

Railtalk Magazine

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Submissions & Contributions

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

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 190

Another bumper month for photos, even with a rail strike! I know we say it time and time again but many thanks to all who've sent in photos this month.

In the news this month... Improvements on the Transpennine route in West Yorkshire have been given the green light, after a Transport and Works Act order was signed by the transport secretary on June 27th, six months earlier than planned. The cost of the upgrades was described as 'multi-billion' by Network Rail, which said it was the 'biggest milestone' so far on the Transpennine Route Upgrade programme.

The improvements will be carried out between Huddersfield and Westtown in Dewsbury, and include quadrupling the double line and remodelling track layouts as well as major renovations at Huddersfield, Deighton and Mirfield and a new station at Ravensthorpe. In addition, there will be a flyover near Ravensthorpe to separate the Wakefield and Leeds lines and reduce conflicting movements. A Transport and Works Act Order was needed because the scheme will use some land which is presently outside the railway boundaries, and Network Rail said it was one of the biggest planning applications it had ever made.

Network Rail's Transpennine Route Upgrade director Neil Holm said: 'This is a massive success. It brings us another step closer to delivering faster, more frequent trains, and a greener, more reliable railway for passengers. Work on this part of the route is essential for unlocking wider benefits for passengers travelling between York and Manchester via Leeds and Huddersfield. It'll allow us to run more trains along the route, giving passengers a much better chance of finding a seat and enjoying their journey. 'I'd like to thank everybody who has shown support and provided feedback on our plans throughout the planning process. Now we have this approval, we can progress our ambitious plans and designs and continue to work with communities on what's to come.'

TransPennine Express major projects director Chris Nutton added: 'This announcement is a massive step forward, which will provide real benefits for those that use our services and travel between some of our country's biggest cities.'

Transport minister Andrew Stephenson said: 'Last year we committed a record breaking £96 billion to transform the railway, bringing communities together and boosting local economies in the North and Midlands through Northern Powerhouse Rail and the TransPennine Route Upgrade.'

Also in the news this month is the announcement that the introduction of Class 230 Vivarail trains on the Wrexham to Bidston line has been delayed by 'thermal problems' with batteries, Transport for Wales has revealed. An announcement about Class 197 trains and the unveiling of one at Chester was accompanied by a list of future Class 197 routes which included the Wrexham to Bidston service. However TfW has said it is confident that engineers have found a solution, and there is still the prospect of the 230s entering service by the end of this year.

And although it's still being built, Siemens Mobility is already expanding its £200 million rail village in Goole with a new £7 million component building, creating up to 30 jobs. The component building is set to open next year, and it will be built by local firm GMI, which has built the rest of the Siemens rail village. Teams at the new building will maintain traction drives and motors for Siemens Mobility UK train fleets, and will also maintain HVAC air conditioning units, with maintenance of further components for trains expected to be confirmed in the future.

Once again, thanks for all the photos sent in this month, we really appreciate the time taken to send them to us. Until next month, stay safe.

Andy

This Page

On June 22nd at the Severn Valley Railway, Class 20 048 waits departure time with a service to Kidderminster. *Richard Hargreaves*

Front Cover

Class 33 012 and 50 026 pass through Worting with a Dereham UKF to Swanage light engine move on June 14th. *Michael Bennett*



On June 4th, power cars Nos. 43049 and 43046 working the 1Z71 Carlisle to Plymouth are seen passing Abbotswood LC (Worcestershire). *Tom Blanpain*

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Charter Scene West Coast Railways

The Dalesman

SR ‘Merchant Navy’ Class No. 35018 ‘British India Line’ heads for the S&C hills and Carlisle past the site of the long-gone signalbox at Long Preston with the northbound WCRC ‘Dalesman’ on June 7th. *Gerald Nicholl*

Charter Scene West Coast Railways

The Dalesman

On June 7th, Class 47 270 and 37 706 are seen at Chester working the Carlisle - Chester return ‘Dalesman’. *Brian Battersby*



Charter Scene Steam Dreams

The Capitals Express to Edinburgh

LMS 4-6-0 No. 46100 ‘Royal Scot’ heads the steam leg of Steam Dreams’ London King’s Cross to Edinburgh excursion at Long Preston on June 16th. *Gerald Nicholl*

Charter Scene West Coast Railways

The Scarborough Spa Express

On July 7th, LMS Royal Scot Class No. 46115 ‘Scots Guardsman’ works the first of this years ‘Scarborough Spa Expresses’ passed the old Borwick Station and on to the seaside.
Shep Woolley



Belmond British Pullman

V.S.O.E.

Class 67 024 with the Andover to London Victoria VSOE charter with passengers from Highclere Castle passes Worting Junction on June 29th.*Michael Bennett*



The Highclere and Bombay Sapphire Belmond British Pullman is seen at Andover on June 29th to collect passengers and return them to London Victoria. *David Lindsell*



The Highclere and Bombay Sapphire Belmond British Pullman is seen at Andover on June 29th to collect passengers and return them to London Victoria. *David Lindsell*



Charter Scene Belmond British Pullman

V.S.O.E.

Class 50 007 passes Andover with an Exeter St. Davids to London Victoria charter on June 18th. *Michael Bennett*



Charter Scene Railway Touring Company

The Yorkshireman

Jubilee No. 45596 'Bahamas' approaches Church Fenton on June 11th while working 1Z79 Ealing Broadway to York 'The Yorkshireman'.
Steve Chapman



Charter Scene Vintage Trains

Return to Steam Celebration

GWR 4-6-0 No. 7029 'Clun Castle' threads under the wires at Old Sodbury on June 11th with the 'Return To Steam Celebration' excursion from Birmingham to Cardiff. *Gerald Nicholl*

Charter Scene Vintage Trains

Return to Steam Celebration

On June 11th, GWR Castle Class No. 7029 ‘Clun Castle’ passes Marston Footbridge working the 1Z29 Birmingham Snow Hill - Cardiff Central. *Ken Mumford*



Charter Scene Steam Dreams/S.R.P.S.

Forth Evening Tour

Royal Scot Class No. 46100 ‘Royal Scot’ on the SRPS Railtour is seen at Cowdenbeath on June 17th. *Richard Jones*

Charter Scene Steam Dreams

Southend to Bath

On May 26th, LNER B1 No. 61306 ‘Mayflower’ is seen at Swindon whilst working the 1Z30 Shoeburyness - Bath Spa. *Ken Mumford*

Charter Scene Railway Touring Co.

The Buxton Spa Express

On June 4th, Jubilee No. 45596, with Class 47 746 at the rear, are seen at Great Rocks with the tour from West Ealing. *Mark Enderby*



Railway Touring Co.

The Buxton Spa Express

On June 4th, Jubilee No. 45596 is seen at Buxton with the tour from West Ealing. *Mark Enderby*

Class 47 746 is seen on the rear of the tour as it passes Great Rocks. *Michael Lynam*

No. 45596 ‘Bahamas’ passes Great Rocks working ‘The Buxton Spa Express’ from West Ealing - Buxton with West Coast’s Class 47 746 on the rear. *Michael Lynam*







Charter Scene Statesman Rail

Settle & Carlisle Circular

On June 8th, Class 47 No. D1935 passes Charnock Richard with a Stratford on Avon to Appleby Statesman working with 47 614 on the rear. *John Sloane*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

SR West Country Class No. 34046 ‘Braunton’ passes Red Bank on June 15th working the 1Z13 Crewe - Chester - Carlisle. Class 47 501 was on the rear. *Jeff Nicholls*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

On May 18th, SR West Country Class No. 34046 'Braunton' leads 'The Fellsman' towards Ribblehead. *Shep Woolley*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

On June 15th, West Country Class Pacific No. 34046 ‘Braunton’ and Class 47 No. D1944 pass Frodsham working the 1Z14 Carlisle - Crewe.
Mark Enderby



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

West Country Class Pacific No. 34046 'Braunton' attacks Hoghton Bank with the northbound 'Fellsman' on June 15th. *Gerald Nicholl*



Saphos Trains

Settle & Carlisle Fellsman

On June 15th, No. 34046 ‘Braunton’ passes Leyland working the 1Z13 Fellsman from Crewe /Chester - Carlisle via the S&C with Class 47 No. D1944 on the rear. *Michael Lynam*

Class 47 No. D1944 is seen on the rear of the charter as it arrives into Carlisle on June 15th. *Michael Lynam*

‘Braunton’ is seen arriving at Carlisle, working the 1Z13 Fellsman from Crewe/Chester - Carlisle. *Michael Lynam*







Charter Scene Railway Touring Company

The Cotswold Venturer

Jubilee No. 45596 'Bahamas' working the 1Z96 London Paddington to Worcester Shrub Hill passes through Swindon on June 18th.
Colin Pidgeon

Charter Scene Railway Touring Company

The Cotswold Venturer

Jubilee No. 45596 ‘Bahamas’ working the return 1Z97 Worcester Shrub Hill - London Paddington is seen at Kemble on June 18th.
Ken Mumford



Charter Scene Northern Belle

Northern Belle

Class 57 314 and 47 812 pass Kemps Eye on June 3rd working the 1Z44 08:40 Cardiff Central - Holyhead. *Phil Martin*



Charter Scene Northern Belle

Northern Belle

Class 57 314 leads the Northern Belle through Doncaster, working the 16:07 York to London King's Cross on June 7th. (Class 47 812 is seen on the rear). *Barry Longson*



Charter Scene Northern Belle

Northern Belle

A smart looking Class 47 813 leads the Northern Bell through Stockport on June 15th running as the 15:45 Denton to Manchester Victoria, via most of Cheshire. Whilst Denton is recorded as the starting point the train did actually start at Manchester earlier in the day on a circuitous tour and Denton was approx mid point.
Lee Stanford

On June 27th, Platinum Jubilee liveried Class 67 007 leads the royal train past Charnock Richard with 67 006 on the rear as it heads back to Wolverton from Edinburgh. *John Sloane*

Charter Scene Saphos Trains

Welsh Marches Whistler

LSL's Class 40 No. D213 pauses at Stockport, while working the 16:52 Bristol Temple Meads to Preston charter service on June 8th.
Lee Stanford



Charter Scene Saphos Trains

Welsh Marches Whistler

Class 40 No. D213 passes Stapleton with 1Z42 16:52 Bristol Temple Meads - Preston return charter on June 8th. *Keith Davies*



Charter Scene Saphos Trains

Welsh Marches Whistler

Class 40 No. D213 passes Condover Stapleton with 1Z42 16:52 Bristol Temple Meads - Preston return charter on June 8th. *Phil Martin*

Charter Scene

ECS and Light Engine Moves

Class 47 772 runs light engine through Willesden Junction on its way from Southall to London Victoria on May 26th. *John Sloane*

Class 47 815 'Great Western', with 47 812 on the rear, passes Charnock Richard with a Carnforth to Southall empty stock working on May 31st. *John Sloane*

Class 57 313 and 57 314 pass Boars Head with a Carnforth to Burton ECS move on June 22nd. *John Sloane*







Charter Scene ECS and Light Engine Movements

On June 6th, Class 37 521 passes Didcot working the 5Z43 Crewe H.S. to Eastleigh Arlington (Zg) hauling Saphos Trains Mk2 No. M5991 and Midland Pullman Mk3 No. M41059
Tom Blanpain

Charter Scene

ECS and Light Engine Moves

Class 33 012 and 50 026 head through Didcot Parkway on June 14th running as 0Z23 Dereham U.K.F. to Swanage. *Tom Blanpain*

The 'Midland Pullman' with power cars Nos. 43049 and 43046 pass Kempseye with 5Z69 08:12 Crewe H.S. - Plymouth Friary S.S. on June 3rd. *Keith Davies*

On June 17th, Class 50 007 'Hercules' heading from Kidderminster [Severn Valley Railway] to Stewarts Lane for a special train the following day from London, heads through Reading. *Ken Mumford*







Charter Scene

ECS and Light Engine Moves

On June 10th, Class 47 270 leads 31 128 through Rugeley Trent Valley with the 12:54 Burton to Southall via Stafford ECS.
Barry Longson



On July 3rd, the Midland Pullman HST heads southbound through Winwick with a Dundee to Crewe ECS move. *Brian Dobbs*

On June 28th, Class 20 107 leads 20 096, 26 007 and 37703 through Moore on a Crewe - Bury move for the ELR diesel gala. *Mark Enderby*





Charter Scene

ECS and Light Engine Moves

Returning to base at Crewe from York, LMS 4-6-0 No. 46100 ‘Royal Scot’ ambles through Walsden on June 20th. *Gerald Nicholl*

On June 17th, power car No. 43049 leads the 5Z76 ‘Midland Pullman’ ECS through Diggle. *Russell Clarke*

On June 20th, LMS 4-6-0 No. 46100 ‘Royal Scot’ passes Walton working 5Z72 York - Crewe. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

Class 57 314, with 57 313 at the rear, pass Charnock Richard on June 27th with a Burton to Carnforth empty stock working.
John Sloane

On June 9th, Class 90 001 is seen stabled outside the LSL depot at Crewe. *Michael Lynam*

Class 20s Nos. D8107 and D8096 approach Newton-le-Willows hauling 26 007 and 37 703 from Crewe to the ELR on June 28th.
John Sloane







Avanti West Coast

Avanti Class 390 121 is seen here on the West Coast main line approaching Abington working 1M24 Glasgow Central to London Euston. *Grieg Gibson*

Avanti West Coast

Refurbished Avanti Pendolino Class 390 148 speeds through Winwick with the 16:40 Glasgow Central to London Euston on June 8th. *Paul Senior*



Avanti West Coast

Class 390 126 works the 9M84 Blackpool North to London Euston through Village Croft, Euxton on June 3rd. *Alan Naylor*

Start of testing marks major milestone for Avanti West Coast's new fleet

The first of Avanti West Coast's new fleet of trains has entered static testing at Hitachi Rail's Newton Aycliffe factory in the North East of England. In a major milestone for the £350m project, carriages from a Class 805 bi-mode train are being coupled together to mark the start of the extensive testing programme ahead of the planned entry into service in 2023. All basic functionality of the train, from brakes to engines, doors to toilets, will be put through their paces prior to the start of dynamic testing later in the year, when the trains will move under its own power for the first time.

