Carl Grocott*



Network Rail

Class 73 962 moves off from Tonbridge Yard on July 31st with 73 961 trailing on a Tonbridge circular test train working. Class 73 964 can be seen in the background whilst a further pair of class 73s are parked up on the left. *Charlie Robbins*

Network Rail

Class 37 254 is seen departing Harwich Town on July 22nd with an overhead line inspection train with 37 175 on the rear as it heads for Chelmsford, then onto Clacton before finally arriving on Cambridge.
Charlie Robbins

Network Rail

Power cars Nos. 43062 and 43014 pass Kempseye with 1Q20 07:50 Crewe C.S (L&NWR site) - Derby RTC on July 17th. *Keith Davies*

Network Rail test train power car No. 43014 'The Railway Observer' passes through Malvern Wells en route from Hereford to Swansea on August 4th. *Neil Pugh*

Working from Falkland Storage Sidings to London Euston, Class 37 610 arrived at Carlisle almost two hours ahead of schedule. The loco erupts into life as it departs Carlisle on Monday 27th July, but subsequently failed in the Hartford Jct. area. *Dave Pratt*







Network Rail

On July 9th, Class 37 610 passes Purton (Collins Lane) leading a Swindon bound test train, composed of vehicles Nos. 96604, 6293, 62287, 9808 and 9703. *Ken Mumford*

Class 97 303 and 37 421 are seen passing Kempseye on July 13th with 6C98 17:39 Bescot Up Eng Sidings - Llanwrtyd engineers.
Carl Grocott

Class 37 421 and 'Caroline' head south towards Crewe through Acton Bridge on July 26th.
Brian Battersby







Network Rail

Class 37 175 passes Navigation Road station on July 6th with the 13:14 Derby to Derby rail monitoring train which is usually powered by Class 73s but on this occasion it was also terminated at Croes Newydd. This station is actually two single lines with Network Rail using the line the 37 is on and Metrolink the other one. *Lee Stanford*



Network Rail

Class 73 961 and 73 965 top'n'tail a North West test train, seen during a layover at Chester on July 6th.
Brian Battersby



Network Rail

Class 37 407 and 37 423 pass Lostock Hall with a Blackpool - Derby test train working on July 17th. *John Sloane*



Class 37 219 passes Charnock Richard on July 13th with a Nottingham - Carlisle light engine move. *John Sloane*



On July 6th Class 37 421, with 97 304 at the rear, stand at Stalybridge whilst working a Crewe to Hadfield test train. *Brian Hewertson*





Rail Operations Group

Class 37 800 and EMU No. 317 340 pass Farrington Curve Jct. with a Kilmarnock - Ilford move.
John Sloane

Rail Operations Group

Class 47 813 and 47 815 head past Slindon on July 6th with the 17:08 Crewe TMD (E) - Leicester LIP.
Keith Davies

TransPennine Express

On July 29th, Nova 1 unit Class 802 205 sits inside Manchester Victoria where it will change from overhead electric to diesel power for its onward journey to Newcastle while working the 12:54 from Liverpool Lime Street. *Barry Longson*

TransPennine Express

Class 185 123 is seen framed by the road bridge at the south end of Heaton Chapel station, as it passes with the 07:29 Cleethorpes to Manchester Piccadilly service on July 29th. *Barry Longson*

Class 68 034 is seen propelling the 15:00 Longsight to Manchester Victoria ECS out of Piccadilly on an overcast July 29th. *Barry Longson*

Class 397 002 approaches Carlisle station on July 27th working the 1S56 Manchester Airport to Edinburgh service. *Dave Pratt*







TransPennine Express

On July 11th, Class 397 CAF 'Civity' Class 397 009 passes Hest Bank working a Manchester Airport - Edinburgh service.
Michael Lynam

TransPennine Express

A Class 397 unit speeds through Bradley on July 27th with a Liverpool Lime St. - Glasgow service. *John Sloane*



Class 397 004 passes Charnock Richard on July 22nd with a Glasgow - Liverpool service. *John Sloane*

On July 1st, Class 68 029 'COURAGEOUS' passes through Hellifield working light engine as 0K05 Carlisle - Crewe. *Michael Lynam*





Transport for Wales

Class 230 006 passes Dorrington with 5Q41 14:36 Long Marston - Wrexham General on July 20th. *Keith Davies*

Transport for Wales

Class 150 235 working a Bidston - Wrexham service passes Burton Point on July 26th.
Brian Battersby

Transport for Wales

Class 158 838 climbs Hencote Bank on June 24th working the 16:30 Birmingham International - Chester service. *Phil Martin*

Class 150 282 passes Condover on June 23rd working a Swansea - Shrewsbury service. *Phil Martin*

Class 153 321 and 153 313 working a Swansea - Shrewsbury service pass Dorrington on June 21st. *Phil Martin*







Units: DMUs and EMUs

South Western Railway's Class 159 018 leading the 1L48 Salisbury to London Waterloo passes Worting on July 6th. *Michael Bennett*



Reinstated Pacer Class 142 071 with 156 464 prepare to depart Manchester Piccadilly with an ECS move around to Manchester Victoria on July 21st. *Barry Longson*



London NorthWestern's Class 350 368 and 350 253 pass through Northampton with the diverted 1U22 08:33 Crewe to London Euston service on July 11th. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 319 383, 769 458 and 769 450 sit in the sidings at Springs Branch on July 17th. Another Class 769 is stabled beyond the three units. *Jeff Nicholls*



Units: DMUs and EMUs

A view not seen by many as they pass through Stockport on the train as new Northern 3 car EMU Class 331 027 is seen in the Carriage Sidings on July 23rd, while to the left is 30 year old Class 319 367. (taken with permission). *Barry Longson*

Still in the colours of First Great Western on July 21st, Northern operated Class 150 122 sits in Manchester Victoria's platform 1 awaiting its next turn of duty. *Barry Longson*

The station garden is in full bloom at Wigan Wallgate, as Northern's Class 158 759, waits to depart with the 14:35 service to Leeds on July 24th. *Paul Senior*







South Western Railway's Class 444 103 and 444 019 on a London Waterloo to Bournemouth service passes Worting on July 6th. *Michael Bennett*

Units: DMUs and EMUs

Northern's Class 158 872 and classmate are seen at Long Preston with the 2H81 07:13 Ribblehead - Leeds service on July 31st.
Keith Davies

Northern's two car DMU Class 195 004 makes a rare sight at Davenport on July 20th, working the 10:23 Sheffield to Newton Heath ECS, unusually booked to run via Manchester Piccadilly and the Castlefield curve.
Barry Longson

Northern's Class 142 004 and a Class 150 depart Manchester Piccadilly with the 16:20 service to New Mills Central on July 21st.
Barry Longson





Units: DMUs and EMUs

Northern's Class 158 850 is seen at Ribblehead working the 13:18 Leeds to Carlisle service on July 31st. *Lee Stanford*



Northern's Class 158 757 is seen crossing the pointwork at Windsor Bridge North Junction, while working the 13:56 Wigan Wallgate to Leeds service on July 29th. *Barry Longson*



Northern's Class 158 758, waits to depart Lancaster, with the 12:49 service to Heysham Harbour, on July 24th. *Paul Senior*



Units: DMUs and EMUs

Northern's Class 158 759 departs Todmorden on July 17th working a Wigan - Leeds service. *Michael Lynam*

Northern's Class 195 107 approaches Burnage on July 6th with a Manchester Airport - Windermere service. *John Sloane*

Northern's Class 331 019 passes Bradley on July 27th working a Blackpool - Liverpool service. *John Sloane*







Units: DMUs and EMUs

Northern's Class 319 367 passes Standish on July 30th with a Liverpool - Blackpool North service. *John Sloane*

Northern's Class 156 420 passes Farrington Curve Jct. on June 20th with an empty stock working. *John Sloane*

Northern's Class 331 009 calls at Leyland on July 27th whilst working a Preston - Stockport service. *John Sloane*







Units: DMUs and EMUs

South Western Railway's Class 450 094 leads the 1T41 London Waterloo - Portsmouth Harbour service passes Worting on July 6th. *Michael Bennett*



Northern's Class 150 104 is unusually seen in the eastern facing bay platform 2 at Rochdale on July 21st, as no services are booked to depart this platform. *Barry Longson*



Soon to be replaced by the new Stadler Class 777 units, Merseyrail's Class 508 120 calls at Aigburth, with the 13:52 service to Hunts Cross. *Paul Senior*



Units: DMUs and EMUs

Northern's Class 195 107 call at Hebden Bridge on July 17th working a Manchester Victoria - Leeds service. *Michael Lynam*

A Northern Class 333 races over the viaduct above the River Aire, with the 2S15 Skipton to Bradford service on August 3rd. *Ben Bucki*

CrossCountry's Class 170 518 and 170 521 pass Marhom working the 1L34 09:22 Birmingham New Street to Cambridge service on July 31st. *Derek Elston*







Units: DMUs and EMUs

Greater Anglia's Class 720 537 and 720 538 pass Althorpe running 74 minutes late on July 14th working as 5Q27 08:00 Wolverton Centre Sidings to Rugby Udt Signal RN4184 mileage accumulation run.
Derek Elston

Northern's Class 150 209 and 150 222 call at Pleasington on July 18th working a Preston - Colne service. *Michael Lynam*

On July 17th, Northern's Class 150 110 and 150 129 pass Portsmouth station parade crossing working a Blackburn - Manchester Victoria service. *Michael Lynam*







Scotrail

LNER Class 800 106 working the first southbound Azuma from Inverness to London Kings Cross for some time, is seen departing Perth on August 3rd.
Richard Jones

Scotrail

HST power cars Nos. 43147 and 43149 cross over the River Tay at Perth with a Glasgow to Aberdeen service on August 3rd. *Richard Jones*

National Rail

Colas Rail track machine No. DR73931 is seen stabled in Andover on July 25th. *David Lindsell*



Multi-million-pound investment in Greater Anglia train washing plants

Train operator Greater Anglia is investing £4m in replacing and improving six train washing plants across its network. New train washers are being installed at Southend Victoria and Crown Point Depot in Norwich, while the washers at Clacton, Colchester, Ilford depot and Orient Way in London, will be refurbished. The new train washers will be more efficient and effective, saving water, energy and time.