The new fleet will be a mix of ten seven-carriage electric trains and 13 five-carriage bi-mode trains, with the ability to switch seamlessly between electric and diesel power. The electric trains (Class 807) will operate between London, the West Midlands and Liverpool while the bi-mode version will be focused on the London to North Wales route.

Phil Whittingham, Managing Director at Avanti West Coast said: "It's great to see the new trains taking shape. The investment is a key part of our exciting plans to raise the bar for the UK rail industry, and our wider commitment to improve the customer experience and a more sustainable operation."

The new Hitachi trains offer more space and a quieter journey compared to the diesel-only Voyager trains they replace. This will lead to a 61 percent reduction in carbon emissions. Customers will also enjoy better and more reliable free Wi-Fi, at-seat wireless charging for electronic devices, plug sockets and USB slots; a brand-new catering offer and a real-time passenger information system that can advise customers of connecting rail services.

Jim Brewin, Head of UK & Ireland at Hitachi Rail said: "Our teams across the UK are working tenaciously to deliver more Hitachi intercity trains, which are proven to boost reliability and performance. We look forward to Avanti passengers experiencing the transformation that follows the introduction of this brand new fleet."



Avanti West Coast

On June 25th, the second national rail strike day, Class 390 103 crawls passed Winwick, after crossing the Junction from Earlstown, with the 14:47 Liverpool Lime Street to London Euston service. *Paul Senior*

Class 221 113 leads another class member as they work an Edinburgh to London Euston service past Balshaw Lane Junction on June 22nd. *John Sloane*

During the recent strike days, some trains ran often away from their normal route, as seen here, Class 390 050 passes East Didsbury with the 09:40 London Euston to Manchester Piccadilly service. *Barry Longson*







Avanti West Coast

Class 390 009, passes Bolton with the diverted 12:43 London Euston to Edinburgh service, due to overhead wire problems south of Wigan on June 16th. All services were stopped at Preston and Crewe, and sent via Manchester.
Paul Senior

Class 221 116 heads through Acton Bridge on June 7th with a service to London Euston.
Brian Battersby

Class 390 104 passes Charnock Richard with a London Euston service on June 2nd.
John Sloane







Colas Rail

Class 70 803 is seen on Hencote Bank with a Baglan Bay - Chirk Kronospan working on June 8th. *Keith Davies*

On June 1st, a special working of the Preston tanks saw Class 56 094 storming through Scunthorpe on 6Z15 Lindsey OR - Gascoigne Wood with 14 ICAs. *Steve Thompson*

On June 17th, Class 70 801 passes Swindon with a Westbury to Stud Farm working. *Ken Mumford*







Colas Rail

Class 70 812 passes Standish with a diverted Lindsey to Preston Docks bitumen train on the strike day of June 23rd. *John Sloane*

Class 70 812 passes through Manchester Oxford Road on June 23rd (strike day) with a diverted working from Lindsey Oil Refinery - Preston docks. *Michael Lynam*

On June 18th, Class 70 815 on 6Z26 Hinskey Yard to Eastleigh Yard passes through Swindon. *Colin Pidgeon*







Colas Rail

Class 70 812 kicks out a plume of exhaust as the driver turns on the power of the 10:55 Preston Docks to Lindsey Oil Refinery, seen passing Hatfield & Stainforth on June 7th. *Barry Longson*

Class 56 096 is seen lurking round the back of Lincoln station at platform 5 on June 28th whilst working the 11:43 Doncaster CHS to Doncaster CHS route learner. *Lee Stanford*

Class 56 113 passes Condover on June 27th working the 6Z51 16:02 Baglan Bay - Chirk Kronaspan. *Phil Martin*







Colas Rail

The 07:30 Lindsey to Colas Ribble Rail (Preston) Bitumen tanks was unusually diverted to run via the Standedge route over the Pennines and is seen passing Heyrod on June 23rd behind Class 70 812. *Lee Stanford*



Colas Rail

Class 70 813 working 6V27 Eastleigh East Yard to Hinksey Sidings passes Radley on June 1st. *Tom Blanpain*

Class 56 078 working the 4Z75 Longport - Redcar passes Swinton on June 9th. *Mark Enderby*

Class 56 078 runs through platform 3 at Chesterfield, in charge of the 10:50 Longport to Redcar ballast. *Barry Longson*







Colas Rail



Diverted from its normal Copy Pit route, and running much later than usual, a grubby Class 70 812 leaves the western fringes of Chat Moss with the Lindsey - Preston Docks loaded tanks on June 23rd. *Jeff Nicholls*

COLAS RAIL UK COLLABORATE WITH SYSTEM7 FOR SUSTAINABLE TAMPING UPGRADES

Colas Rail UK's Rail Services business unit have been collaborating with System7 to create a new autonomous tamping bank as part of a phased upgrades to their Tamping Fleet, working with cutting-edge technology to provide a range of benefits to the business and to their clients. The partnership began in 2016, with their team engaging with System7 from a concept stage, providing rail industry expertise to refine the tamping system as the project came to fruition.

To which Colas Rail UK due to have eight Tampers fitted with the hardware come Summer 2022. Trials of this technology began during the South Rail Systems Alliance's 8-week blockade of Bristol East Junction where Two Tampers completed operations through 50 newly installed High Performance Switch Systems in a first for UK using parallel tamping on installation works. Following the success of the twin Tamper trial, Colas followed up with essential track maintenance as part of a quad parallel tamp at Bourne End.

WHAT IS SYSTEM7?

System7 is a hydraulic tamping bank system that can be fitted to conventional Tampers, allowing the Tamper to work autonomously, only vibrating during insertion and compaction while providing continuous measurement and monitoring services.

System7 offers:

Automated tamping cycles and compaction timings

Reporting capability on ballast compaction times, force and strokes

Quality figure information on the solidity of the track ballast bedding

Tamping reports via Infrastructure Monitoring software, INFrame

Reports include GPS data, photos of each sleeper tamped, ballast condition evidence and measures compaction force and ballast bed hardness

This change in approach has provided a variety of benefits for the Colas team, their clients and site neighbours.

SUSTAINABLE SITE BENEFITS

With System7 completing tamping duties automatically, Colas has seen a reduction in vibration by one fifth per tamping cycle. This reduction has coincided with less noise, vibration and dust, protecting site neighbours and the health and wellbeing of staff. With less components to manage and less wear and tear, chances of breakdowns and delays while working on site are minimised.

Currently, Colas Rail UK possess 5 Tampers kitted with System7, with further investment to further expand the capability of our fleet.



Covering System7's involvement at Bristol East, Network Rail's Western and Wales Programme Director, Brian Paynter said: "The use of System7 as part of the Bristol East blockade helped provide the best finish to any project I have seen in 33 years from a quality, safety and tidiness perspective. The core, spate and follow up tamping show the real benefits of innovations such as System7 and I will be using this technology on other key Switch & Crossing schemes going forward. Now we're seven months on from the completion of the Bristol East blockade, the performance of the track layout for our route customers and ultimately the fare paying passengers has been outstanding."

Speaking on the Colas collaboration, System7 Chief Technical Officer, Dr. Bernhard Lichtberger said "The collaboration with Colas Rail UK was very cooperative and constructive and produced excellent results.

System7's automatic tamping mode applied to Network Rail's tracks with Colas Rail UK's Tampers brought an increase in track maintenance cycles of 30% on average. With the great support of Colas Rail UK, the System7 tamping technology has been a tremendous success in the UK."

Colas Rail

On July 3rd, the Kingsbury tanks and the first working by Colas. After being under the impression that DBC would carry on working traffic out of Lindsey for a while, pending Colas sourcing locos and crew, here is Class 70 807 on day one working 6M57 LOR - Kingsbury. With a load of 30 TEAs, it was good to see, and hear, a Class 70 pulling a decent load from a standing start, grappling with the gradient up to Scunthorpe station. *Steve Thompson*

CrossCountry

Class 221 123 working the 11:27 Manchester to Bournemouth service passes Worting on June 9th. *Michael Bennett*

As the direct route via Stockport requires 6 signal boxes to be manned on June 21st, the limited service provided by Cross Country was diverted and brought the unusual sight of Voyager units on the Styal line as Class 221 132 and 220 031 speed through Burnage with the 15:27 Manchester Piccadilly to Birmingham New Street service. *Lee Stanford*

The early morning sun catches Class 220 013 and 220 016 as they arrive at Stockport on June 28th with the 07:27 Manchester Piccadilly to Bournemouth service. *Lee Stanford*







CrossCountry

Class 221 141 and 221 140 round the tight curve at Cheadle Hulme working the 06:30 Bournemouth to Manchester Piccadilly service on June 20th. *Barry Longson*

Class 220 013 and 221 141 are seen away from their normal route due to strike action on June 25th, as they pass East Didsbury, working the 09:57 Birmingham New Street to Manchester Piccadlly service. *Barry Longson*





DB Cargo

On July 3rd, a brief visit to Appleby in the afternoon sees two trains passing on the bank, Class 66 044 gliding down the hill on 4R53 Milford - Immingham Biomass empties while 66 068 forges up the bank on 6T26 IBT - Santon FOT loaded iron ore. *Steve Thompson*

DB Cargo

On June 20th, Class 90 020 and 90 021 failed whilst hauling the 4M25 service from Mossend to Daventry and were rescued by 66 115. The ensemble is seen passing Bradley, north of Wigan. *John Sloane*

Class 66 041 approaches Saxilby on June 11th with the 4L45 Wakefield to Felixstowe intermodal. *Steve Chapman*

Class 66 152 and 66 053 pass through Hungerford on June 16th working the 6Z85 Tytherington to Little Kimble. *Michael Bennett*







DB Cargo

Class 66 115 passes Charnock Richard hauling a Mossend to Daventry intermodal during the strike on June 21st. *John Sloane*

Class 60 015 is seen at Stainton by Langworth on June 15th with the 6E54 Kingsbury to Humber oil empties. *Steve Chapman*

Class 66 030 hauling the Southampton to Morris Cowley MAT car train passes Worting Jct. on June 6th. *Michael Bennett*







DB Cargo

A shot that could soon disappear due to the lineside vegetation, sees Class 66 136 pass Hatfield and Stainforth, working the 12:15 Immingham to Drax AES on June 7th.
Barry Longson



Class 90 020 and 90 021 pass Charnock Richard hauling the 4M25 Mossend to Daventry intermodal on May 30th. *John Sloane*

Class 66 129 takes the down slow line at Balshaw Lane Junction whilst hauling the Seaforth to Mossend intermodal service on June 9th.
John Sloane





DB Cargo

Class 66 082 on the Trafford Park to Southampton Western Docks passes through Worting on June 9th. *Michael Bennett*

Class 66 088 toils past Standish with a Daventry to Mossend intermodal on June 22nd. *John Sloane*

On June 4th, Class 60 024 reverses at Peak Forest having arrived light engine from Tunstead Sidings. *Michael Lynam*







DB Cargo

On June 10th, Class 66 090 speeds through Rugeley Trent Valley with the 13:15 Trafford Park to London Gateway service. *Barry Longson*

On June 16th, Class 90 024 and 90 026 pass through Warrington Bank Quay with the 4M25 Mossend - Daventry intermodal. *Michael Lynam*

On June 15th, Class 66 183 passes through Carlisle with failed 90 019 and 90 029 complete with its Mossend - Daventry intermodal train, running several hours. *Michael Lynam*







DB Cargo

Class 66 023 on the Morris Cowley MAT to Southampton car train passes Worting on June 6th. *Michael Bennett*



Class 66 115 passes Charnock Richard hauling a Seaforth to Mossend service on June 27th. *John Sloane*



On June 16th, Class 66 181 heads south through Warrington Bank Quay working a Knowsley - Wilton bin train. *Michael Lynam*



DB Cargo

Class 60 017 passes Trent Junction working 6E46 04:24 Kingsbury - Lindsey empty fuel tanks on June 15th. *Mark Pichowicz*

On June 17th, Class 66 001 pulls out of the Swindon East Loop and creeps down platform 4 as the colour signal at the end is showing a red with a Northolt to Severnside train. *Ken Mumford*

Class 90 021 and 90 034 working the 4M25 Mossend - Daventry pass Winwick on June 30th. *Alan Rigby*







DB Cargo

On June 10th, Class 66 065 approaches its destination working 01:11 Felixstowe Central DBC to East Midlands Gateway. *Mark Pichowicz*

Class 66 006 working a Knowsley Freight Terminal - Wilton EFW with loaded bins passes Winwick on June 30th. *Alan Rigby*

Class 66 092 with a Southampton to Wakefield intermodal passes through Worting on June 28th. *Michael Bennett*





DB
Cargo

Class 66 060 works the 4O21 Trafford Park Euro Term to Southampton Western Docks Berth No. 109, seen on the approach to Radley station on June 1st. *Tom Blanpain*



DB Cargo

Class 60 019 passes Bedwyn with the Theale to Robeston oil empties on June 20th.
Michael Bennett

DB Cargo

On June 11th, Class 60 007 passes Beeston sidings in the early morning sun working 6E46 04:24 Kingsbury - Lindsey empty fuel tanks.
Mark Pichowicz



DC Rail Freight

Class 60 019 was on hire to DCR heading the 6M89 09:01 Middleton Towers - Ravenhead sand train, seen kicking up a storm passing Rugeley on June 11th. *Chris Morrison*

The 09:30 from Ravenhead Sidings to Chaddesden roars past Haydock Branch Junction behind Class 56 091 on June 29th. *Jeff Nicholls*

On June 19th, Class 56 091 working the 4Z19 Ravenhead - Chaddesden passes Moore. *Mark Enderby*







DC Rail Freight

Class 60 055 on the Willesden DC Rail Sidings to Machen Quarry passes Winchcombe Way on June 13th. *Michael Bennett*