Martin Moran, Greater Anglia's Commercial, Customer Services and Train Presentation Director, said: "The train washers at Southend Victoria and Crown Point depot are around 35 years old and need replacing. The new washers will improve the quality and standard of train washing, as well as helping to save up to 10% of the volume of water needed, compared to what was previously used. In the meantime, we are planning to put in a hand washing regime to maintain high standards during the transition. Our new trains look great and we want to keep them looking this way for years to come, which is why we are heavily investing in cleaning. We are currently in the process of replacing every single train in our fleet to make our customers' journeys easier and more comfortable. During the current Coronavirus pandemic, we have stepped up our cleaning regime, focusing on high touch areas such as buttons, poles and handles. We have also invested in fogging guns, which are used for spraying and sanitising large areas. We are doing all we can to keep our trains and stations as clean as possible to help keep people safe while travelling with us."

The train cleaning upgrade is part of a £1.4bn investment in transforming train services in East Anglia. Greater Anglia is currently in the process of replacing all trains in its fleet with brand new ones. The first new train came into service in July 2019 and the rollout is ongoing, with the new commuter trains expected to come into service later this year.

The work to upgrade the train washing systems will take place in phases and is due to be completed by February 2021.

Fares Advice with RailUK

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

Discounted fares to connect with Eurostar?

Q: I have return tickets booked from St Pancras to Paris next month - normally I would travel from Ebbsfleet (as I live in Kent) but trains are not stopping there at the moment. It will cost me another £36 to get in & out of London to connect with the Eurostar service which I think is unreasonable. Anyone had any joy trying to get discounted tickets for this journey?

A: You can get discounted tickets to "London International (CIV)" from stations including Gravesend, which would cost you £25 return. You should be able to obtain these tickets from any ticket office upon presentation of your Eurostar booking confirmation.

If your combination of outward and return dates works, you could get a Weekender ticket costing £19.30 instead.

Whilst I agree that it's harsh to have to pay more for a worse service, presumably you were aware of the fact you'd have to pay to get to London when you bought your Eurostar tickets?

Break of Journey - Skipping Stations in between

Q: I have an Off-Peak PU ticket from the Chiltern area to Barnehurst, where I have broken the journey at Woolwich Arsenal. The ticket is valid so would it be possible for me to resume the journey at Abbey Wood (a TfL Rail managed station)?

Also, there seems to be no rounder service from Slade Green to Barnehurst on Saturdays as per pre-COVID19 times, would it be possible for me to go via Dartford as the direct service between Slade Green and Barnehurst is missing.

A: Yes, there is no obligation to do all of a permitted route. You can do just parts of the journey if you like. So you can resume the journey at Abbey Wood if that suits you best.

Travelling via Dartford is not permitted on a ticket to Barnehurst, and there has been no specific easement introduced allowing this despite the withdrawal of direct Slade Green-Barnehurst services.

You are probably best off using Oyster or contactless, as this is valid as far as Dartford but will not charge you for travelling via there (unless you exit and re-enter). The single fare from Abbey Wood to Barnehurst would be £2.60 Off-Peak, likely far less than the cost of a paper single or an overdistance excess to Dartford.

Collecting an Avanti ticket

Q: I'm about to book a ticket with Avanti, from my non-Avanti station in Kent up to Glasgow. Once I've booked it, is it possible to collect the ticket from my local station?

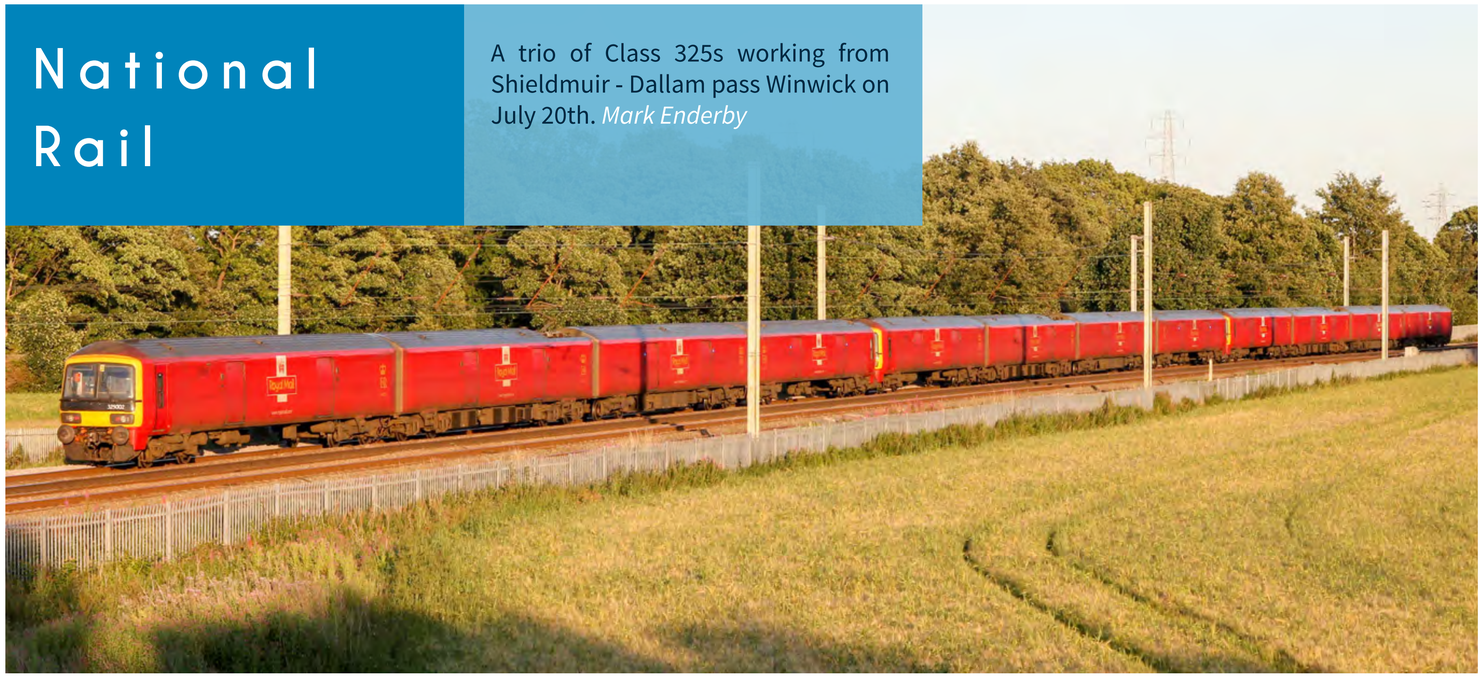
A: Provided the station has Ticket on Departure functionality (i.e. you can collect a ticket for any TOC) you will be able to collect that one, too. It's now mostly only Merseyrail that doesn't, provided there is some kind of TVM (ticket machine).

There should be a drop-down box inviting you to select a station; it should list all stations with TVMs. You don't have to collect at the station you've selected.

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



A trio of Class 325s working from Shieldmuir - Dallam pass Winwick on July 20th. *Mark Enderby*

Vital railway upgrade works taking place over August Bank Holiday

Passengers are advised to check how their journey might be affected when vital rail upgrades take place over the August Bank Holiday weekend to improve reliability of services.

Network Rail's engineers will carry out a programme of upgrades and maintenance work across the region to reduce the number of delays and cancellations and to keep tracks and equipment in safe and reliable condition.

Passengers are advised to check their journey before travelling as some services will be affected over various days across the weekend bank holiday including:

Kings Lynn: Friday 28 to Monday 31 August- engineers at King's Lynn will be working on a new siding as part of the King's Lynn capacity enhancement scheme. For four days, Kings Lynn services will start/terminate at Downham Market with bus replacement services running to Watlington and King's Lynn.

East Tilbury: Saturday 29 to Monday 31 August. - overhead wire upgrades to reduce the number of delays owing to overhead line issues.

Norwich to Lowestoft: Saturday 29 to Sunday 30 August - track maintenance work at Cantley to reduce the number of track faults.

Ipswich to Norwich / Bury St Edmunds: Sunday 30 to Monday 31 August - renewing over half a mile of track at Needham Market, track maintenance, drainage works, overhead wire and structure works to improve reliability.

Clapton and Tottenham: Sunday 30 August – track maintenance work to improve reliability of the track.

Ellie Burrows, Network Rail's route director for Anglia, said: "We're carrying out essential upgrades and maintenance to our tracks and equipment to ultimately reduce the number of delays and cancellations to passengers' journeys.

Anyone travelling over the Bank Holiday weekend should check how their journey could be affected."