DC Rail Class 60 055 awaits permission to enter Leicester LIP, after arriving from Chaddesden Sidings on June 17th. *Barry Longson*

Class 60 028 crosses Carr Mill Viaduct on June 1st. *Jeff Nicholls*







Direct Rail Services

A lightly loaded 11:37 Daventry to Doncaster iPort, hauled by Class 66 424 is seen at Chesterfield, running 129 minutes late on a very hot June 17th. *Barry Longson*

Class 66 303 crawls into Doncaster waiting for the signal to clear with the 11:13 Redcar to Doncaster Decoy on June 20th. *Lee Stanford*

Class 88 009 approaches Gospel Oak with a Dagenham to Garston train on May 26th. *John Sloane*







Direct Rail Services

Class 66 421 sweeps around the S bend at Rugeley Trent Valley on June 10th, in charge of the 13:57 Mountsorrel to Crewe Basford Hall. *Barry Longson*

Class 66 433 with the 4E49 Daventry - Doncaster passes Mexborough on June 11th. *Mark Enderby*

Class 88 006 working the 4S43 Daventry - Mossend passes Winwick on June 29th. *Mark Enderby*







Direct Rail Services

Class 37 419 ‘Carl Haviland 1954-2012’ and 68 017 ‘Hornet’ work the 0K05 light engine move through Village Croft, Euxton on June 3rd. *Alan Naylor*



Large logo Class 37 401 slows for a signal check at Stafford, working light engine on the 11:03 Norwich to Crewe Gresty Bridge on June 15th. *Barry Longson*



Class 88 007 and 88 009 working a very late Mossend - Daventry pass Winwick on June 30th. *Alan Rigby*

Direct Rail Services

Class 66 432 approaches Gospel Oak hauling a Tilbury to Daventry ‘Tesco’ service on May 26th. *John Sloane*

Class 88 009 and 68 016 are seen at Charnock Richard on a Carlisle to Crewe move on May 31st. *John Sloane*

Class 66 428 and 66 429 climb Boars Head bank with the 4S44 service from Daventry to Mossend on June 22nd. *John Sloane*







Direct Rail Services

Class 66 303 ‘Rail Riders 2020’ and 66 424 working 4Z71 Daventry - South Bank Tees Dock, with a lightly loaded ‘Tesco’ modal, pass Burton on June 25th. *Stuart Hillis*

Class 66 126 working 0K27 Carlisle N.Y. to Crewe Basford Hall, passes through Village Croft, Euxton on June 3rd. *Alan Naylor*

Class 68 016 hauls 37 069 from Crewe to Eastleigh along with one PFA wagon on June 28th, seen here passing through Micheldever. *Michael Bennett*







Direct Rail Services

During the national rail strike on June 21st, Class 88 010 runs past Charnock Richard with the Mossend to Daventry 'Tesco' train. *John Sloane*



Class 68 016 and 68 007 pass Charnock Richard with a Carlisle to Crewe move on June 27th. *John Sloane*



Class 66 122 and 66 108 work the 4S44 service from Daventry to Mossend through Charnock Richard on June 27th. *John Sloane*



Direct Rail Services

On June 15th, Class 66 108 passes through Carlisle with the 6K05 from Carlisle NY - Crewe Basford Hall via the S&C. *Michael Lynam*



Class 88 010 passes on the down fast at Stafford on June 9th working the 4S44 intermodal from Daventry - Mossend. *Michael Lynam*



Class 66 427 is seen stabled between shunting duties at Cemex Cement on June 4th. *Michael Lynam*



Direct Rail Services

On June 9th, Class 57 308 'Jamie Ferguson' is seen stabled at Crewe station on Thunderbird duties. *Michael Lynam*



Class 88 005 is seen at Bradley with a Daventry to Mossend intermodal on June 20th. *John Sloane*



Class 37 419 passes Balshaw Lane Junction with a single wagon engineers train from Carlisle to Crewe on June 9th. *John Sloane*



East Midlands Railway

On June 15th, a view of Saxilby station with Class 156 916 departing on the 12:47 Doncaster to Peterborough service. *Steve Chapman*

Showing signs of a severe graffiti attack near the roof line non standard liveried East Midlands Railway Class 156 414 waits to depart from Lincoln Central on June 28th with the 14:34 to Peterborough. *Lee Stanford*

On June 4th, a pair of East Midland Class 158s pass through Hazel Grove working a Nottingham - Liverpool Lime Street service. *Michael Lynam*







Freightliner

A change from the endless flow of Class 66s, as Class 70 011 has charge of the 15:15 Trafford Park to Southampton, seen at Rugeley Trent Valley on June 10th. *Barry Longson*

Class 66 526 passes Gospel Oak Junction with a Garston to London Gateway liner on May 26th. *John Sloane*

Class 66 516 hauling the 4O95 Leeds - Southampton liner passes Swinton on June 9th. *Mark Enderby*







Freightliner

Class 66 524 is seen coming off the Salisbury line with a Southampton to Lawley Street liner at Worting on June 9th. *Michael Bennett*

On June 20th, the Wembley Reception to Merehead empties was hauled by Class 59 101 leading 59 203, 66 416 and 59204 seen passing through Bedwyn. This was a way of getting the locos back to Merehead before the rail strike. *Michael Bennett*

Class 66 538 powers through Lincoln Central on June 28th working the 11:18 Tinsley Intermodal Terminal to Felixstowe as GBRf Class 66 786 passes in the opposite direction on a light engine move from Whitemoor to Doncaster. *Lee Stanford*







Freightliner

Class 66 621 with the East Usk Yard to Haynes and Harlington passes through Winchcombe Way on June 13th. *Michael Bennett*

Freightliner

Class 66 504 in now defunct Powerhaul livery, hurries through Rugeley Trent Valley on June 10th, with the 15:13 Toton North Yard to Crewe Basford Hall engineers train.
Barry Longson

Class 59 202 passes through Winchcombe Way with the Whatley Quarry to Churchyard Sidings on June 13th. *Michael Bennett*

Class 59 103 on the Allington to Whatley stone empties passes Crofton on June 20th.
Michael Bennett







Freightliner

Class 66 610 working the Wembley Reception to Whatley is seen near Bedwyn on June 20th. *Michael Bennett*

The 11:05 Hardendale to Tunstead has been running intermittently recently but on June 7th it did run with Class 66 616 taking the reins and is seen passing Lancaster. *Lee Stanford*

Class 59 104 on the Theale to Whatley stone empties passes Winchcombe Way on June 13th. *Michael Bennett*







Freightliner

Class 59 204, with 59 002 mid train, with the Wembley Yard to Merehead empties passes Winchcombe Way on June 13th.
Michael Bennett

On June 9th, Class 66 557 works the 6Y32 Stocksmoor - Belmont through Conisborough.
Mark Enderby

On June 9th, Class 66 951 passes Denaby working the 6M73 Doncaster - Toton.
Mark Enderby







Freightliner

On June 10th, Class 90 014 and 90 045 pass Rugeley Trent Valley with a half empty 11:13 Felixstowe North to Trafford Park liner. *Barry Longson*



The driver of Class 66 569 applies the power as it passes Lincoln Central on June 28th with the 08:51 Leeds to Felixstowe service. *Lee Stanford*



Class 66 951 on a Crewe Basford Hall to Southampton liner passes through Worting on June 14th. *Michael Bennett*



Freightliner

In the last of the evening light, Class 90 008, with 90 041 coast through Winwick, Warrington with the 16:33 Coatbridge to Crewe Basford Hall liner on June 8th. *Paul Senior*

Freightliner

Class 66 548 with a West Drayton to Machen Quarry working passes Shrivenham on June 16th. *Michael Bennett*

Class 59 102 passes Winchcombe Way with the Whatley to Dagenham Dock ARC stone train on June 13th. *Michael Bennett*

Class 70 006 working the 4O29 15:15 Trafford Park FLT to Southampton MCT passes through Deansgate on June 17th. *Kevin McCormick*







Freightliner

Bright evening sunshine sees Class 90 046 and 90 007 double head the Felixtowe to Coatbridge liner through Kelvedon on the old G.E. mainline slightly down on time due to a previous Class 321 failure on June 14th. *Charlie Robbins*

Freightliner

Class 66 622 is seen at Stapleton on June 19th with 6M39 15:36 Port Talbot Grange Sidings - Crewe Basford Hall. *Keith Davies*



Class 66 508 on a Crewe to Southampton liner passes through Worting on June 9th. *Michael Bennett*



Class 66 622 on 6A86 Moreton on Lugg to Hayes passes through Swindon on June 18th. *Colin Pidgeon*



Freightliner

Class 59 103 passes Winchcombe Way with a Didcot Milton Sidings to Whatley Quarry on June 13th. *Michael Bennett*

Class 66 532 'P&O Nedlloyd Atlas' works a light engine movement through Village Croft, Euxton on June 3rd. *Alan Naylor*

Class 66 540 on the Avonmouth Bennett's Sidings to West Drayton passes Hungerford on June 16th. *Michael Bennett*







Freightliner

Class 66 596 passes through Hungerford with the Wembley Reception to Merehead empties on June 16th. *Michael Bennett*

Making a rare daylight appearance at Manchester Piccadilly on June 27th are Freightliner duo Class 90 012 and 90 015 as they pass through with the 16:15 Trafford Park to Felixstowe service. *Lee Stanford*

On June 6th, Class 66 596 heads through Swindon with the Whatley Quarry to Royal Wootton Bassett stone train. *Ken Mumford*







Freightliner

Class 70 020 hauling the 6M87 Dewsbury - Earles passes Swinton on June 9th. *Mark Enderby*

Class 66 621 on the Woking to Merehead stone empties passes Worting Junction on June 28th. *Michael Bennett*

On June 9th, Class 66 544 passes through Stafford with a Crewe Basford Hall - Felixstowe liner. *Michael Lynam*







Freightliner

Class 66 606 is seen in the freight loop at Warrington Bank Quay on June 16th with a rake of empty box wagons from Hardendale Quarry Shap - Tunstead Sidings. *Michael Lynam*



Class 90 047 and 90 013 head past Balshaw Lane Junction with a Coatbridge to Crewe working on June 1st. *John Sloane*



Class 90 045 and 90 016 pass Euxton with a Coatbridge to Crewe liner on May 28th.
John Sloane



Freightliner

Class 66 603 looks in a sorry state as it passes Willesden Junction with an empty stone train heading for Acton Yard on May 26th. *John Sloane*

Class 59 206 sweeps through West Brompton with an Allington to Whatley empty stone working on May 26th. *John Sloane*

Class 90 042 and 90 003 haul a Felixstowe to Trafford Park liner past Willesden on May 26th. *John Sloane*







Freightliner

Heavyhaul Class 66 607 passes Peak Forest signal box and empty sidings, in charge of the 15:58 Tunstead to Bredbury Tilcon (Stockport) on June 22nd. *Barry Longson*

Class 59 202 passes Gospel Oak hauling a Harlow to Wembley freight on June 26th. *John Sloane*

Class 59 102 comes off the Goblin route at Gospel Oak with a Dagenham to Acton empty stone train on May 26th. *John Sloane*







Freightliner

Class 70 014 leads the 6G65 Hope (Earles) Sidings to Walsall cement tanks below Bennerley Viaduct.
Mark Pichowicz

GBRf

The Scunthorpe Trent to Eastleigh engineers train passes through Worting with Class 66 769 leading 66 156 on June 6th. *Michael Bennett*

Class 66 716 passes Burgs Lane on June 2nd working the 6V75 09:24 Dee Marsh - Margam empty steel. *Phil Martin*

Class 69 001 seemed to be in trouble on June 6th as it comes to a stand for twenty minutes at Worting whilst working the Southampton gypsum train. *Michael Bennett*







GBRf

Class 66 722 and 66 756 hauling the 6E51 Peak Forest - Selby heads through Swinton on June 9th. *Mark Enderby*



Class 66 726 approaches Stafford on June 9th working a stone train from Hindlow - Small Heath. *Michael Lynam*



Class 60 095 is seen stabled at Carlisle on June 15th. *Michael Lynam*



Class 66 734 ‘Platinum Jubilee’ is seen at Eastleigh on June 2nd. Detail that includes reference to 66 734 being GBRf’s 100th Class 66 and a replacement for the original 66 734. *John Goodrich*







GBRf

In a highly unusual move, Class 73 109 ‘Battle of Britain 80th Anniversary’ and 73 136 ‘Mhairi’ were used on 12:30 Mountfield - Southampton Western Docks empty gypsum wagons on 29th June. The pair took over the train at Tonbridge where they departed 94 minutes late, seen here at Horseshoe Bridge, St Denys. still running 83 minutes late. Headcode 19 carried by 73 109 is a reference to the train’s identity of 4Y19. *John Goodrich*

GBRf

Its not everyday you see a Class 92 at Leicester, but on June 17th, Class 92 028 was noted being hauled by 56 081 onto the LIP having arrived from Crewe. *Barry Longson*



Class 66 732 passes Kemps Eye on June 3rd working the 6V75 Dee Marsh - Margam steel empties. *Phil Martin*



Class 66 767 on the Southampton to Trafford Park passes through Worting on June 9th. *Michael Bennett*



GBRf

On June 29th, Class 66 712 passes Winwick with the 4M77 Southampton - Carlisle MOD. *Mark Enderby*

Class 66 789 hauling a Trafford Park to Southampton Western Docks passes Worting Junction with just one box being carried on June 27th. *Michael Bennett*

Class 66 790 leads 66 796 and 66 776 on the Eastleigh to Hoo Junction engineers, passing Worting Junction on a wet June 27th. *Michael Bennett*







GBRf

Class 66 793 on the Stewart's Lane to Newport Docks passes through Shrivenham on June 16th. *Michael Bennett*

On June 1st, Class 66 789 heads through Scunthorpe station on 4R79 empty HTAs from Doncaster Down Decoy to HIT at Immingham. *Steve Thompson*

On June 6th, Class 66 722 glides through Stockport with the 08:43 Peak Forest to Salford Hope Street. *Barry Longson*







GBRf

On June 7th, BR large logo Class 66 789 was to be found working the 12:57 Hexthorpe Junction to Immingham, seen passing Hatfield & Stainforth. *Barry Longson*

Class 69 004 passes through Worting with the Mountfield to Southampton gypsum empties on June 9th. *Michael Bennett*

Class 66 765 and 66 708 on a Fareham to Eastleigh via Woking engineers train passes Worting on June 26th. *Michael Bennett*







GBRf

The 07:20 Liverpool Biomass Terminal to Drax was diverted on June 23rd to run via Manchester Piccadilly and then over the Pennines via Diggle. Running 49 minutes late the service can be seen passing Guide Bridge behind Class 60 076. *Lee Stanford*



With the sun almost at its highest point, Class 66 730 storms towards Stafford station on June 15th with the 07:38 Clitheroe to Avonmouth cement tanks. *Barry Longson*



Class 66 776 passes Standish with the Wembley to Irvine china clay train on June 29th. *John Sloane*



Class 60 021 ‘Penyghent’ catches the late evening sunshine, as it passes Winwick with the very late running 16:46 Liverpool Biomass Terminal to Drax on June 3rd.
Paul Senior

GBRf

Class 66 734 passes through Shotton High Level on June 11th with a Margam - Dee Marsh working. *Brian Battersby*

Class 66 726 makes a fine sight as it hurries through Stafford station on June 15th, while in charge of the 08:29 Hindlow to Small Heath. *Barry Longson*

On June 9th, Class 66 798 passes Ashbury's Crossing working the 5Q55 Stewarts Lane - Newport (Sims Group) comprising barrier No. 64664, Class 455 802, 455 829, and barrier No. 64707. *Andrew Jenkins*







GBRf

Class 66 747 passes Bennerley working 6M56 05:10 Immingham H.I.T to Ratcliffe power station on May 28th. *Mark Pichowicz*



Class 66 717 passes Bayston Hill with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on June 26th. *Keith Davies*

On June 17th, Class 66 710 heads the 10:49 Felixstowe North to Hams Hall intermodal through Leicester station. *Barry Longson*





GBRf

Class 66 734 passes Kempseye with 6V75 09:20 Dee Marsh Reception Sidings - Margam T.C. on June 30th. *Keith Davies*

Class 60 076 working 6M36 Drax AES - Liverpool Bulk Terminal Biomass empties heads through Earlestown on June 30th. *Alan Rigby*

The first of the day's two Tuebrook - Ashton-in-Makerfield stone trains has almost reached its destination as it leaves the WCML at Haydock Branch Junction on June 29th with Class 60 096 'Impetus' in charge. *Jeff Nicholls*







GBRf

On June 16th, Class 66 793 heads through Swindon working the 5Q55 Stewarts Lane T&R.S.M.D to Newport Docks (Sims) taking Southern's 455 803 and 455 806 for disposal. *Tom Blanpain*



Class 66 751 passes Duncote Mill with 4O77 12:28 Donnington RFT - Kineton MOD on June 20th. *Keith Davies*



Class 60 087 working the 6E10 Liverpool Bulk Terminal - Drax loaded Biomass heads through Earlestown on June 30th. *Alan Rigby*



GBRf

On June 19th, Class 66 755 and 66 760 top'n'tail the 6G56 06:45 Dee Marsh Jct. to Bescot through Wolverhampton.
Kevin McCormick

On June 9th, Class 66 798 passes Stratton Green hauling Class 455 802 and 455 828 from Stewarts Lane to Newport (Sims) for scrapping.
Ken Mumford

Class 66 747 working the 6M61 Immingham - Ratcliffe PS passes Conisborough on June 9th.
Mark Enderby









GBRf

Class 66 781 is seen passing Lincoln Central on June 28th working the 11:18 Felixstowe to Doncaster Railport. *Lee Stanford*

Class 66 794 working the 6F64 Tuebrook Sidings - Ashton in Makerfield loaded stone passes through St. Helens Central on June 30th. *Alan Rigby*

Class 66 707 'Sir Sam Fay' and 69 003 working as 0M70 Doncaster Roberts Road Shed to Longport FD passes Burton on June 13th. *Stuart Hillis*







GBRf

On June 20th, Class 69 002 working the 5Z31 Doncaster Down Decoy to Long Marston heads past Purton (on the Golden Valley line) hauling Class 321 334. *Tom Blanpain*

Class 66 734 is seen on Hencote Bank on June 22nd with 6M86 10:22 Margam T.C. - Dee Marsh Reception Sidings. *Keith Davies*

GBRf

Two for the price of one as Class 66 719 leads classmate 66 709 (DIT) through Lincoln Central on June 28th with the 08:20 Middleton Towers to Monk Bretton sand train. *Lee Stanford*

On June 9th, Class 66 784 passes Conisborough working the 6O01 Scunthorpe - Eastleigh. *Mark Enderby*

Class 66 776 passes Denaby on June 9th working the 4L11 Masborough - Felixstowe. *Mark Enderby*







GBRf

In what could be a first for the class, on June 29th, Class 73 109 and 73136 work the Mountfield to Southampton gypsum empties past Worting. *Michael Bennett*

On June 28th, Class 66 790 passes through Worting Junction with a Hoo Junction to Eastleigh working. *Michael Bennett*

Class 66 716 working the 6M86 11:17 Margam - Dee Marsh loaded steel passes Gobowen, Oswestry Jct. on June 13th. *Phil Martin*







GBRf

Class 66 789 working the 4E57 Ratcliffe - Immingham, passes through Swinton on June 9th. *Mark Enderby*

On June 9th, Class 66 780 hauling the 4L53 Tinsley - Felixstowe, heads through Mexborough. *Mark Enderby*

Class 66 747 hauling the 4E87 Ratcliffe - Immingham heads through Mexborough on June 9th. *Mark Enderby*







GBRf

Class 66 778 and 66 791 top'n'tail the 3Q00 at Daresbury returning to Crewe on June 11th. *Mark Enderby*



Class 66 792 with the 6G62 Manchester Victoria - Crewe engineers passes Daresbury on June 11th. *Mark Enderby*

On June 19th, Class 60 076 passes Moore with the 6E24 LBT - Drax. *Mark Enderby*





GBRf

Class 66 794 ‘Steve Hannam’ is seen at Carr Mill, St.Helens, with 6F65 Ashton-in-Makerfield to Tuebrook Sidings empties on June 22nd. *Brian Dobbs*

On July 3rd, Class 60 009 heads southbound at Winwick with 6F24 Liverpool Biomass Terminal to Drax. *Brian Dobbs*

Class 66 748 passes Stalybridge on July 3rd, working 4M10 from Doncaster to Peak Forest, with the gloomy bulk of Wild Bank Hill behind. *Bryan Roberts*







GBRf

For once the cloud cleared just in time to illuminate the arrival of Class 66 705 at Peak Forest with the 13:37 from Washwood Heath and to the right Class 66 761 carries out shunting duties on June 20th. *Barry Longson*

On June 25th, Class 66 781 has a full payload of containers, as it powers the 07:30 Wembley to Trafford Park through East Didsbury.
Barry Longson

Class 66 794 passes Thornhill LNW Junction on June 14th with 6M38 Arcow to Bredbury stone.
Steve Chapman







GBRf

Class 66 728 passes Willesden Junction hauling a Grain to Acton empty stone train on May 26th. *John Sloane*

Class 60 026 passes Thornhill LNW Junction on June 11th with 6E10 Liverpool to Drax Biomass. *Steve Chapman*

Class 66 732 approaches Saxilby station on June 15th while working 6E57 Renwick Road to Roxby Gullet spoil. *Steve Chapman*







GBRf

Class 66 789 is pictured at Stainton by Langworth on June 15th with 6M81 Immingham to Ratcliffe coal. *Steve Chapman*

Class 66 724 and 66 775 pass through Saxilby on June 15th with the late running 4E14 Felixstowe to Doncaster intermodal after Class 66 775 had failed earlier. *Steve Chapman*

Class 66 798 speeds through Saxilby on June 15th while working 6E30 Whitemoor to Doncaster departmental. *Steve Chapman*







GBRf

Class 66 717 passes Sharpstones Lane on June 26th working the 6V41 Penyffordd - Avonmouth loaded cement. *Phil Martin*

Class 66 759 and 66 771 pass Uffington on June 10th working the 3Q98 15:41 Toton - Coton Hill weedkiller train. *Phil Martin*

Class 66 734 passes Burgs Lane on June 11th with the Dee Marsh - Margam steel.
Phil Martin







GBRf

Class 69 004 is seen near Putney with a Mountfield to Southampton gypsum service on May 26th. *John Sloane*

Class 66 795 runs through Putney hauling a Ferme Park to Grain working on May 26th. *John Sloane*

Class 66 778, with 66 791 on the rear, with a Slateford to Springs Branch working pass Charnock Richard on June 9th. *John Sloane*







Greater Anglia

Class 755 413 is seen approaching Hoveton and Wroxham station with the 13:24 service to Norwich on June 1st. *Allison Twycross*

Great Western Railway

Class 800 316 working a Paignton to London Paddington service passes Winchcombe Way near Lavington on June 13th. *Michael Bennett*

Class 158 765 awaits departure from Swindon on June 6th with a service to Westbury. *Ken Mumford*

Class 802 020 and 802 019 on a London Paddington to Exeter service passes Winchcombe Way on June 13th. *Michael Bennett*







Great Western Railway

Class 800 032 on a London Paddington to Penzance service passes Winchcombe Way near Lavington on June 13th. *Michael Bennett*

Class 165 124 on the Bedwyn to Newbury local service is seen after departing Hungerford on June 16th. *Michael Bennett*

Class 802 012 is seen upon arrival at London Paddington on May 26th. *John Sloane*







Great Western Railway

Class 800 023 and 800 020 working 1D28 London Paddington to Oxford service pass Radley on June 1st. *Tom Blanpain*

L.N.E.R.

Class 91 101 slows for its booked stop at Doncaster on June 7th, while working the 10:33 London King's Cross to Leeds service.
Barry Longson

NEW LIVERY FOR LNER INTERCITY 225 FLEET AS PART OF ESSENTIAL MAINTENANCE

London North Eastern Railway (LNER), as part of essential maintenance work, has unveiled a new and distinctive livery for its InterCity 225 fleet. The distinctive design features LNER's trademark colours of red, oxblood, grey and white, along with its iconic logo, bringing a new look to the trains while also giving a nod to its proud past.

Work on the first locomotive and coaches to carry the new livery has been completed at Wabtec's Doncaster works as part of a scheduled essential maintenance programme. The fleet, leased from Eversholt Rail, will receive a full repaint and rebrand during the coming months as the rolling stock is brought in for maintenance.

John Doughty, Director of Engineering at LNER, said: "The new livery is not only essential for the upkeep of the fleet but also brings it into the LNER family. It is the first time in many years that the fleet has been fully repainted. The livery was inspired in part by the popularity of the original InterCity 225 design, and we've kept the sharp lines and red and white stripes famously associated with the trains which have a place in the hearts of many people."

The InterCity 225 fleet first entered service in March 1989 and has spent most of its life working on the East Coast route carrying passengers between London and Scotland at 125 miles per hour. The train was designed for a top speed of 140 miles per hour and broke the British railway speed record reaching 162 miles per hour on a test run in 1989. The fleet is comprised of Class 91 electric locomotives and Mark 4 coaching stock. LNER has 12 locos and eight sets of coaches on lease which operate services between London King's Cross, Leeds and York, all of which will be branded in the new livery in the coming months.



L.N.E.R.

The remaining Class 91s and their Mk4 stock are to receive life extension work at Wabtec and be re-liveried. On June 20th, the old order was still present as Class 91 124 arrives at Doncaster with a Leeds service. *Lee Stanford*



LNER LEADS THE INDUSTRY WHEN IT COMES TO WELCOMING BACK CUSTOMERS

London North Eastern Railway (LNER) is proud to lead the industry when it comes to welcoming people back to rail. New data shows LNER saw the most customers return to its services when compared with pre-pandemic usage than any other operator.

The findings are published in the latest results from the Office of Rail and Road (ORR), which show that LNER recorded relative usage of 83 per cent in the year from April 2021 to March 2022, up 63 percentage points compared with the previous year, meaning LNER has topped the table for four consecutive quarters.

Data from LNER shows that more than four million passengers travelled across its network between January and the end of March 2022.

LNER has seen leisure travel return to and at times exceed pre-Covid levels over the past 12 months, particularly during school holidays, with its extended booking horizon among the many digital innovations making travel simpler and smarter for customers.

Customers currently can book tickets up to mid-late September and will soon to be able search for weekday journeys as far ahead as December 2022, with the LNER website and app providing more flexibility when planning future staycations, days out, and work trips. The extension and automation of its booking process are part of LNER's pioneering investment in technology and innovation to make journeys simpler.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "It's fantastic to be welcoming so many customers back to rail and we are proud to have led the industry comeback over the past year. We put our customers at the heart of all we do, offering greater choice and control with an extended booking horizon, which we plan to open even further ahead to offer people greater flexibility. We believe our innovative approach has created a better experience for customers that paves the way for pioneering change across UK rail."

Customers also have peace of mind that should they need to change their booking if timetables change, LNER is able to automatically alert them, providing live updates with the offer to amend their journey free of charge via the Change of Journey app and web features. There's also One-Click Delay Repay for customers who book direct if services are delayed by 30 minutes or more.

More than 400,000 people have already joined LNER's enhanced rewards scheme for loyal customers. LNER Perks offers two per cent credit back on LNER journeys and £5 credit for signing up, along with further exclusive offers.

These latest updates are a continuation of the ongoing digital innovations LNER is delivering to put its customers first – with more features planned for the future as people continue to be welcomed back to rail.

L.N.E.R.