Jamie Burles, Greater Anglia's Managing Director, said: "The bank holiday weekend engineering work is essential to help us provide more punctual services. We are running additional rail replacement buses to ensure customers can maintain social distancing. Customers should wear face covering when on our stations, trains and rail replacement buses, unless they are exempt from doing so."

"Customers should check before they travel and allow more time for their journeys while the work is taking place. We would like to thank them for their patience and understanding and apologise for the inconvenience caused."

Passengers should check before they travel at www.nationalrail.co.uk or with their train operator.

Cambridge station is 175 years old



Cambridge railway station and the line from Cambridge to Bishop's Stortford celebrate their 175th birthdays on July 29th. The station's first brick was laid on 10 April, 1845. It - and the new line between Cambridge and Bishop's Stortford – opened just three months later on 29 July that year, initially serving Bishopsgate station in London via Stratford and Bishops Stortford. The line between Cambridge and Norwich opened a day later.
Outside of London, Cambridge was the busiest station on Greater Anglia's network before the coronavirus outbreak, seeing a 22% increase in people using the station to almost 12 million per year. Its growing numbers led to the construction of an additional island platform to the east a few years ago.

In recent years the station has been restored to its former glory following refurbishment and redevelopment work carried out by Greater Anglia, with funding from the Railway Heritage Trust, leading to it receiving an Award for Urban Heritage in 2018 and two Station of the Year Awards. Thanks to the work - including painstakingly restoring 32 ornate college roundels on the station's façade, cleaning and repairing damaged brickwork and tidying up unsightly cabling and surface pipes – the station looks as good today as it did 175 years ago. Work to carefully restore the mouldings, removal of the redundant cabling and repairing of damaged brickwork on the Grade II listed station cost £250K and took a year to complete, involving detailed research to ensure the correct colours were used, hand cleaning of fragile parts, careful repainting and the application of 23½ carat gold leaf.

The redevelopment of the station in 2017 included a complete refurbishment of the ticket hall, an extended gateline an open plan ticket office with more counters, more ticket vending machines and improvements to the customer information screens. To improve transport connections a better layout was also created at the front of the station for buses, taxis, pedestrians, cyclists and motorists and a state of the art 3,000 space cycle parking facility, 'CyclePoint', the biggest in the UK, was also opened in 2016, receiving a national CycleRail Award. The station now sits within the CB1 development which includes housing, offices, a hotel, restaurants and retail outlets.

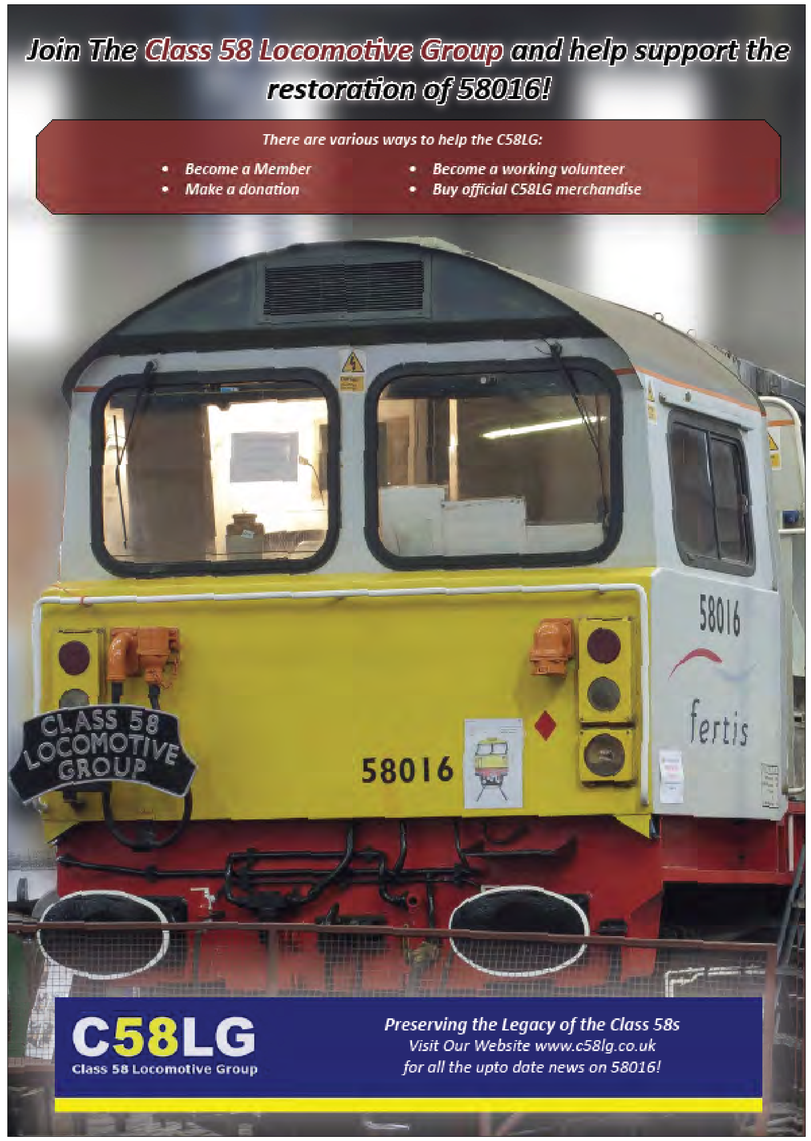
Today Cambridge has direct train services to London (Kings Cross and Liverpool Street), Stansted Airport, Ipswich, Norwich, Kings Lynn, Peterborough, Leicester and Birmingham. New trains have recently been introduced on the lines to London Kings Cross, Stansted Airport, Ipswich, Norwich and Kings Lynn, with more due to be brought into service on the London Liverpool Street route from the second half of 2021 onwards. There are also plans for the restoration of services via the East West route to Oxford.

Simone Bailey, Greater Anglia's Director of Asset Management, commented, "Cambridge station has seen many changes in its long history and in that time has really gone from strength to strength. Thanks to our continued investment in improving customer facilities and careful attention to the building's upkeep it continues to be a stunning example of a heritage railway building fit for the needs of passengers in the 21st century."

National Rail

A horrible cold, wet, misty November day, and it's only July! But on July 9th, duty calls, and this had to be done, after all, it's not every day we get a Class 50 in North Lincolnshire. 50 050 had dragged a couple of Colas 56s from Eastcroft depot at Nottingham to Barnetby and is seen here just south of Wrawby Junction returning to Nottingham as 0Z50. *Steve Thompson*





Brand-new Stansted Express trains start to enter passenger service

The first two of Greater Anglia's brand-new Stansted Express trains have now entered passenger service between London Liverpool Street and Stansted Airport. The first train to be operated by one of the new 12-carriage electric trains, built by Swiss company Stadler, left London Liverpool Street for the airport at 05:06 on July 28th.

Ian McConnell, Greater Anglia franchise and programmes director, said: "We're very pleased to have started the roll out of our new Stansted Express trains into passenger service. They provide significant benefits for both airport travellers and other customers travelling to or from London from stations such as Bishops Stortford and Harlow Town. This milestone marks the start of the final phase of the programme to introduce the new trains being built for us by Stadler. All 38 bi-mode regional trains and ten 10 electric intercity trains are already in passenger service. Over the next six to nine months we will replace all the current trains on the Stansted Express services with new trains, as part of our phased programme for bringing our new trains into service. As we do so, we will be able to progressively transfer the current Stansted Express trains on to other West Anglia services, enabling some of the older trains to be withdrawn from service. This means many more passengers start to see the benefits of better trains, in advance of the introduction of our new commuter trains on West Anglia services, which is expected to begin in the latter half of 2021."

Steve Griffiths, Managing Director for London Stansted Airport said: "The start of the introduction of brand new Stansted Express trains is fantastic news for all users of the service, including airport passengers, staff and local commuters as they travel between the airport and London, significantly enhancing the onboard journey experience and providing a real boost to our proud record as the UK's number one airport for public transport use by passengers."

Leandro Haggenmacher, technical project manager for Stadler, said: "The start of the roll-out of trains for the Stansted Express route is a significant landmark, as we enter the final stages of the project to supply 58 new trains for the Greater Anglia network. We are very pleased to have reached this point, recognising the important role Stansted Airport plays in the regional economy, boosting economic growth and supporting jobs."



The Stansted Express trains are part of a £600m investment in new Stadler trains for the region which have been financed by Rock Rail East Anglia and will be leased to Greater Anglia for the life of the franchise.

National Rail Peak Forest

On July 30th, Class 56 081 fires up, heading back to work after an exam at Peak Forest.
Mark Enderby

Freightliner's Class 66 623 arrives back at Tunstead with empties from Briggs, July 30th.
Mark Enderby

Class 66 731 and 66 750 along with 56 081 are seen at the quarry on July 30th.
Mark Enderby







National Rail



A heavily graffitied Class 777 006 in the consist of 6X29 13:40 Tonbridge West Yard to Kirkdale C.S. passes Northampton on July 27th.
Derek Elston

£1m rail investment to keep passengers on-track

Network Rail has successfully delivered more than £1m of work to renew track and refurbish a key junction on Scotland's Railway in Renfrewshire and North Ayrshire.

Between Saturday July 17 and Monday July 20, engineers worked to renew 1.5km of track through Milliken Park station in Johnstone.

More than 6,000tons of ballast and over 2,000 new sleepers were installed over the three days to replace aging track and keep the line in good condition.

Further south, near Dalry, work was carried out on a key junction to refurbish several sets of points – rails which move to transfer trains from one line of track to another.