On June 15th, Class 800 202 terminates at Carlisle on a driver training run from Heaton.
Michael Lynam



Lumo

Class 803 004 speeds through Doncaster on June 20th working the 11:19 Edinburgh to London King's Cross service. *Lee Stanford*



Network Rail

Class 97 304 passes Kempseye on June 16th with 3Q98 16:19 Shrewsbury Coleham SS - Margam T.C.
Keith Davies

Network Rail

Power cars Nos. 43290 and 43299 working a test train on the Reading to Salisbury and Exeter circuit passes through Palestine on June 2nd.
Michael Bennett



Network Rail

Power cars Nos. 43274 and 43290 pass Kempseye with 1Q20 07:50 Crewe CS - Derby RTC on June 17th. *Keith Davies*

On June 17th, power cars Nos. 43257 and 43251 with a Derby to Wrexham test train pass through Wellington. *Richard Hargreaves*

On June 7th, Class 73 964 and 73 965 are seen at Chester with a test train working. *Brian Battersby*







Network Rail

Class 37 610 heads through Acton Bridge on June 7th with a Carlisle bound test train working. *Brian Battersby*



Power cars Nos. 43251 and 43254 with a Derby RTC to Derby RTC working pass through Burton on June 13th. *Stuart Hillis*



Class 37 612 tops and tails with 37 421 as they work the four-weekly Network Rail inspection train through Warrington Central on June 9th. *Jeff Nicholls*



Network Rail

Class 73 964 and 73 965 on a test train from Derby are seen at Plumley on June 6th. *Mark Enderby*

Class 37 175 heads a Network Rail measurement train, 1Z68 16:15 Derby RTC to Leeds, past Crofton towards Wakefield on June 30th. *Tim Saunders*

Class 37 219 and 97 304 top'n'tail the 1Q41 test train past Plemstall on July 4th. *Mark Enderby*







Network Rail

Class 37 418 and ‘Caroline’ pass Charnock Richard on a Carlisle to Crewe working on June 2nd. *John Sloane*

Class 37 419 on a Preston to Derby return test train working is rapidly overtaken by a London Euston bound Pendolino near Euxton Junction on May 30th. *John Sloane*





Rail Operations Group

Class 37 510 working 0M58 Reading TCD – Derby RTC (Network Rail) passes through Radley on June 1st after taking Class 387 174 from Ilford EMUD to Reading TCD.
Tom Blanpain

TransPennine Express

On June 9th, Class 68 030 leads the 5B78 Manchester Piccadilly - Cleethorpes through Swinton *Mark Enderby*



Class 68 022 is seen on the rear of the 15:34 Scarborough to Manchester Victoria service on June 11th, having just passed through Ravensthorpe station. *Steve Chapman*



Class 802 202 approaches Church Fenton from the Milford Junction line, working 5N48 Leeds to Heaton ECS on June 11th. *Steve Chapman*



TransPennine Express

TPE Nova Class 802 205, awaits departure time at Liverpool Lime Street, with the 13:54 service to Newcastle, on June 14th. *Paul Senior*



Class 802 204 approaches Newton-le-Willows with a Newcastle to Liverpool service on June 28th. *John Sloane*



On June 6th, Class 68 030 passes Sankey with a Liverpool Lime St. - Cleethorpes ECS. *Mark Enderby*



TransPennine Express

Non Trans Pennine liveried Class 68 033 'The Poppy' arrives into platform 1 at Manchester Piccadilly on June 27th with the stock to form the 15:29 service to York. *Lee Stanford*

On June 15th, a Class 397 is seen stabled in sidings adjacent to the station at Carlisle due to a storage of drivers. *Michael Lynam*

A Class 397 arrives at Carlisle on June 15th working an Edinburgh - Manchester Airport service. *Michael Lynam*







Transport for Wales

Class 67 008 passes Oswestry Jct., Gobowen working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*

Class 67 013 is seen at Cheney Longville on June 27th with the 1W96 Cardiff Central - Holyhead service. *Phil Martin*

On June 8th, Class 67 010 passes Condover with the 1V98 16:36 Holyhead - Cardiff Central service. *Phil Martin*







Transport for Wales

Class 175 003 heads past Kempseye with 1V39 10:31 Manchester Piccadilly - Milford Haven on June 30th. *Keith Davies*

Unbranded Class 150 260 working a Llandudno Jct. - Manchester Airport service passes Winwick on June 30th. *Alan Rigby*

Class 67 008 climbs Hencote Bank with 1W96 17:15 Cardiff Central - Holyhead service on June 1st. *Keith Davies*







Transport for Wales

Class 67 015 passes Wolascott on June 15th working the 1W96 17:14 Cardiff Central - Holyhead. *Phil Martin*

Class 158 827 leads 153 320 and 153 922 past Walcott on June 10th working the 1D14 13:06 Birmingham International - Holyhead service. *Phil Martin*

Class 158 923 calls at Porthmadog with a Pwllheli to Machynlleth service on June 13th. *John Sloane*







Transport for Wales

On June 15th, Class 197 009, 197 012 and thirteen others are seen stored at the Telford Railfreight Terminal. *Richard Hargreaves*



Class 153 369 and 153 972 working the 1V38 Crewe - Carmarthen pass Kemps Eye on June 3rd. *Phil Martin*



Class 175 111 working the 1W52 05:54 Milford Haven - Manchester Piccadilly service passes Kemps Eye on June 3rd. *Phil Martin*



Transport for Wales

Class 67 014 is seen on Hencote Bank with 1W96 17:15 Cardiff Central - Holyhead on June 14th. *Keith Davies*



Class 175 115 passes Bayston Hill with 1W49 06:35 Cardiff Central - Manchester Piccadilly on June 15th. *Keith Davies*



Class 67 015 passes Bayston Hill with the 1W91 06:45 Cardiff Central - Holyhead service on June 15th. *Keith Davies*



Transport for Wales

Class 67 015 is seen on Hencote Bank with 1V98 16:36 Holyhead - Cardiff Central on June 14th. *Keith Davies*



Class 197 102 is seen stabled at Chester on June 7th. *Brian Battersby*



Class 67 014 climbs Hencote Bank on June 14th with the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*



Units: DMUs and EMUs

South Western Railway's Class 159 022 and 159 012 are seen after departing Grateley working the 1L47 Basingstoke to Salisbury service on June 2nd. *Michael Bennett*

On June 4th, Northern's Class 150 149 calls at Dove Holes working a Buxton - Manchester Piccadilly service. *Michael Lynam*

SWR's Class 444 018 and 444 040 working the 1W36 Weymouth to London Waterloo are seen at Worting Junction on June 26th.
Michael Bennett







Units: DMUs and EMUs

South Western Railway's Class 159 004 passes through Worting with the 1J38 Salisbury to Reading service on June 26th.
Michael Bennett

Northern's Class 319 379, waits to depart Liverpool Lime Street with the 13:28 service to Manchester Piccadilly, on June 14th.
Paul Senior

South Western Railway's Class 701 038 on a mileage accumulation run, 5Q42 Southampton to London Waterloo, passes Worting on June 6th. *Michael Bennett*







Units: DMUs and EMUs

New C2C EMU Class 720 601, (the first of 12 for this operator), waits to return to London with the 12:25 Stafford to Wembley Reception Sidings 1 - 7 test run on June 15th.
Barry Longson



South Western Railway's Class 159 012 and 159 016 pass Worting with the 1L55 London Waterloo to Yeovil Pen Mill service on June 6th.
Michael Bennett



SWR's Class 158 882 on the 1L31 Reading to Salisbury service passes through Worting on June 26th. *Michael Bennett*

Units: DMUs and EMUs

Northern's Class 150 003 works the 2N57 Rochdale to Clitheroe service passing Langho on April 22nd. *Alan Naylor*



New West Midlands 4 car DMU Class 196 108 waits for clearance to proceed from Stafford on June 15th, working the 10:04 Tyseley to Crewe test run. *Barry Longson*



SWR's Class 444 025 and 444 035 on the 1W77 London Waterloo to Weymouth service pass through Worting on June 6th. *Michael Bennett*



Units: DMUs and EMUs

Merseyrail's Class 777 049 passes Eastham Rake on June 5th with a test run. *Brian Battersby*

Northern's Class 195 003 departs Chesterfield on June 17th, working the 11:17 Nottingham to Leeds service. *Barry Longson*

Now entering their twilight months in service, Merseyrail's Class 507 010 waits to depart Liverpool Central with the 11:35 service to Kirkby on June 14th. *Paul Senior*







Units: DMUs and EMUs

South Western Railway's Class 450 041 on a Basingstoke to Bournemouth ECS working is seen near Worting on June 6th. *Michael Bennett*

Northern's Class 150 149, looks like it has had new bogies fitted, as it departs Bolton on the rear of the 16:15 Southport to Alderley Edge service on June 16th with Class 150 105 leading. *Paul Senior*

Almost six months after transferring to Northern operations, doyen Class 156 401 is still carrying EMR livery and was photographed at Manchester Piccadilly on June 15th with 150 119 working the 15:08 to Buxton service. *Lee Stanford*







Units: DMUs and EMUs

Southern's Class 377 444 arrives at Southampton on June 20th with the 13:30 Brighton - Southampton service. In the background, SWR's Class 455 903 is about to enter Southampton Tunnel as it returns to Wimbledon depot from Bournemouth depot on an empty stock move. *John Goodrich*



SWR's Class 450 096 and 450 001 on a London Waterloo to Portsmouth Harbour service pass Worting on June 6th. *Michael Bennett*



Northern's Class 319 368 crosses Carr Mill Viaduct on June 1st. *Jeff Nicholls*



Units: DMUs and EMUs

South Western Railway's Class 455 unit No. 5903 passes Southampton with the 14:32 Bournemouth Depot - Wimbledon Depot on June 20th. It had taken 455 862 from Wimbledon Depot to Bournemouth for maintenance that morning. *John Goodrich*



Northern's Class 150 106 and 150 140 approach Padgate on June 9th. *Jeff Nicholls*



Northern's Class 158 755 and 158 793 are seen at Carlisle on June 15th working services to Newcastle and Leeds respectively.
Michael Lynam



Units: DMUs and EMUs

South Western Railway's Class 455 591 passes through Worting with a Bournemouth to Wimbledon ECS working on June 9th. *Michael Bennett*



On June 20th, SWR's Class 450 035 arrives at Southampton with the 14:49 Winchester - Bournemouth service. *John Goodrich*



The early morning Glasgow - Willesden mail train drops down towards Winwick Junction and its first stop at Warrington's Dallam postal hub on June 15th. *Jeff Nicholls*



Units: DMUs and EMUs

SWR's Class 158 883 leads 158 882 and 159 010 on the 13:17 Yeovil Junction to London Waterloo service at Worting on June 9th. *Michael Bennett*

The 19:46 semi-fast from Manchester Oxford Road to Liverpool Lime Street departs Warrington Central and is about to pass the Golden Square shopping centre in the golden light of the late evening of June 9th operated by Northern's Class 156 402 and 156 426. *Jeff Nicholls*

A busy scene at the little photographed Bradford Interchange on June 20th sees Northern's Class 195 015 waiting to depart for Leeds, 195 012 receiving fitters attention and lurking in the shadows is 150 211. *Lee Stanford*







Units: DMUs and EMUs

Northern's Class 333 004 sits at Bradford Forster Square station on June 10th before forming the 08:10 to Skipton. *Lee Stanford*

Northern's Scarborough to Sheffield service are usually worked by Class 170 units but on June 20th, three car Class 158 759 put in an appearance and is seen departing Doncaster with the 13:02 from Scarborough. *Lee Stanford*

South Western Railway's Class 701 045 passes through Worting with a mileage accumulation run on June 27th. *Michael Bennett*







Units: DMUs and EMUs

Arguably one of Northern's most stylish units sees Class 333 014 at Ilkley waiting to depart with the 12:41 to Leeds on June 20th. *Lee Stanford*

The only Northern service which operated through Manchester Piccadilly on June 21st was an hourly Liverpool Lime Street to Alderley Edge stopping service. Class 319 367 slows for its stop at Burnage on forming the 14:32 from Liverpool Lime Street. *Lee Stanford*

A pair of Northern Class 156 units bask in the sun at Lancaster on June 7th before taking up their next duties. *Lee Stanford*





Units: DMUs and EMUs

London Overground's Class 378 227 working the 2L07 07:22 Clapham Junction to Stratford calls at Shepherd's Bush on June 8th. *Kevin McCormick*



SWR's Class 701 022 passes through Worting Junction with a mileage accumulation run on June 28th. *Michael Bennett*



Southern's Class 377 414 departs platform 2 at Brighton with a service to Southampton Central on June 27th. *Allison Twycross*



Units: DMUs and EMUs

Thameslink's Class 700 003 working the 9P39 14:18 Luton to Rainham (Kent) calls at Elstree & Borehamwood on June 8th. *Kevin McCormick*

On a glorious June 20th, Northern's Class 319 378 slows for its stop at Cheadle Hulme, while working the 10:48 Crewe to Manchester Piccadilly service. *Barry Longson*

Southern's Class 313 207 is seen parked in Brighton sidings on June 27th. *Allison Twycross*







Units: DMUs and EMUs

On June 16th, Northern's Class 323 227 arrives at Cheadle Hulme with a Manchester Piccadilly - Stoke on Trent service. *Michael Lynam*

Northern's Class 769 450 calls at Cheadle Hulme working a Southport - Alderley Edge service on June 16th. *Michael Lynam*

On June 27th, Gatwick Express liveried Class 387 219 is seen at Brighton having arrived with a service from London Victoria. *Allison Twycross*







Units: DMUs and EMUs

South Western Railway's Class 450 062 approaches Putney with a service from London Waterloo on May 26th. *John Sloane*

Southern's Class 377 112 Southern arrives at Worthing station with a service to Littlehampton on June 28th. *Allison Twycross*

London Overground's Class 378 207 calls at West Brompton with a Clapham Junction to Stratford service on May 26th. *John Sloane*