The lines between Ayrshire and Glasgow are key routes for passengers and freight traffic and this investment is part of a long-term plan to refurbish and renew rail infrastructure across Scotland.

Between 2019 and 2024, Network Rail Scotland will invest more than £4bn in maintaining, enhancing and operating Scotland's Railway.

Alan Ross, Network Rail Scotland's director of engineering and asset management, said: "Renewing and maintaining our railway is vital to the continued running of a safe and reliable service for our customers.

The line into Ayrshire is a key route for both passenger and freight services and this work will help to ensure we can continue to keep Scotland's Railway, and those who rely on it, moving."

Over 1,000 checks for Greater Anglia's new Bombardier trains

For the past two years, the Greater Anglia Project Team has been working with Bombardier and the approval bodies to ensure the design, build and delivery are in line with the agreed requirements and contract commitments - ensuring the train specification is met and that the testing and delivery requirements are fully achieved. GA engineers have been poring over updates and manuals - sent weekly from the train's manufacturer, Bombardier - to check that everything is satisfactory.

This rigorous and detailed approach is focused on ensuring customers benefit from a high quality, reliable service as the new trains are brought into operation across the Greater Anglia network.

David Glass, Greater Anglia's Fleet Engineering Manager, explains, "Before any train can be put into service, Bombardier has to provide us a full suite of manuals that include how the trains are maintained, a breakdown of how all the individual systems work, fault-finding guides and details of all the key elements involved in using the trains in a practical sense. There are 1,220 checks and procedures for every new Bombardier train, and we have been working through these details over the past couple of years. We're now at a point where out of the 1,220 checks, we've finished all but a final few on each train. In fact, we've completed over 95% of them – so it's been very good progress and we look forward to them coming into service later this year."

The types of checks and procedures that have to be carried out for each train include vehicle maintenance instructions and procedures for things like checking brake pads or changing components, how to find and fix faults, and practical instructions for operating the trains in service, such as train preparation, traction and braking, door systems and passenger information systems.

Will Tanner, Director Communications, Bombardier Transportation said, "Testing is important for the introduction of any new train fleet, but is particularly important for a train as advanced as these new British-designed and built AVENTRA trains. We are working as a team with Greater Anglia to get everything ready so passenger service can start as soon as possible."

Greater Anglia's new Bombardier trains will run into London Liverpool Street from Essex, Hertfordshire, Cambridgeshire and Ipswich. They are all longer than the trains they are replacing, with more seats, air conditioning, fast free Wi-Fi, improved passenger information screens, better accessibility features and bicycle spaces on each train.

The Bombardier trains will have underfloor heating – a first for UK trains – which will work with an overhead heating and ventilation system to improve passenger comfort and increase foot room for passengers sitting in window seats.

The trains are significantly lighter than previous trains and feature regenerative braking which delivers energy back into the electrical supply network, rather than wasting the energy, through heat, as is the case with conventional systems.

The first of the new Bombardier trains is due to enter passenger service later this year.



National Rail



On September 16th 2019, LNER power No. 43311 leads the 06:30 Stirling to London Kings Cross service past Joan Croft Junction, Bentley, near Doncaster. *Paul Senior*

Loco Fleet List Ten

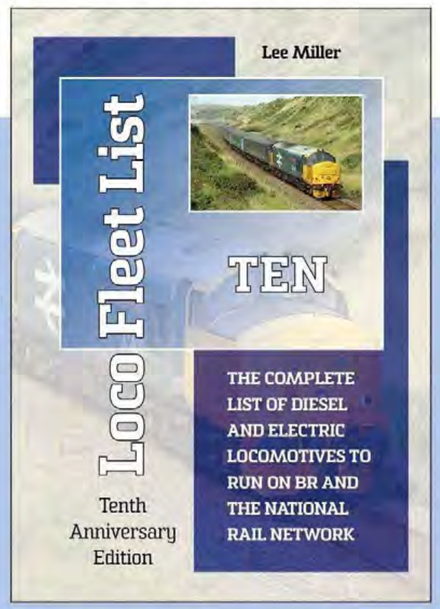
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Network Rail opens £14million facility in Doncaster after major expansion project



Network Rail marked the opening of a £14million depot in Doncaster on July 7th which will bring highly skilled teams across the borough together. It will also help to boost the economy in the town which is famous for its railway history.

Work began to expand and transform the site at Marshgate, which is close to Doncaster station, in 2015. Almost 600 workers will be based at the multi-million-pound facility, which means teams can work more collaboratively on projects to maintain and improve the railway.

The development will bring the opportunity for future jobs at Network Rail. It is also more inclusive for everyone, with gender neutral facilities such as toilets and changing rooms, and lifts which mean the buildings are accessible.

Network Rail engineers have carried out work to demolish the older buildings on the site and build new, modern facilities. There are also new access roads, footpaths and car parks. Work was completed in July 2019, in partnership with Doncaster Council and Sheffield City Region, to strengthen and heighten Friarsgate Road bridge as part of the project. This means that larger vehicles can use the bridge to get in and out of the depot.

Work on the main building is now complete, but the COVID-19 pandemic has impacted some of the final stages of the project and landscaping work will continue as teams begin to use the facility. Risk assessments have been carried out to make sure workers can continue following social distancing guidelines, with some smaller buildings, which were due to be demolished, remaining to create additional space.

Speaking as he opened the facility, named Mallard House after the famous steam locomotive, Andrew Haines, Chief Executive of Network Rail said: "As an industry, we have a lot to do as we support people returning to the railway after COVID. But we have a fantastic history in Doncaster as one of the archetypal railway towns and we have a fantastic history in the name of Mallard.

"I genuinely believe that with the quality of the people we have here and these new facilities to support them, we have a fantastic future as well."

Rob McIntosh, Managing Director for Network Rail's Eastern Region, said: "It was important for us to develop this modern £14million depot in Doncaster to celebrate the strong railway history in the town.

"Doncaster is already home to the Flying Scotsman and the National College for High Speed Rail, and this state-of-the-art facility at Marshgate will enhance both the vital work that our teams are doing in the area and the future of the railway.

"It will bring workers from depots across the area together, so that they can work collaboratively to maintain and improve the railway in the region."

National Rail



On July 25th, Class 66 549 works the 08:50 Basford Hall to Southampton Maritime liner, diverted via Andover due to engineering work.
David Lindsell

Farewell to the old and in with the new as London Bridge signalling centre closes and £81m signalling scheme hits halfway point

An £81m scheme by Network Rail to renew infrastructure in the Hither Green area of South London has reached halfway and is on track to hand back a much-improved railway for passengers, while also marking the end of London Bridge Area Signalling Centre as an operational location. The project means the whole main line from Charing Cross and St Pancras International to Chislehurst is under the control of Three Bridges Rail Operating Centre near Gatwick in Sussex, signalled from modern WestCAD workstations. Network Rail and its contractors have been on site at Hither Green replacing the 1976-built signalling equipment, which was reaching the end of its life and increasingly difficult to maintain or operate reliably. Teams are installing 92 LED signal heads, and replacing almost 90 track circuits with 262 Frauscher axle counters, along with enhancing 86 sets of points and laying 24km of power cable and 19km of fibre telecoms cable. In addition, the local power supply is being upgraded and made more resilient and turnback facilities are being put in place at Hither Green, Grove Park and Lee.

Blockade Director Jon Ruch said: “This is a massive project and much-needed as we know passengers in South London have been suffering increasing disruption in this area. The move to axle counters will improve reliability as we won’t have to maintain insulated block joints and impedance bonds, and we’re also building in greater operational flexibility with new turn-backs at Lee, Hither Green and Grove Park. People often forget the impact of cable faults on reliability too, and relaying all the power supply and telecoms will have a massive positive impact. On top of all that, for many of us who worked on the Thameslink Programme, this is really the final part of the jigsaw we started many years ago and puts control of the busiest and most difficult to manage part of our network in a single location with modern technology.”

In addition to the new signalling equipment, a great deal of work is being undertaken at stations, from new drainage and platform edging at Chislehurst, to ongoing work at Hither Green station itself, which is getting new platforms and canopies. London Bridge ASC was built in 1974 with an NX panel and first started signalling trains in 1975, absorbing a variety of smaller boxes, from the two-man level-frame Borough Market Junction, to the 1962-era panel at Hither Green. At its largest it was one of the busiest boxes on the whole railway, controlling trains from Charing Cross on the routes out to Kent through Greenwich, Lewisham, Grove Park, and the four tracks down to Norwood Junction. Some of its equipment is being retained for use as spares elsewhere on the network and the building itself is being assessed to see what use it can be put to. Three Bridges control centre now fringes with Ashford IECC and Victoria ASC at Chislehurst.

Vital rail link to the south west now better protected as first section of new Dawlish sea wall built

The vital stretch of railway which connects Devon and Cornwall with the rest of the country is now better protected from rising sea levels and extreme weather as Network Rail has built the first section of the new sea wall in Dawlish. It means the beach and promenade is now open with Network Rail adding finishing touches to the surface of the footpath, before returning later in the year to finish fencing, lighting and seating after delays caused by coronavirus. The new bigger sea wall runs for 360 metres along Marine Parade, giving the iconic stretch of railway line immediate greater resilience against waves that flood the track, leading to potential closures and delays.

Network Rail has faced delays of crucial materials for the new sea wall throughout the pandemic, but teams of engineers worked around the clock in recent weeks, within Government guidelines, to enable the reopening of the beach and promenade in time for the peak tourism season. The footbridge that connects Marine Parade to Boat Cove is also open but delays mean engineers will continue to work 24 hours a day for three weeks during the summer to install granite paving at Boat Cove and the viewing point halfway along the wall. Permanent fencing will then be fitted between the railway and the promenade. Then, following the summer engineers will install lighting and seating. Building of the new sea wall began in May 2019 following the Government’s commitment to spend £80m on a new sea wall stretching all the way from Coastguards breakwater to Boat Cove, following the storms of 2014 which closed the line for eight weeks. The design, with a curved top to deflect the waves, follows years of detailed studies, designs and joint working between world-leading marine, coastal and railway engineering experts. Construction has taken place around the tides to deliver the upgrade, which is vital, not just for Dawlish but for the whole of the south west peninsula as the railway connects communities in 50 towns and cities with the rest of the UK. Network Rail has also submitted plans for the second section of the wall – a 415 metre stretch between Coastguards and Colonnade breakwaters – to Teignbridge District Council. Work is expected to start later this year if the proposals are approved. The plans include a new, high-level promenade and an accessible footbridge with lifts for Dawlish station. During the building of the sea wall at Marine Parade, Network Rail has spent nearly £5million on local labour, materials and accommodation; work on the remaining section would give a similar boost to the local economy.

Mike Gallop, Network Rail Western route director said: “We’d like to thank the residents of Dawlish and visitors to the town for their patience during the main construction work. There is more to do before this section of the project is completely finished. We faced delays in our supply chain due to Coronavirus and therefore will need to return to complete the paving, fencing, lighting and seating – but we are pleased that we’ve been able to reopen the beach, promenade and footbridge for summer visitors. The new sea wall is already doing its job by returning waves to the sea and reducing the amount of water and spray reaching the tracks. It will help to protect the town and the railway for the next 100 years. We’ll continue to keep the community informed of our progress and our proposals for the remaining section of the new wall.”

Rail Minister Chris Heaton-Harris said: “It is fantastic to see this vital project making so much progress despite the challenges it has faced due to Covid-19, and this is testament to the hard work and dedication of all the teams involved.“We are committed to improving the resilience of this route, which is crucial for connecting communities across the south west and boosting economic growth in the region. I look forward to seeing this important work completed later this year.”

London Waterloo trials new high-definition colour screen to provide better passenger information

Network Rail Southern region is spearheading a trial of full-colour, high-definition customer information display at London Waterloo station to provide passengers with high quality train running information. This is the first time a full colour LED display has been installed at one of Network Rail's managed stations solely to provide customer information in a trial which is due to last until December 2020.

The LED display - which measures 3 metres by 1.5 metres - was installed last month by engineers from Network Rail's Telecoms team for easy-to-read, up-to-the-minute journey and passenger information; including details of onward transport connections when there is disruption.

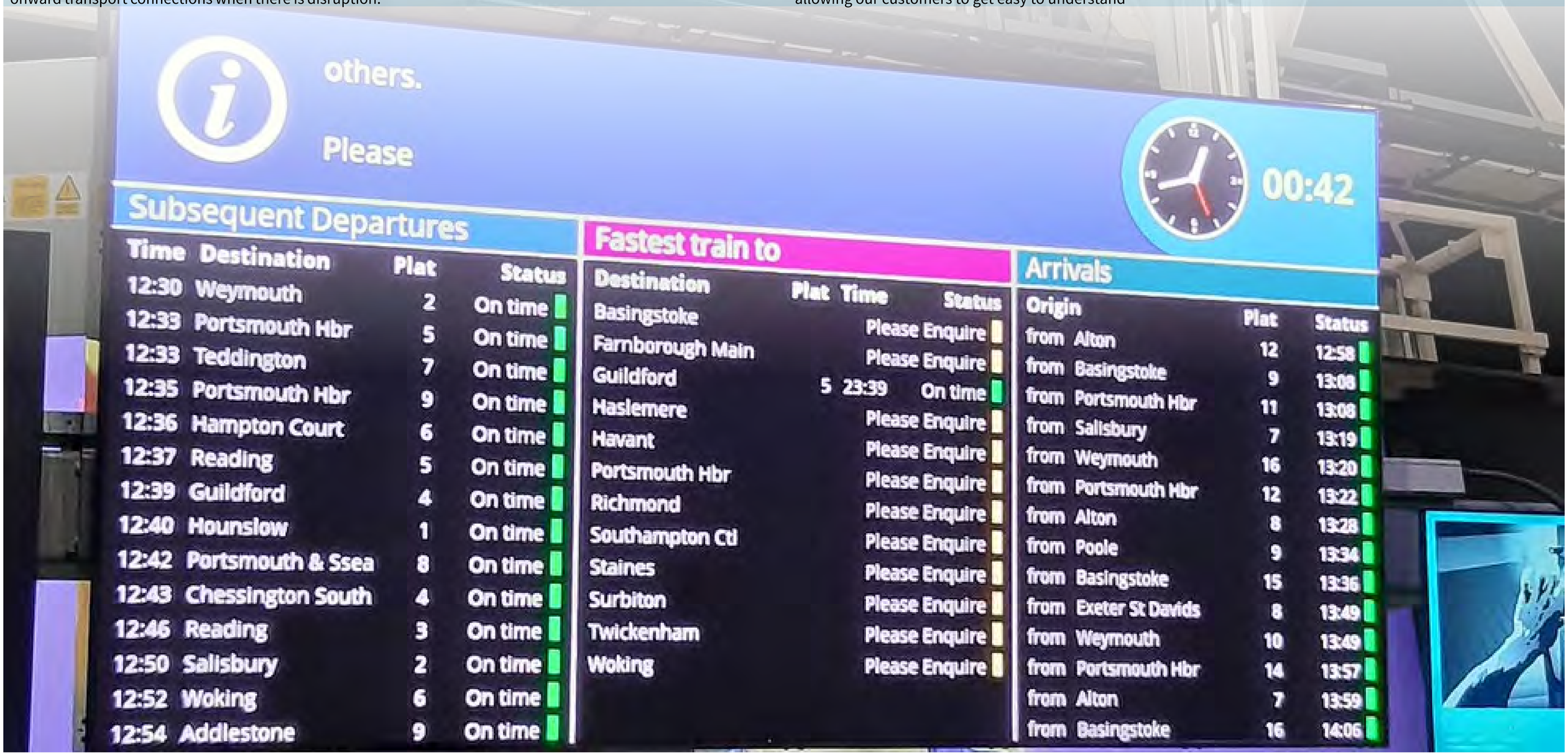
The flow of information is managed by South Western Railway (SWR) working with Network Rail station staff.

John Halsall, Network Rail Southern region managing director, said: "Accurate, real-time, and easy-to-understand customer information is critical to passengers' experience in stations and is key to putting our passengers first. We're really happy to see the introduction of this new technology at London Waterloo, which is the country's busiest station. With its position on the station concourse, it will provide passengers with the latest information to help them make more informed decisions about their journey."

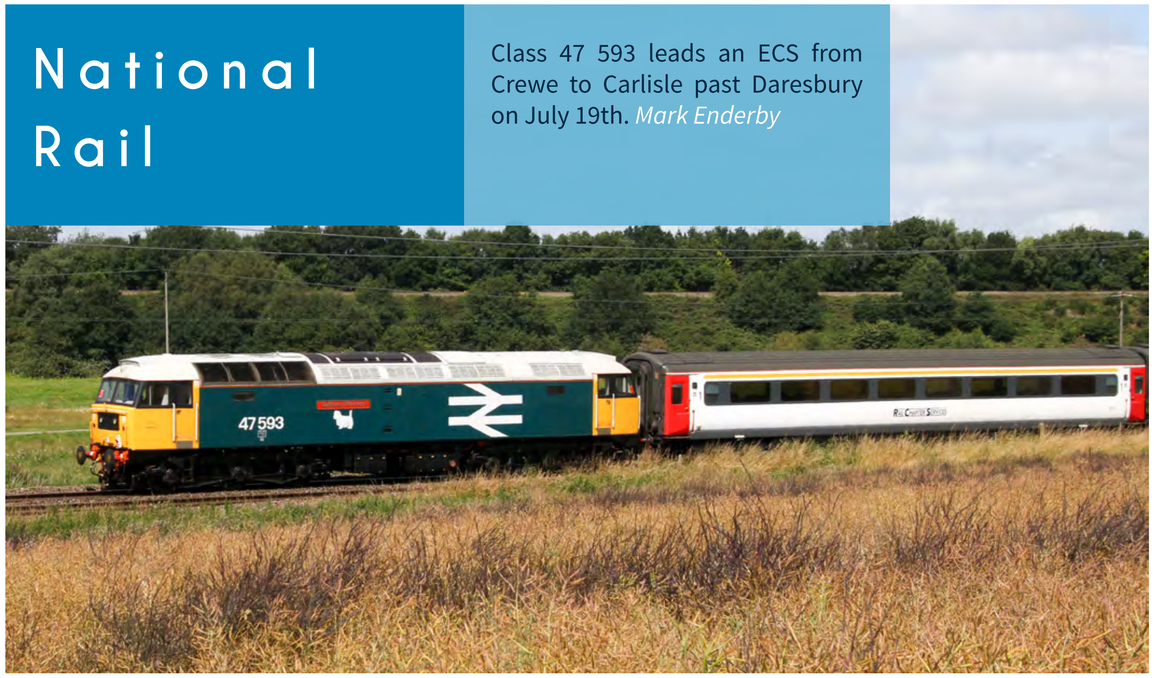
Charlene Wallace, director of national passenger and customer experience at Network Rail said: " This project has been a fantastic collaborative effort from our telecoms, stations team and Southern region colleagues and is a great example of how we are using technology to really improve the experience of our passengers at our major stations."