Units: DMUs and EMUs

Great Northern's Class 387 104 speeds through Alexandra Palace with a service heading for London King's Cross on May 26th with former Gatwick Express Class 387 206 on the rear. *John Sloane*

Heading for London Waterloo, South Western Trains' Class 458 515 passes beneath the District Line at Putney as a tube train crosses over on May 26th. *John Sloane*

SWR's Class 455 908 calls at Putney with a service to Kingston on May 26th. *John Sloane*





Scotrail

On June 19th, Class 66 746 operating 0H87 12:00 Fort William to Wemyss Bay is seen at Hyndland. The LE move from Fort William is necessary as part of the Western Scenic 'Royal Scotsman' tour - 1H87 having arrived at Wemyss Bay earlier in the day from Bridge of Orchy and 0H87 attaches to provide top and tail power for the later trip from Wemyss Bay to Kilmarnock to stable overnight. *Kevin McCormick*

Scotrail

Class 158 739 and 158 723 are seen departing Cowdenbeath on June 17th.
Richard Jones

Scotrail

On June 15th, Class 156 501 and 156 503 are seen stabled in one of the north bays at Carlisle. *Michael Lynam*

Underground Overground

A District Line service to Wimbledon departs from West Brompton on May 26th. *John Sloane*

A District Line service from Wimbledon to Edgeware Road arrives at East Putney on May 26th. *John Sloane*

A Wimbledon to Tower Hill District line service arrives at West Brompton on May 26th.
John Sloane







Manchester Metrolink

On June 23rd, tram No. 3066 in ‘Hits Radio’ advertising livery departs Cornbrook to reverse to operate a service to the Trafford Centre. *Michael Lynam*

Trams Nos. 3054 and 3045 arrive at Deansgate working a Altrincham - Bury service on June 23rd. *Michael Lynam*

On June 23rd, tram No. 3040, in ‘Bee Network’ livery, departs Cornbrook working an Altrincham - Manchester Piccadilly service. *Michael Lynam*







Sheffield Supertram

Sheffield Supertram No. 122 is seen near the railway station, working a Malin Bridge to Halfway service on June 17th.
Barry Longson



National Rail



Nottingham tram No. 216 arrives at Toton Lane terminus on June 1st with a service from Hucknall.
Michael Lynam

Platforms to be extended to make room for longer trains

Greater Anglia is carrying out work to make platforms at four stations long enough for brand-new ten-carriage trains – which means buses will replace trains on some routes over the summer, including for 17 days in a row on the Hertford East line. Platforms at Hertford East, Ware, Broxbourne and Stratford stations need to be lengthened in the final stage of Greater Anglia's programme to replace every single train on the network with brand-new state-of-the-art trains.

The work is taking place at weekends in June, July and August including a 17-day-stretch of continuous engineering works on the Hertford East Line from Saturday August 13th to Monday August 29th. Greater Anglia will run a rail replacement bus service and Greater Anglia tickets will also be accepted on Great Northern trains from Hertford North to London Kings Cross.

Andrew Goodrum, Greater Anglia's client and programme director, said: "We're very sorry for any inconvenience this work causes our customers, but it's essential so that we can run our new longer trains on this busy commuter route. We will make sure that all customers can complete their journeys with our fully accessible rail replacement buses. We'll have extra staff on hand to make the transition between train and bus as easy as possible.

Customer reaction to our new trains has been fantastic. With their plug and USB points, fast free wifi, air conditioning, improved accessibility features, dedicated cycle spaces and better passenger information screens, our new trains offer a much better travel experience."

Fares Advice with RailUK

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

Rover tickets and their use after midnight on weekdays

Q: I am looking at the feasibility of a couple of late night trains using a Rover ticket (in this example an Explore South Wales 4 in 8 day version) and i can't seem to find a recent definitive answer on what is possible - and just as importantly what is not possible when travelling after midnight.

1. The railway day seems to extend to 4.29am the next day for validity. Does this include Rover Tickets - in particular the one mentioned above.
If so, does this validity extend to any of the following scenarios?

1. Commence journey before midnight and complete before 4.29am
2. Commence journey after midnight and complete before 4.29am

If a journey were to extend after 4.29am does that mean i need a ticket from the last station timetabled to call before 4.29am for the remainder of the journey. To clarify this is a weekday scenario.

A: Yes, rover tickets are valid until 04:29 the day after the nominal date of expiry. I don't think there's anywhere that explicitly states this, but it is the de facto rule which applies for railway ticketing and I doubt that, in the rather unlikely event you have a ticket check between midnight and 04:29, anyone would suggest your ticket had expired. You need to be on a train that is scheduled to arrive at the relevant station no later than 04:29. If it runs late and only arrives after 04:29, your ticket remains valid.

Strike & Delay Repay

Q: Booked two Off-Peak Returns with LNER site from Glasgow QS to Oban. Outward Sat 18th Jun. Was delayed on the Lowlander from London, arrived at Oban some four and a half hours late. Was sent Delay Repay e-mail from Caledonian Sleeper. Contacted them explaining needed to claim for whole journey from London to Oban. Advised to email pics of GLQ to and tickets and explain. Awaiting reply.

Return was due to be on Sat 25th from Oban to Queen Street. All services cancelled due to strike. We are booked in Citylink instead as we have to travel that day. Asked LNER via Twitter DM who to claim for unused return portions with. Was told Scotrail Delay Repay. Did so and have now received failed claim email back from them. Called them and was advised should be from LNER as I bought from them.

Questions-
Firstly, who is correct please?
Secondly, I believe I am entitled to a refund the whole of the tickets due to the long delay outward and no service on return. Should CS be refunding 50% and Scotrail or LNER (whichever) 50%?
Oban ticket office suggested the refund on the unused returns would be the difference between a single and the return rather than half? I would have thought CS should refund the outward in full and therefore the rest by Scotrail/LNER but what if they refund 50% and Scotrail/LNER the difference between single & return?

A: As the delay on your outward journey was 120+ mins, Caledonian Sleeper owe you compensation of 100% of the combined value of your tickets for the Sleeper, including any berth supplement, and day train. For the return journey, you have the right to choose between a refund (which would be claimed from the retailer, LNER in this case), or to reclaim your reasonable costs of rebooking yourself on Citylink (which would be claimed from the TOC that operated the train you were intending to take, i.e. ScotRail). I would go for the latter option, because it is undefined how much of a refund you're entitled to when you use one portion of a return (the retailer may argue it is just the difference between the cost of the single and return). It is particularly murky how this interacts with a claim for delay compensation, seeing as that is based on the ticket price. I would expect some pushback though, because ScotRail may try and claim they're not obliged to pay anything on a strike day. The calling of a strike doesn't reduce your rights or their obligations (assuming you had already booked before the timetable was in place), but that won't stop them from likely trying it on anyway.

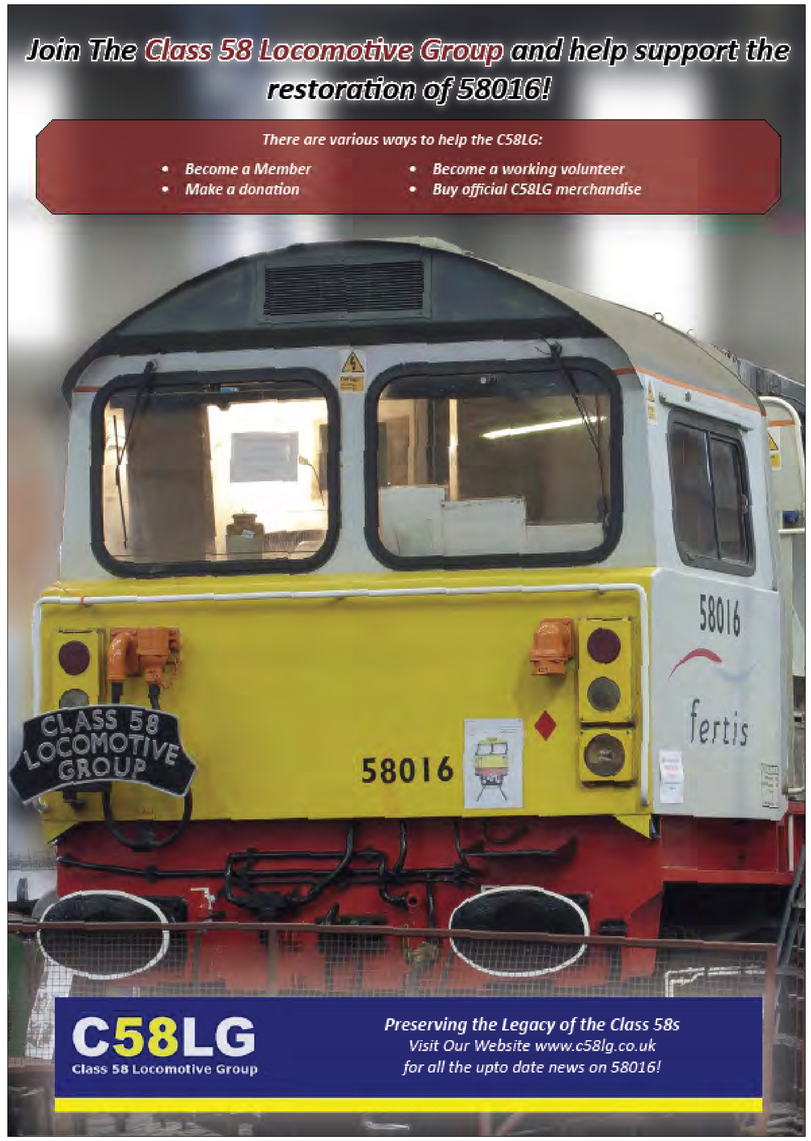
Ticket Advice for All

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

Classic locos of Class 37, 58, 56 and 60 are seen at Leicester LIP on June 17th. *Barry Longson*





Stowmarket station to become more accessible thanks to 'revolutionary' new bridge

Lifts will be installed at Stowmarket rail station to make it more accessible for people with restricted mobility.
The station received funding in 2019 for accessibility improvements under the Government's Access for All scheme as the only step-free way to cross the platforms currently is via the level crossing. The funding will see the existing concrete footbridge removed and replaced with a new type of bridge that will be the first of its kind in the UK. It is a modular steel design, which is cheaper and quicker to construct. Lifts will be built into the bridge's design, making it much easier to travel between the platforms.

Construction is expected to start towards to end of next year.

Marek Dowejko, Greater Anglia's Asset Programme Manager, said, "We're delighted to be able to progress this improvement scheme to help people access the station more easily. Thanks to this revolutionary new style of bridge the scheme was affordable and we have been able to use the Access for All funding efficiently and to the best outcome for passengers. We're looking forward to starting work next year."

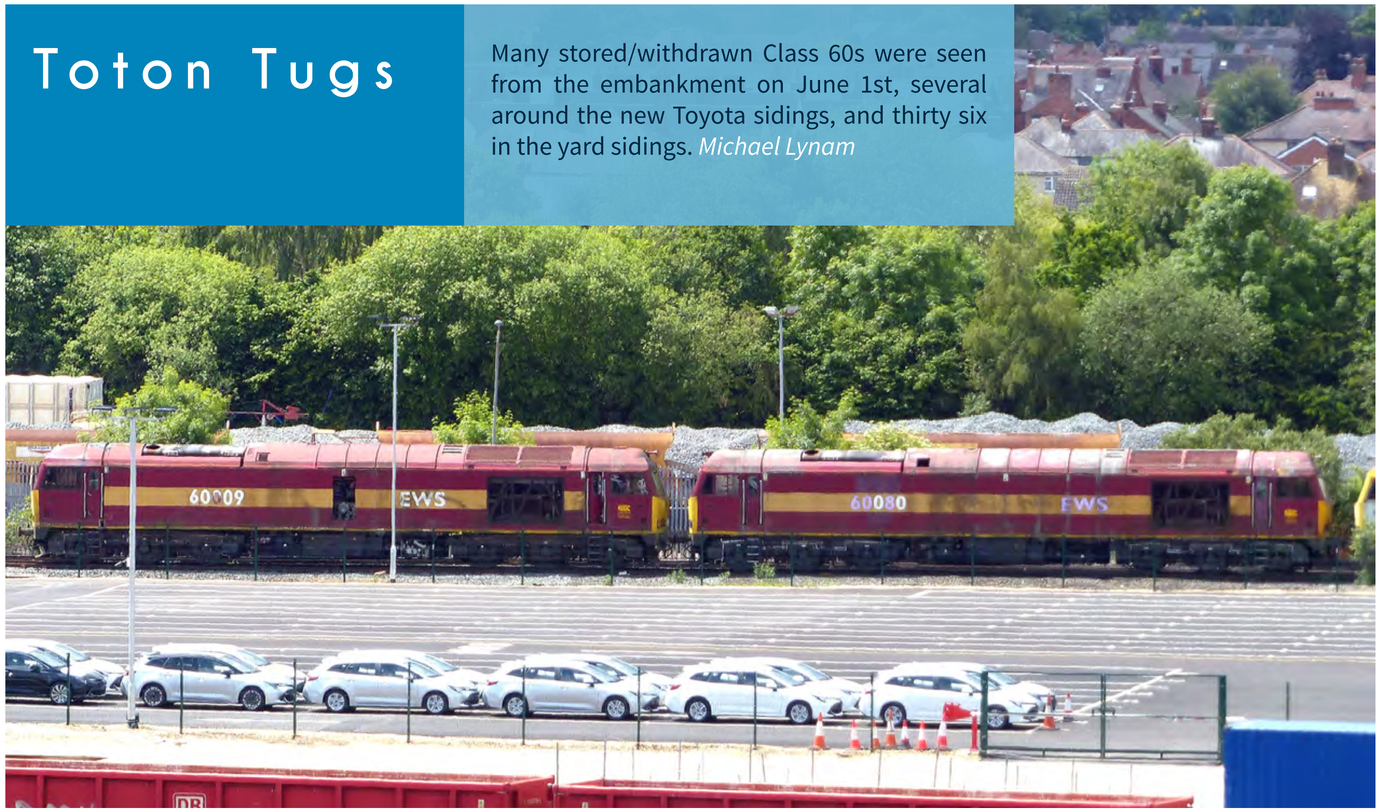
Rebecca Richardson, Greater Anglia's Accessibility Manager, said, "We want everyone to be able to have a good journey with us and the plans for Stowmarket are going to make a big difference to people using the station. Along with the enhanced accessibility features of our new fleet of trains, this Access For All scheme means that we are really starting to transform rail travel for people with disabilities and other accessibility needs, making it much easier for them to travel, and we will continue to support our communities with their aspirations for improvements at other stations too."