Alan Penlington, customer experience director for South Western Railway, said: "We know our customers want reliable and up-to-date information when travelling with us. We're delighted to be able to work with Network Rail to trial this new information screen at London Waterloo, allowing our customers to get easy to understand information so they can stay up to date and plan their journey."

A second six-month trial of a larger display (5 metres x 2.5 metres) using the same technology is planned for London Victoria station in late September. Depending on the success of the trial, it could eventually be rolled out across all of Network Rail's regions in future.



National Rail



Class 47 593 leads an ECS from Crewe to Carlisle past Daresbury on July 19th. *Mark Enderby*

Historic Bookham station on track for a full refurbishment thanks to Network Rail



Work is underway to refresh Bookham station, a Grade II listed building in Surrey, to improve passenger journeys and preserve the much-loved structure. The work – which is likely to take about six months – will take place while the station is open and will not affect South Western Railway services. The main focus is to repair the station's structure, which unfortunately has been plagued with wet rot, a fungus that attacks timber. Teams from Network Rail and its contractor Osborne will also replace a large section of the roof. Engineers will also refurbish and repaint the station's footbridge – which is also Grade II listed – with most of that work taking place at night when there are no passengers. As a result of the work on the roof, passengers will not be able to access the station building, and a temporary ticket office has been built in the car park. Once the affected timber is removed, all of the floors and walls will need to be treated by chemicals before the station can be returned to its former glory. Located on Church Road in Leatherhead, the station was opened in 1885 and has 2 platforms which provide train services to Guildford and London Waterloo via Epsom and Worcester Park.

Mark Killick, Network Rail Wessex route director, said: "We are delighted to be able to refresh the historic station at Bookham for the benefit of passengers and the local community. While the work is taking place on this Grade II listed station, we will try to keep noise to a minimum and apologise for any disruption.

Alan Penlington, South Western Railway customer experience director, said: "Our customers will see big improvements at Bookham station, and it will be great to see the footbridge restored to its former glory. We recognise these works will be disruptive, but the station will remain open and operational throughout. I'd like to thank our passengers for their patience whilst these vital works are carried out."

Next phase of railway flyover demolition involves three of the UK's largest cranes

Huge sections of a concrete flyover are being removed in order to build the first direct rail link between Oxford, Bedford, Milton Keynes and Aylesbury in more than 50 years. Three of the largest cranes in the UK are working in tandem to lift out sections of 'Bletchley flyover,' which was built in the early 1960s to allow trains travelling from West to East to cross over the West Coast main line. Since April work has been under way to remove concrete spans so the structure can be rebuilt to modern standards as part of the East West Rail project. Now the sections above Buckingham Road, the main route in and out of Bletchley, are being lifted out. One crane will be installed on Buckingham Road itself requiring its closure to traffic until August 30th.

Tim Shoveller, managing director for Network Rail's North West and Central region, said: "The work to remove Bletchley flyover as part of the East West Rail project is a hugely impressive feat of engineering. I thank local people and road-users for their patience as the project moves into this next phase over Buckingham Road. East West Rail will transform connectivity and journey times across the heart of the country. The resulting low-carbon transport system will bring huge benefits to passengers and businesses - driving economic growth and creating opportunities for housing and new jobs."

Pedestrian access will be maintained by a protected walkway so people can still cross Buckingham Road throughout the work. At certain times this won't be available but when the walkway is closed a shuttle bus, running every 15 minutes, will take people between the train station and bus station.
Jeff Booth, project leader for East West Rail Alliance, said: "This work is a vital part of the East West Rail project to re-establish train services between Oxford and Milton Keynes and the road needs to be closed so that we can carry out the work safely. We appreciate that closing the road can be disruptive to motorists and we'd like to apologise for any inconvenience this causes. We thank motorists in advance for their patience."



National Rail



On July 25th, Class 66 702 working the 01:42 Trafford Park to Southampton Western Docks modal passes through Andover. Freight being diverted via the Laverstock curve and Andover due to engineering work at Eastleigh. *David Lindsell*

Improvement work to start at Ipswich station

A new shop and upgraded toilet facilities are part of £3m of improvements planned for Ipswich railway station.

Work is due to start this month on a scheme to relocate the ticket office, install more ticket machines, create space for a new shop, refurbish and relocate the toilets and upgrade staff facilities.

At the same time, the station will be rewired to provide modern, sustainable lighting and power.

The work is the second and final phase of a project to improve the station for customers.

Three years ago, Greater Anglia invested £2 million in a host of improvements including a complete refurbishment of the existing foyer and ticket hall to create more space during busy periods, the creation of a large airport-style waiting room as well as more comfortable seats with plug points for charging electronic devices

Additional ticket machines were installed and more shops and retail outlets including Starbucks and Greggs opened at the station.

The station forecourt was revamped, in partnership with Suffolk County Council and Ipswich Borough Council with a much-improved layout, including better walking routes for pedestrians, improved bus interchange facilities and better segregation of access between taxis and drop off/meet and greet facilities

Simone Bailey, Greater Anglia's Asset Management Director, said: "We're pleased to be starting the final phase of work at Ipswich station.

"There will be minimal impact to customers while the work takes place. It is due to be completed next summer.

"Last year, around 3.5 million people used the station, so we're pleased to improve facilities for customers who are currently travelling and those who will travel again in the future."

Passengers urged to check before they travel during Crewe railway bridge overhaul

Passengers travelling between Crewe and Chester are being advised to check before they travel this August during the next phase of a multi-million-pound railway bridge renewal. Network Rail is investing £5.7m as part of Britain's Railway Upgrade Plan to completely replace 'Boulderstones bridge' in Crewe. The original bridge carrying the A530 Middlewich Road over the railway was removed in June. Now the railway must be closed for nine days between Saturday 15 and Monday 24 August while the new bridge is built. The closure will mean changes to journeys, with diversions and rail replacement buses in operation.

So people know what to expect in advance, Network Rail is urging passengers to plan ahead by visiting www.nationalrail.co.uk.

Oluwole Osunneye, scheme project manager for Network Rail, said: "This essential Railway Upgrade Plan work will bring the crossing over the railway up to modern standards making it safe and reliable for both traffic above and rail passengers below. This next important phase involves building the new bridge and can only be done safely by entirely closing the railway. I'd urge anyone planning to travel between Chester and Crewe between 15-24 August to plan their journey now at National Rail Enquiries. We are very grateful for the patience of rail passengers and road users in Crewe while we completely renew this bridge – reducing traffic and train delays in the years to come"

Gus Dunster, executive director of operations at Avanti West Coast, said: "As Network Rail carry out vital works between Crewe and Chester, there will be alterations to our services to and from Chester and Holyhead between 15 – 23 August. During this time some journeys may take longer or involve a rail replacement service. We strongly recommend you make a reservation, plan your journey in advance and check the National Rail Enquiries and Avanti West Coast websites before travelling."

Diversions and rail replacement buses will be in place during the nine-day railway closure, including: Avanti West Coast services to and from Holyhead being diverted between Chester and Crewe, extending journey times. Fewer services than normal running between Chester and Crewe. Rail replacement services will also operate in both directions between Crewe and Chester

James Price, CEO Transport for Wales, said: "We're pleased that our colleagues in Network Rail are making network infrastructure improvements. Please could all our customers ensure that they check online for any changes in services and timetable adjustments. We'll be providing rail replacement buses and we're sorry for any inconvenience that this may cause."

This major bridge replacement follows the successful £11m bridge refurbishment scheme of another railway bridge in Crewe at Sydney Road in September last year.



National Rail

The statue of Ruswarp the border collie who along with his late owner Mark Rand was one of the tens of thousands who objected to closure of the S&C has been immortalised in this sculpture overlooking the soon to be renovated Midland railway signal box on Garsdale station. *Lee Stanford*



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:

Dugald Drummond was

Locomotive Superintendent of:- North British Railway 1875 - 1882
Caledonian Railway 1882 - 1890
Then went to Australia for four years
L.S.W.R. [C.M.E.] 1895 - 1912

Maunsell's plan

R. E. L. Maunsell's first duty on becoming C.M.E. of the South Eastern and Chatham Railway in 1913 (until 1922) was to provide plenty of power for the boat expresses (which were becoming more and more heavy) as well as for the Folkstone and Hastings commuter trains operating from Charing Cross. There were severe weight restrictions, thus the loco had to be a 4-4-0. A design prepared by Wainwright (C.M.E. Of the aforementioned railway between 1899 and 1913) was slightly modified by Maunsell with Beyer Peacock building 12 and A. Borsig of Berlin 10 - the latter arrived in our country partially dismantled just before the start of WW1 with the German fitters supervising their erecting at Ashford.

LNER designs

The L.N.E.R. Gresley designed 3-cylinder D49 class (introduced in 1927) had conjugate valve gear, but as the cylinders were three in line, this gear was fitted behind the cylinders instead of, as in Gresley's Pacifics, in front of them. Originally these locos were known as the Shire class Six of this D49 class were fitted with Lentz poppet valves with oscillating cams operated by Walschaerts gear - they were not very satisfactory an altered to piston valves in 1938. In 1929 Gresley equipped two D49 locos with rotary cam Lentz valves with further 1932 built locos also having this form of steam distribution. These new locos were named after Hunts and two of the Shire locos had their names changed to those of Hunts so that the whole series of rotary cam locos became known as the Hunt class (D49/2). The D49 class story continues with two of the Hunt class (62763 and 62764) being experimentally fitted with Reidinger R.C. valve gear. The Schools class [S.R. class V] were introduced by Maunsell in 1930 when the 4-4-0 wheel arrangement was almost universally regarded as obsolete. But at one time they regularly worked 360 ton trains on a 116 minute schedule for 108 miles on 4,000 gallons of water.

Kings Cross Shed

Kings Cross shed never found any LNER locomotive to outclass the N2 0-6-2Ts on the difficult task of battling with the gradient past Kings Cross Goods with the empties of the overnight sleeper,which was a perennial worry,to the local operators, especially in winter -Kings Cross shed eventually concluded that the ideal horse for the job would have been one of the GWR eight-coupled tanks - but it never got its hands on any - and if they had been able to get their hands on some, would there have been clearance snags?

A Different View

On July 24th, in heavy rain, Network Rail's ERTMS-fitted Class 97 304 slogs through Minfford with an MPV move from Machynlleth carriage sidings to Shrewsbury Coleham depot. The service was top-and-tailed with 97 303 on the opposite end, and ran the length of the Cambrian Coast line, reversing at Pwllheli. *Ben Bucki*



Preserved Railways

Spa Valley re-opens with Lunch, Cream Tea or Fish and Chips options

Join the Spa Valley Railway in Tunbridge Wells on Saturday 12 September 2020 for a Ploughman's Lunch on board one of their wonderful restored steam trains. Tuck into a Ploughman's Lunch on a steam train service from Tunbridge Wells West to Groombridge. Travel through the glorious High Weald countryside from the comfort of a beautifully restored coach whilst enjoying a freshly prepared lunch which will include Starter, Main and Dessert!

Arrive at Tunbridge Wells West from 14:00 to board the train in good time prior to departure for Groombridge at 14:30. To assist with social distancing each Ploughman's Lunch package will already be on the tables prior to departure. Upon arrival at Groombridge, passengers can either remain on the train whilst the steam locomotive runs around or take a walk along Groombridge Station, which has wide platform perfect for viewing the steam engine.

Ploughman's Plus Menu:

Starter

Homemade Tomato Soup

~~~

Main(s) – Three different options

Hand Carved Home Baked Honey Glazed Ham Served with Mild Mustard Pickle

OR

Mature Vintage Cheddar & Stilton Served with Apple Chutney

OR

Aubergine, Tomato and Courgette Stack (Vegan)

Dessert

Homemade Eaton Mess (Build Your Own) Mini Meringues, Mixed Berries, Belgium Chocolate Drops, Raspberry Sauce and Cream

Afternoon Tea is back at the Spa Valley Railway later this year. The Spa Valley Railway in Tunbridge Wells will again be offering traditional afternoon tea on board one of its fabulous steam train on 6 September 2020. The train will leave Tunbridge Wells West for Groombridge at 14:30 and on the return journey passengers can enjoy their afternoon tea. The train will arrive back at Tunbridge Wells West at approximately 15:30. There will be a break at Groombridge to view the steam locomotive and access the station. Each afternoon tea basket will already be on the tables along with cups, plates and hot water to make tea as you desire! Classic Afternoon Tea for 2 including the return train journey is £70. A table of 4 is £140.

Afternoon Tea Menu:

Three finger sandwiches with fillings:

Smoked Salmon with Cracked Black Pepper & Lemon

Free Range Egg Mayonnaise with Rocket

Baked Ham & Wholegrain Mustard

~~~

Sausage Roll or Cheese Puff

~~~

Scone with Jam & Clotted Cream

~~~

Afternoon Tea Cakes

Chocolate & Raspberry Slice

Lemon Meringue Cheesecake

Fruit & Cream filled Tartlet

~~~

Mini Shortbread Biscuit
A selection of teas or coffees

Post Lockdown Fish & Chip Lunches and Cream Teas in August. Fish and Chip Lunches on board a Stream Train on 29, 30 & 31 August 2020. The Spa Valley Railway in Tunbridge Wells is delighted to announce that it can once again offer its popular Fish and Chip Lunch trains following a period of closure due to COVID-19. The carriages have been adapted to be COVID secure and to ensure Social Distancing can be maintained. It is essential that all services are booked in advance.

There will be a choice of Cod & Chips, Plain Sausage & Chips, Gluten-Free Battered Cod & Chips, Veggie Burger & Chips followed by a delicious slice of Victoria Sponge Cake.

Passengers can join the train from 12 noon at Tunbridge Wells West and at 12:30 the train will set off for Groombridge. Whilst on board enjoy a freshly prepared Fish and Chip lunch on the return trip. Trains will arrive back at Tunbridge Wells West for approximately 13:30. There will be a break at Groombridge to leave the train and look around the charming station and see the steam locomotive up close.

The cost for a fish and chip lunch and a train journey will be £20 for adults and £14 for children aged 2-14.

Cream Tea on board a Steam Train on 29, 30 & 31 August 2020. The railway is also able to offer advance booking for its cream tea service. Join the train from 14:00 at Tunbridge Wells West and at 14:30 the train will set off for Groombridge. During the journey passengers can enjoy a Cream Tea on the return trip. The train will return to Tunbridge Wells West for approximately 15:30. There will be a break at Groombridge offering the ideal time to take a closer look at the steam locomotive and the picturesque Groombridge station.

Each traditional cream tea will include a large sultana scone, clotted cream, jam and a cup of tea. The cost of a cream tea and a train journey will be £20 for adults and £14 for children aged 2-15.

The railway's commercial manager Jonnie Pay said: "We are delighted to be able to bring back our popular afternoon tea trains which were previously cancelled due to Covid 19. We have been successfully operating afternoon tea trains on our railway for many years and they help to raise vital funds to keep our railway running for all to enjoy."

To book any of these and find out more visit www.spavalleyrailway.co.uk

On the day of your visit you MUST have your eTickets available to show either in a printout or on a mobile device.

Spa Valley Railway reopens to visitors on August Bank Holiday. Book now for an August Bank Holiday Steam Train ride on the Spa Valley Railway! The railway, which is just a short walk from the Pantiles in Tunbridge Wells, will be returning steam to the High Weald on 29th, 30th & 31st August with trains departing from Tunbridge Wells West at 10:30, 12:30 and 14:30 for a return journey to Groombridge. It is just £40 for a private compartment of up to 6 people to travel on board a steam hauled train through the glorious Kent and Sussex countryside!
At Groombridge, thanks to the picturesque and spacious station, everyone will be able to see the Steam locomotive up close from the platform and enjoy a drink or ice cream from the station kiosk. The railway's commercial manager said "Our railway is entirely run by volunteers and relies on passengers to bring in enough revenue to maintain the heritage railway for all to enjoy. It has been a very difficult time, and we hope passengers will come and support us on August bank holiday so that we can continue to run trains for the remainder of the year including our popular Santa Specials in December."

Trains depart from Tunbridge Wells West only for passengers that have booked in advance. High Rocks Station is closed and Groombridge Station will only be accessible to those arriving by train. It will not be possible to start or break your journey at Groombridge. The £40 price is for train travel for one return trip for up to 6 people.

Advanced Booking is essential at www.spavalleyrailway.co.uk
~~~

Preserved Railways

STEAM TRAINS resumed and NORDEN STATION re-opened with CORFE CASTLE, HARMAN'S CROSS & HERSTON STATIONS closed

SWANAGE RAILWAY





Steam trains have resumed on the award-winning Swanage Railway for the first time since mid-March – with Norden station re-opening to the public while Corfe Castle, Harman's Cross and Herston stations remain closed.

The move comes as the Swanage Railway, in Dorset's Isle of Purbeck, continues its 'Save Our Service' (S.O.S.) Appeal to raise £360,000 to help the popular heritage line – which has been rebuilt from nothing since 1976 – survive in the wake of the economic effects of Coronavirus.

Steam trains began operating a non-stop service between Swanage and Norden stations from Saturday, 18 July, 2020, with the trains not stopping at Corfe Castle, Harman's Cross and Herston Halt.

Monday July 20th saw Norden station re-open to the public for passengers starting their journey from Norden station which is located next to Dorset Council's Purbeck Park car park off the A351 Wareham to Corfe Castle road.

The steam locomotive hauling the trains was late 1920s-built Southern Railway U class No. 31806 which used to haul trains to Corfe Castle and Swanage during the 1950s.

The resumption of steam trains and the opening of Norden station will see the health of passengers and railway staff still protected with socially distanced queuing at Swanage and Norden stations, socially distanced assigned seating on trains and the wearing of face coverings.

The non-stop train service departs Swanage station at 10.30am, 12.00 noon, 1.30pm and 3pm for the return trip to Norden.

While a socially distanced Swanage station shop is open, subject to volunteer availability, when trains are running, the catering outlets at Swanage and Norden stations remain closed.

Passengers are being encouraged to book in advance for the trains via the Swanage Railway's website at www.swanagerailway.co.uk.

Swanage Railway chairman Gavin Johns said: "I am delighted to see the return of steam locomotives on our trains and the re-opening of Norden station so that visitors can book a day out at the seaside confident in the knowledge that they will be safe.

"We are gaining confidence in operating and helping our customers to remain safe so we are bringing back steam locomotives to haul our trains and re-opening Norden station for the first time since mid-March, 2020.

"Everyone intending to travel must have a ticket and seat reservation to ensure social distancing can be maintained. Customers are expected to have face coverings unless there are health grounds not to do so. Full details can be found on our website.