Image: Artist's impressions of the new AVA footbridge and lifts at Stowmarket rail station. ©Greater Anglia



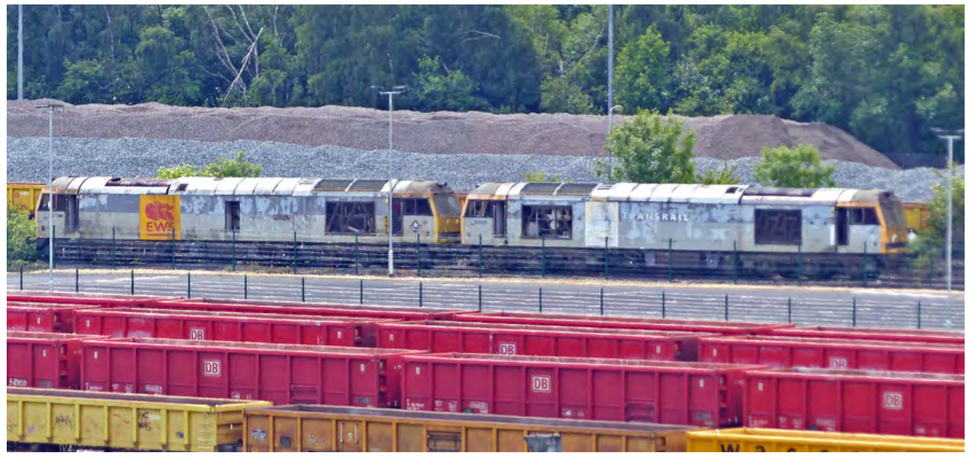
Toton Tugs

Many stored/withdrawn Class 60s were seen from the embankment on June 1st, several around the new Toyota sidings, and thirty six in the yard sidings. *Michael Lynam*











National Rail



Volker Rail tamper No. DR75301 is seen at Hatfield & Stainforth on June 7th, heading back to Doncaster.
Barry Longson

Loco Fleet List Ten

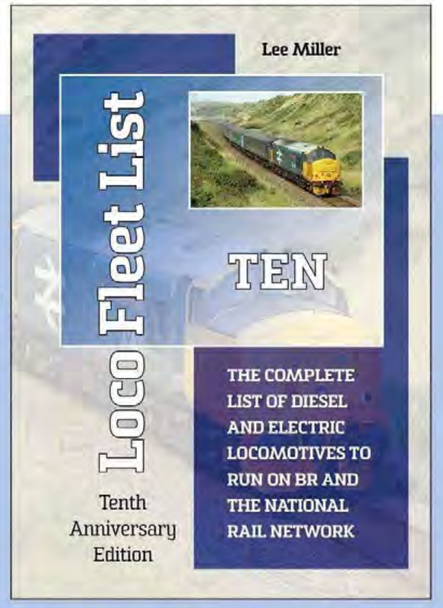
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

By Royal Appointment, Siggy Cragwell commemorates the Windrush Generation



Thameslink's oldest employee, 82-year-old station assistant Siggy Cragwell, was a guest of honour at the unveiling of the National Windrush Monument on June 22nd at Waterloo Station where he met the Duke of Cambridge, Prince William.

Siggy sat among other VIPs including the Duchess of Cambridge, the chairman of Network Rail and its chief executive, and the Mayor of London Sadiq Khan.

Baroness Floella Benjamin, who is chair of the Windrush Commemoration Committee, recalled how she had arrived there, in Waterloo, as a little girl from the Caribbean.

She said: "The National Windrush Memorial will be part of the British Heritage and be seen by millions of people. It has created a figurative representation of the Windrush generation. It will evoke deep emotion and pride."

After the unveiling, Siggy was introduced to Prince William who heard how he had come to the UK from Barbados 60 years ago and worked on the railways ever since. They also talked about their shared love of cricket.

Siggy said afterwards: "It was very, very good, I was quite happy to meet Prince William and speak to him. He was a relaxing kind of guy. I've had a wonderful day." Designed by renowned Jamaican artist Basil Watson, the Monument symbolises the courage, commitment and resilience of the thousands of men, women and children who travelled to the UK to start new lives from 1948 to 1971.

It acknowledges and celebrates the Windrush generation's outstanding contribution and has been created as a permanent place of reflection, to foster greater understanding of the generation's talent, hard work and continuing contribution to British society.
The three figures – a man, woman, and child – dressed in their "Sunday best" are climbing a mountain of suitcases together, demonstrating the inseparable bond of the Windrush pioneers and their descendants, and the hopes and aspirations of their generation as they arrive to start new lives in the UK.

Since Siggy's railway career began 60 years ago, he has worked at Marylebone, Bedford, St Albans and Luton stations, and has been a popular figure at Elstree & Borehamwood since 2002.

National Rail

Class 60 070, 60 061, 60 080 and 60 008 stand in Brush Works, Loughborough on June 22nd whilst behind are 60 064, 60 090, 60 009 and 60 038. Meanwhile 60 057 catches the late evening sun outside the works. *Mark Pichowicz*



Rail Live 2022

A look at some of the exhibits at this years Rail Live on June 22nd, including the ‘Revolution’ VLR unit and Chiltern’s Class 168 329 which ran a shuttle from Honeybourne into the Long Marston site. *John Alsop*

















National Rail



Colas Track Machine No. DR75407 'Jerry Taylor' passes Filton Abbey Wood working from Kingsland Road to Filton West Junction on June 11th. *Brian Dodds*

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

A better railway for passengers as Commonwealth Games excitement builds



Passengers travelling on the Chiltern main line between Dorridge and Birmingham Moor Street have a more reliable railway after work was completed ahead of the Commonwealth Games.

The work included switches and crossings – which allow trains to move from one track to another - were replaced at the Tyseley train maintenance depot between Monday June 20th and Friday June 24th. The new sections of track give more reliable access for trains in and out of the depot which is an important site for operators West Midlands Railway and CrossCountry.

With more than one million extra passenger journeys predicted across the West Midlands rail network, any issues there during the Commonwealth Games could cause delays across the region, including risking overcrowding at key stations serving sports venues.

Denise Wetton, Network Rail's Central route director, said: "These upgrades will improve journeys across the wider West Midlands, providing passengers with an efficient, cleaner and more reliable railway throughout our major summer of sport. The work will also help to reduce the risk of station platforms becoming overcrowded as a result of the predicted one million extra passenger journeys during the Commonwealth Games."

Engineers and maintenance staff also carried out lots of additional work during the railway closure, including:

Installing new rails, sleepers and ballast (railway foundation stones)
Stressing rails to cope better with hot weather
Removing overgrown plants and graffiti
A top-to-bottom deep clean of Birmingham Moor Street station was also completed. Canopies, toilets, waiting rooms, platforms, concourse floors and beams were all improved, while the disused tracks were cleared of overgrown vegetation.

More than 20 volunteers from the Friends of the Shakespeare line also installed 11 large planters and replanted existing ones as part of work to improve the station for passengers ahead of the Commonwealth Games.

Getting all of this work done at once reduces future disruption to passengers through multiple railway closures and provides a more reliable rail network not only during the Games but for many years to come.

Passengers are being asked to prepare for a massive West Midlands summer of sport by planning their journeys in advance at www.nationalrail.co.uk.

National Rail

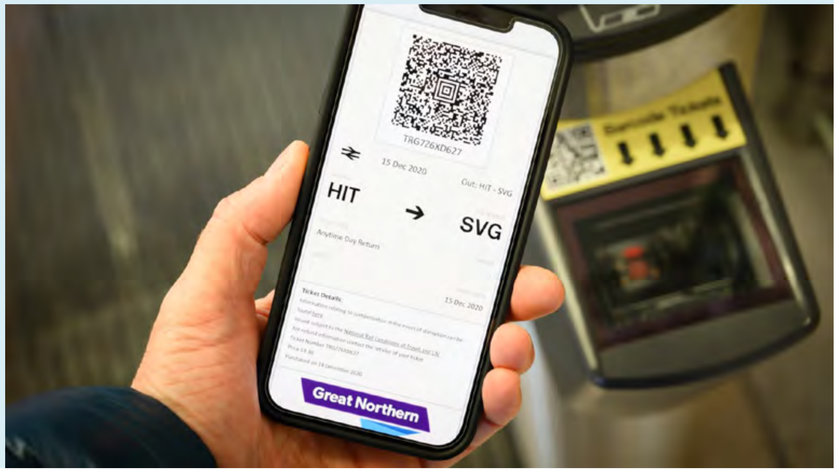
More eTicket readers help rail passengers breeze through Great Northern and Thameslink stations

Rail passengers with smartphone eTickets will find it easier to travel with Great Northern and Thameslink now that more barcode readers have been installed at stations. Additional barcode readers – that allow passengers to scan eTickets on their smartphones – have now been added to ticket gates to achieve 100% coverage and cut queues of waiting passengers at the following stations:

Flitwick, Harpenden, Hitchin, Huntingdon, Kings Lynn, Letchworth Garden City, St Neots and Stevenage.

It's estimated that 50% of tickets now sold in the UK are digital, which includes tickets sold on smartcards. eTickets are convenient and popular because they can be bought instantly on the train firms' OnTrack apps or websites. They are ideal for advanced singles, peak and off-peak singles, and peak and off-peak day return tickets.

Customer Services Director Jenny Saunders said: "Barcode eTickets are quick to buy and convenient to use so we're steadily adding them to more and more ticket gates across our stations to make life easier for our customers." Jacqueline Starr, Chief Executive Officer at the Rail Delivery Group, said: "We're making it easier for people to buy train tickets with people rapidly switching to buying online and now using digital tickets for half of all journeys. Investment in smart ticketing across the network has made train travel quicker and easier as people can get their ticket straight to their phone."



Passengers encouraged to top up from the station tap on World Refill Day

Passengers travelling through two of Scotland's busiest railway stations are being encouraged to top up with Scottish tap water as part of a global campaign to prevent plastic pollution. World Refill Day took place on June 16th and rail passengers could make use of revamped water points at Glasgow Central and Edinburgh Waverley stations to keep hydrated and help make single-use plastic a thing of the past. Thanks to a partnership between Network Rail and Scottish Water, the refill points have been given a bespoke new look in an initiative that seeks to benefit passenger well-being, their pockets, and the planet.

The collaboration also combines Network Rail's drive for sustainability, linking 'Scotland's Railway Greener in the making' with the 'Your Water Your Life' campaign led by Scottish Water.

Ross Moran, Network Rail Head of Operations Delivery for Scotland, said: "This is another exciting part of our sustainability strategy. In recent years we have reduced our carbon footprint at our stations, introducing various initiatives including more sustainable lighting and implementing robust recycling processes. These have also been supported by companies in the station. So, we are delighted to partner with Scottish Water to promote our water bottle refill points which will enable passengers to stay hydrated whilst they are on the go."

Brian Lironi, Director of Corporate Affairs at Scottish Water, said: "People across Scotland who have used our Top Up Taps have saved the equivalent of one and a half million single-use plastic bottles through staying hydrated on the move with reusable bottles. We're delighted that Network Rail is joining the wave and encouraging people to think about their health and the planet by making a virtue of these refill points in Glasgow Central and Edinburgh Waverley. These stations are the gateway to and from Scotland's busiest cities for many thousands of travellers every day and we're delighted that they can enjoy Scotland's public tap water as they arrive or depart the station."

In Glasgow Central, the rebranded bottle refill stations are located across from Costa Coffee and opposite the ticket gate at platforms 9 and 10. Passengers in Edinburgh can find the water points opposite platform 5 and in the main booking hall.

As part of the 'Greener in the making' campaign, Scotland's Railway is committed to decarbonising passenger rail services by 2035.

Scottish Water supplies 1.5 billion litres of water a day to customers throughout the country. The 'Your Water Your Life' campaign has led to a new network of Top Up Taps including a number in Glasgow and Edinburgh.



Levelling Up boost to transform Bristol Temple Quarter and Bristol Temple Meads station

Thousands of new homes and jobs will be created through the regeneration of Bristol Temple Quarter, thanks to £95m in government funding, Levelling Up Minister Neil O'Brien MP announced on June 10th. Bristol's biggest ever regeneration project will deliver up to 10,000 homes and 22,000 jobs in a series of new sustainable and inclusive communities at the heart of one of the UK's most productive and fast-growing city regions. The funding will unlock the first phase of this scheme, with future plans to develop 57 hectares of land across St Philip's Marsh in phase two. The scheme will help to address regional inequalities by focusing on a highly deprived area of Bristol, delivering new affordable homes, generating skills, training, and employment opportunities while improving transport, boosting regional productivity and economic growth. The partnership between the West of England Combined Authority, Bristol City Council, Network Rail and Homes England will bring forward the regeneration of approximately 130 hectares - equivalent to about 182 football pitches - of brownfield land. The £95m funding will be focused on areas immediately around Bristol Temple Meads station, unlocking approximately 2,500 new homes by 2032 and supporting around 2,200 jobs.

The funding will also support the creation of three new or significantly improved station entrances planned to the north, south and east of Bristol Temple Meads station. The new entrances will mean that the station no longer severs the connections between neighbouring areas but connects them instead. The new eastern entrance to Bristol Temple Meads will make it much easier to reach the station from surrounding neighbourhoods and creates a link to the new University of Bristol Temple Quarter Enterprise campus. There will also be a multi-storey car park and a new transport hub which will link up the railway with connections for pedestrians, cyclists and the local and citywide bus network, making it easier to travel around the city and to/from the region. This latest funding announcement builds on the completion of last summer's £132m track and signalling upgrade at Bristol East Junction and the ongoing renovation of the station's historic train shed roof.

Mike Gallop, Network Rail's Western route and strategic operations director, said: "We welcome this funding announcement and look forward to continuing working with our partners to revitalise Bristol Temple Quarter, including transforming Bristol Temple Meads station into a world class transport hub with three new entrances, a multi-storey car park and new commercial and retail for the benefit of our passengers, the city of Bristol and wider West of England region. Our work to modernise the railway near Bristol Temple Meads and the renovation of the station itself is continuing to progress really well. Last summer we completed a £132m major track upgrade at Bristol East Junction resulting in a clever new track layout and state of the art signalling equipment, providing passengers with more reliable and better journeys to and from Bristol Temple Meads, while the next phase of our work to refurbish the station's historic train shed roof is ongoing."

Levelling Up Minister, Neil O'Brien MP, said: "Building new homes in the places they are most needed and regenerating our towns and cities lies at the heart of the Government's levelling up mission. It's fantastic to be in Bristol today to see this levelling up in action; central government working with local leaders and industry to grow the economy, delivering the high-quality new homes this country needs and breathing new life into neglected places."

Peter Denton, Chief Executive of Homes England, said: "The Temple Quarter programme provides a step change in how regeneration can be delivered, with the public partnership steering the regeneration, inviting further investment and partnerships with world class regeneration partners. We are committed to working with ambitious local authorities seeking to meet their local housing needs through delivery of key infrastructure. The multimillion-pound government funding will resolve much needed improvements to the infrastructure surrounding the station, unlocking critical housing sites and allowing the partnership between the Combined Authority, Bristol City Council, Network Rail and Homes England to deliver their vision for the local community and develop a sense of place."

The West of England Metro Mayor, Dan Norris, said: "I'm thrilled that the Combined Authority, that I lead, has been awarded £95m to invest in Temple Quarter one of the most exciting regeneration projects in Europe. Now we need to make sure that the buildings and infrastructure and the high skilled jobs we bring in, truly match our ambitions on tackling the climate emergency and use the skills of our amazingly talented workers to make this area something to be very proud of. Combine this with the refurbishment of Brunel's iconic station and we really will have, at long last, the jewel in the crown in the heart of our great city and fantastic region."

The Mayor of Bristol, Marvin Rees, said: "Temple Quarter creates the opportunity to make our city more sustainable and better connected, while providing the affordable homes, accessible jobs and training that our citizens want and need as we tackle the climate and ecological challenges. This announcement is extremely welcome and is the result of a productive partnership between Bristol City Council, the West of England Combined Authority, Network Rail and Homes England that first met in 2017 to plan for the successful regeneration at the heart of the city region. The partnership has brought forward a realistic, integrated vision to create a thriving new area of the city that will be key to Bristol's and the city region's journey to becoming an inclusive and sustainable economy, boosting Bristol's role as a major driver of the city region and Western Gateway economies. This funding will unlock the infrastructure and public spaces needed to support further delivery on homes, jobs and inclusive growth and will underpin Bristol's connectivity, sustainability and path to carbon neutrality."



National Rail

Class 08 870 is seen in the sidings at Great Yarmouth station on June 2nd. *Allison Twycross*



On June 2nd, following a naming ceremony at Kidderminster the new name for 34027 ‘Taw Valley’ was unveiled as ‘Elizabeth II’, seen here after the event. *John Alsop*



Shellshocked: Family’s surprise as Network Rail workers reunite them with tortoise missing for eight months

A family in Knebworth were left shocked after their beloved tortoise, Twin, who had been missing for eight months, was found by three Network Rail workers. On May 5th, John Keeley, Matt Cooke and Tony Russell were carrying out railway inspections along the East Coast Main Line, when they spotted Twin walking alongside the track.

The trio couldn’t believe their eyes, but sprung into action to rescue Twin and bring her to a place of safety. After removing Twin from harm’s way, John, Matt and Tony brought her to a car park to discuss what to do next. They decided to take Twin to a nearby vets to see if she was microchipped and to get her checked over. Although Twin was given a clean bill of health, she wasn’t microchipped so the team were unable to locate her owners. Unsure of what do to next, the team decided to look after Twin overnight and continue the search for the owners.

The following day, John visited shops and cafés in Knebworth to see if anyone had lost a tortoise. Although this didn’t bring any joy, a café owner agreed to post about the tortoise on their Facebook page to help spread the word. The power of social media proved fruitful, with Lizzie Jeanes, spotting the post and contacting John to claim Twin.

Twin, who was now being looked after in Welwyn Garden City, was driven the five miles back to Knebworth. After eight months, Twin was reunited with Lizzie and her two children Charlie, 10, and Connie, 8, as well as with another tortoise named Joey, who Twin has lived with since 1952.

John said: “It’s not every day you see a tortoise on the railway, so we definitely did a double take when we spotted Twin! Although we weren’t really sure if we’d be able to find the owner, we knew someone would be missing her, so we knew we had to try our best. It took a few days, but the power of social media really helped us and allowed us to deliver Twin home safe and sound. Lizzie, Charlie and Connie were delighted and they sent us a card to say thank you, so we’re glad to have helped.”

Lizzie said: “I was absolutely elated when I heard that Twin had been found. When she went missing, we searched high and low for her, but we’d given up hope when she’d been missing for eight months. I can’t thank the team enough for reuniting us once more with Twin, who has been in our family for 70 years. We’re all delighted.”



National Rail



Locomotive Services convoy 0Q21 with Class 20 107 leading 20 096, 26 027 and 37 703 from Barrow Hill LIP to Crewe HS, passes Burton on June 27th. *Stuart Hillis*

First train runs using the new digital signalling on Northern City Line

The testing of the new digital signalling on the Northern City Line has commenced with the running of the first Great Northern train between Finsbury Park and Moorgate under the new system. The testing is carried out with a Great Northern Class 717 train and marks an important milestone in the Government funded East Coast Digital Programme, which will ultimately see traditional signals removed from the tracks along this route. Digital signalling reduces delays and enables a more reliable service for passengers. The first test train ran in the early hours on Sunday May 29th. An ongoing intensive period of testing will ensure that the train fleet, already fitted with the necessary technology, works well with the new digital signalling infrastructure that will communicate directly with the trains cab. Testing is taking place overnight and weekends to minimise disruption to passengers as much as possible. The process continues throughout 2022 to ensure complete assurance of its safety and reliability, with driver training and migration to digital signalling operations due to commence in early 2023. The Northern City Line is expected to operate solely using digital signalling in 2024.

Toufic Machnouk, Network Rail's Director, Industry Partnership for Digital Railway, said: "The running of the first Northern City Line train in digital signalling as part of the test campaign is a big moment for the East Coast Digital Programme, this is the first step to migration following the successful upgrade of the system earlier in May which will change the way the railway works to deliver a more reliable service. We are working in close partnership with Great Northern and Siemens to deliver the extensive testing required to ensure we can proceed to the next stage of transforming this route into the capital."

Oly Turner, Head of ERTMS at Govia Thameslink Railway which operates Great Northern, said: "We're thrilled with this landmark use of digital signalling along our route to Moorgate. Working with Network Rail and Siemens, we prepped carefully for this day and it was rewarding to see the train perform well. I'm looking forward to proving the system in time for driver training to begin next year."

Mark Ferrer, Operations Director, Technology, Rail Infrastructure at Siemens Mobility UKI, said: "This project is a prime example of how sustainable investment in digital technology can unlock benefits and support growth in the UK economy and we're proud to be a part of it, bringing technology, people, skills and our UK supply chain to transform the everyday journeys of passenger and freight, and the communities along the line. Working collaboratively with Network Rail and GTR we were able to achieve this milestone, bringing us one step closer to delivering a next generation railway."

Birmingham New Street station signalling system goes digital

Work to overhaul the signalling system at Britain's busiest interchange station has reached a major milestone. Over the last 15 months more than 230 miles of cabling has been laid to connect 64 new LED colour light signals at Birmingham New Street station. Ten new equipment buildings have also been constructed, as well as the installation of 60 axle counters – equipment on railway lines which show signallers exactly where trains are on the network. The new signalling system will eventually be controlled from the state-of-the-art West Midlands Signalling Centre in Saltley. Until the end of this year control will continue from the Grade II listed Birmingham New Street Power Signal Box on Brunel Street. Built in the 1960s, its switching systems have continuously kept the region's trains moving safely for decades. But now all the signals and equipment across the station have been brought up to 21st century standards, the phased decommissioning of New Street's power signal box can begin. Total switch over to the new system will take place this Christmas making it the final piece of a signalling jigsaw which has seen improvements across the wider West Midlands region since 2005. The New Street work has been the most complex part of that work with rolling platform closures since April 2021.

Denise Wetton, Network Rail's Central route director, said: "This once in a generation overhaul of the station's signalling equipment, at one of Britain's most important stations, has been a huge challenge and we thank passengers for their patience while we've had to close platforms over the last 15 months. When complete this Christmas the West Midlands will have large areas using one of the most modern signalling systems anywhere in Britain which will help provide a safe, reliable and high performing railway for decades to come."

Lucy Wootton, head of the Grand Railway Collaboration*, said: "A modern, state-of-the-art signalling system is essential for a safe and reliable railway in the West Midlands. This milestone is a big step towards better and safer journeys for millions of passengers for decades to come."

Malcolm Holmes, executive director for West Midlands Rail Executive, said: "With Birmingham New Street at the centre of the national rail network, it is vital for the West Midlands and Britain that the signalling system which manages trains travelling in and out is the best it can be. The industry has worked together to plan and deliver this major upgrade which will be brought into permanent use later this year."



National Rail



On June 11th, Class 387 301 and 387 146 pass Marston Footbridge working a Bristol Parkway to London Paddington service. *Ken Mumford*

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Longest name in the Class

Sir Trafford Leigh Mallory nameplate was the longest of the Battle of Britain Class (7 foot 3 inches, with 3-inch high letters)

Napier Music

It was said that the prototype DELTIC was the only one that didn't have a number [BUT it had 'on paper' the number DP1]. Some said that it was the forerunner of the best of the diesels. There were men who worked in its engine room whilst either one or both Napier engines) were running - what a noise!. However, some worked in the engine room with both engines at full power as part of their daily work and didn't regard it as 'misfortune,.' although it did leave a lot of the men who worked on them regularly with hearing issues.

Good Grief!



THE TIMES

The hijack of the locomotive 6422 [*seen above with the Dudley Dodger auto-train was taken at Birmingham Snow Hill station in 1936 - well before the story of the hijack mentioned below*] was reported in the above newspaper on 26 January 1961. This is the text of the article:-

It was January 1961 when 64xx 0-6-0PT was hijacked from Wolverhampton (Stafford Road) locomotive depot [84A]. The culprit was a former fireman who was being sought by the police for possible involvement in a robbery. It was the dead of the night and 6422 was in steam in the yard.

The hijacker explained to the signaller controlling the shed's exit road that he was taking the locomotive to Worcester [85A] maintenance purposes. The signal was given and the locomotive set off passing from section to section and reportedly taking on water at



Stourbridge Junction - above.

Alas - ***maybe***, the end of the run came when 6422 was abandoned at Droitwich.

A Different View

The view from Wroxham Marina, as the 14:00 service from Norwich to Sherringham passes on June 1st. *Allison Twycross*



Class 40 No. D213 is seen on Condover Bank with 1Z42 16:52 Bristol Temple Meads - Preston on June 8th. *Keith Davies*



A bit of confusion at Shrewsbury on June 11th, as West Midlands Trains' Class 170 516 is seen also carrying the number 170 519.... or is it the other way round.!??? *Richard Hargreaves*



A Different View

Health and Safety seems to have gone out the window at Wigan Wallgate, on June 27th as three youths sit with there legs over the bay platform at Wigan Wallgate, smoking weed, and not one of the station staff challenged them to move..... as Northern BI- Mode Class 769 448 arrives with the 13:15 Southport to Alderley Edge service. *Paul Senior*

Preserved Railways

Spa Valley Railway - 25th Anniversary Gala on 26, 27, 28 & 29 August



This summer the Spa Valley Railway is celebrating 25 years of trains running from Tunbridge Wells West back through the High Weald!

25 years ago, in August 1997, the Spa Valley Railway opened the line to Groombridge. This was following a period from late December 1996 and from March to August 1997 where a shuttle train operated over a 3/4 mile of track from Tunbridge Wells West to Cold Bath Bridge. On Saturday 23 August 1997 the line re-opened the 3 1/2 miles to Groombridge Station. Over the past 25 years the Spa Valley Railway has grown into Tunbridge Wells' biggest tourist attraction and is often described as the South East's friendliest railway! In the years that followed the opening to Groombridge, the line was extended to Birchden Junction in 2004 and then on to Eridge in March 2011.

The railway is now home to a wonderful fleet of Steam & Heritage Diesel Locomotives, including Battle of Britain No. 34053 'Sir Keith Park', a 1876 built Steam engine known as Terrier 'Sutton' and also the train which closed our line in 1985, 'Thumper' 1317.

The Spa Valley Railway would not exist today without the dedicated volunteers that make up this wonderful railway together with all the visitors who come and support the heritage railway throughout the year. The railway now offers a growing a number of train experiences including: Gin & Steam, Murder Mysteries, Dining Trains, Children's characters days and the very popular Polar Express at Christmas.

Commercial Manager at the railway Jonnie Pay said: "We hope the four day celebrations will attract plenty of visitors as we want everyone to come and enjoy all the special events we have planned to commemorate the railway's 25 year anniversary. We will have a wonderful range of locomotives in operation and an intensive timetable is planned for the entire weekend. We are also hoping to announce the name of two new visiting steam locomotives soon!"

Locomotives:

Caledonian Railway No. 828 - Courtesy of the CR828 