"We are pleased with the progress we are making with re-starting train services after the enforced closure due to the Covid-19 lockdown. Our risk assessment has proven its worth, ensuring that customers and staff can confidently travel with us to enjoy the Swanage Railway and the magnificent Purbeck countryside.

"We are continuing to look at the practicality of re-opening Corfe Castle station and hope to be able to make announcements concerning this station in due course," added Mr Johns who is a volunteer signalman on the Swanage Railway.

As of Tuesday, 14 July, 2020, the Swanage Railway's 'Save Our Service' (S.O.S.) Appeal had raised £238,937 towards the target of £360,000.

Gavin Johns explained: ""The Swanage Railway still has considerable work to do to ensure that the impact that the Coronavirus lockdown has had on our finances can be managed to ensure survival to 2021.

"The summer train service – first hauled by heritage diesel locomotives and now steam – is but one part of our survival plan. Continuing to raise awareness and funds through our 'Save Our Service (S.O.S.) Appeal campaign, we are very grateful and humbled by the support that we are receiving from the public," he added.

The Swanage Railway last ran its public steam train service on the weekend of 14 and 15 March, 2020.

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: ©Andrew P.M. Wright

Preserved Railways

Keighley and Worth Valley Railway

After a wait of several months due to lockdown, the Keighley and Worth Valley Railway have finally been able to re-start work on the replacement of Bridge 11 at Ingrow, near Keighley. On Friday July 17th, Class 20 031 and 08 993 propelled the Bahamas Locomotive Society Cravens crane into position at the south end of the bridge, ready to commence lifting the remaining parts of the structure over the weekend. The two diesels are seen at Damems running-round a tool van and Queen Mary brake van, which they'd later propel towards the worksite. *Ben Bucki*







Keighley and Worth Valley Railway

With the completion of the Bridge 11 replacement work at Ingrow has not only re-connected the north and south ends of the line, but it has also enabled the movement of the Pacer sets stored in Keighley Station for Northern. With steam services scheduled to restart, the removal of the commuter trains was required, and the first two sets moved along the branch to shunt at Damems Loop, ready for 144 010 to be removed by road from Ingrow. The two units are seen heading away from the tunnel towards the new Bridge 11 on the morning of August 2nd. *Ben Bucki*

Keighley and Worth Valley Railway

On July 22nd, finally, the sound of steam locomotives back in the Worth Valley as the line runs test trains with 2MT No. 78022, in preparation for re-opening. The trains, consisting of the 2MT and compartment coaches were only operating between Oxenhope and Damems Loop, as the tracks were not laid back over the replaced Bridge 11 at Ingrow at this time. *Ben Bucki*

East Lancs Railway

Pausing a test train at Irwell Vale prior to the official reopening the following weekend, BR Standard Class 4 2-6-4T No. 80097 heads for Rawtenstall on July 26th. *Gerald Nicholl*

Ffestiniog Railway

Harking back to the early days of the line, Small England tank loco ‘Prince’ has been running regularly, and is seen pulling into Minfford to cross a south-bound service on July 26th. *Ben Bucki*

Newly-restored Large England ‘Welsh Pony’, is proving a major asset to the fleet, running two diagrams a day at the end of July. Running as plain No. 5 ahead of an official naming ceremony later in the year, the loco is seen the loco is seen crossing the iron bridge into Tan-y-Bwlch with an afternoon train on July 31st. *Ben Bucki*

Ex-Penrhyn Quarries Hunslet ‘Linda’ is seen shunting the stock of the second train of the day in the sidings at Porthmadog Harbour, ready for the 11:05 departure to Tan-y-Bwlch on July 29th. *Ben Bucki*







Severn Valley Railway

GWR 2-8-0 No. 2857 stands at Kidderminster on August 1st, with one of the SVR reopening trains. *John Alsop*

Western Class 52 No. D1062 is seen on the jacks inside the depot at Kidderminster undergoing bogie/transmission repairs. *John Alsop*

One of the GBRf Class 50s is seen outside the diesel depot at Kidderminster on August 1st. *John Alsop*







From the Archives

In the days when Class 20s were common place, locos Nos. 20 185 and 20 141 darken the skies as they climb past the site of Gowhole sidings with a Northwich to Peak Forest empty ICI train on July 7th 1984. *Lee Stanford*



From the Archives

Class 56 051, on stone empties, passes Great Cheverell in the eighties. *Michael Bennett*

From the Archives

Class 37 247 is seen ready to depart Norwich on July 7th 1976.
Mark Enderby

From the Archives

Sunshine streams through the roof at London Paddington on September 26th 1976 as a pair of newly introduced HSTs await their next passengers. *Mark Enderby*



From the Archives

Class 45 149 waits departure time at London St. Pancras on October 16th 1976. *Mark Enderby*



From the Archives

Class 20 163 and 20 071 head south passing Wigan Springs Branch depot with empty hoppers on September 20th 1991.
Michael Lynam



Class 47 277 with a failed 50 007 on a London Waterloo to Exeter service is seen near Grateley in 1990. *Michael Bennett*



Class 101 657 DMU departs Navigation Road with a service to Chester from Manchester Piccadilly on January 18th 1991.
Michael Lynam



From the Archives

Class 25 173 with a short engineers train passes the future site of East Midlands Parkway station.
Mark Enderby

From the Archives

Thompson Ex LNER B1 Class No. 61394 with red buffer beams, is seen waiting at Manchester Central station for arrival of its train from Liverpool to take charge of the 16:10 service to Sheffield A Class 25 can also be seen stabled in the background on December 11th 1965. *Dave Felton*



Class 52 No. D1042 ‘Western Princess’ is seen hauling a mixed freight train on the former GWR main line through the Vale of White Horse on July 12th 1963. *Dave Felton*

Class 50 013 passes Pangbourne on a London Paddington to Hereford service in 1989. *Michael Bennett*





From the Archives

Class 47 287 is seen hauling a southbound chemical train at Sunderland Bridge near Durham.
Mark Enderby



From the Archives

A Class 45 hauling a Speedlink freight from Exeter to St. Blazey heads along the sea wall near Teignmouth.
Michael Bennett

From the Archives

Class 37 424 is seen a few miles outside of Fort William with the London Euston bound sleeper in July 1996. *Brian Battersby*

In May 1969 an unidentified AL6 (Class 86) AC electric approaches Wembley Central at high speed heading 1H47, the evening London Euston – Manchester Pullman not long after the introduction of an accelerated timetable following the completion of electrification out of Euston. *Christopher Baldwin*

Class 59 001 is seen at Bridgnorth, Severn Valley Railway on May 7th 1988. *Brian Battersby*







From the Archives

English Electric Type 4 later to become Class 40 No. 358 stands alongside Deltic Class 55 No. 9006 'The Fife & Forfar Yeomanry' at Haymarket Depot on August 28th 1971. *Dave Felton*

From the Archives

Class 37 019 and 37 040 haul a container service through Brantham on August 1st 1984. *Mark Enderby*

From the Archives

Class 47 532 working a cross-country service is seen near Didcot. *Michael Bennett*



Regional Railways liveried Class 37 414 waits departure time at Crewe with service to Bangor. *Brian Battersby*



A First Great Western Class 180 working an Oxford to London Paddington service is seen near Didcot on April 5th 2005. The now closed down power station is in the background. *Michael Bennett*



From the Archives

Before the station was cluttered with 25kv equipment, Class 45 127 departs York with a Scarborough - Liverpool service on March 29th 1983.
Jeff Nicholls



From the Archives

Class 47 165 warms the stock at Norwich on March 5th 1977.
Mark Enderby



From the Archives

Class 40 025 departs Warrington Bank Quay with a train to North Wales.
Mark Enderby



From the Archives

Class 50 043 departs Andover with a London Waterloo - Salisbury service in the late 1980s. *Michael Bennett*

From the Archives

A trio of TransPennine Class 170s are seen crossing Saddleworth Viaduct in June 2013 with a Manchester Piccadilly service. *Colin Irwin*

From the Archives

Class 37 142 and 37 066 stand at Chester on May 20th 1995 working a service to Crewe.
Brian Battersby



A large amount of locos are seen stabled at Tinsley depot on December 25th 1994.
Brian Hewertson

Class 58 041 is seen stabled at Shirebrook depot on November 13th 1988.
Brian Hewertson





From the Archives

Class 73 131 working a Gatwick Express service passes Coulsdon North on July 29th 1984.
Mark Enderby



From the Archives

Class 55 017 ‘The Durham Light Infantry’ and 37 178 pass at Newcastle station on February 18th, 1976.
Mark Enderby



From the Archives

Class 33 057 with an Allington - Hoo Jct. working passes Northfleet on July 29th 1984. *Mark Enderby*

From the Archives

Northern Ireland Railways No. 95 leads a service into Belfast Botanic Gardens on June 3rd 1989.
Mark Enderby



From the Archives

Stanier 4-6-0 No. 46133 ‘The Green Howards’ skirts the Royal Lytham & St Annes Golf Club (the iconic clubhouse is on the right) with a late afternoon train from Blackpool Central to Manchester Victoria on August 29th 1962; the loco was withdrawn a few weeks later. *Gerald Nicholl*



From the Archives

Lone Class 20 035 scuttles through York station on April 20th 1983 with a local trip working. *Jeff Nicholls*



From the Archives

Class 47 298 passes Andover with the Quidhampton to Wembley slurry train, in the eighties.
Michael Bennett

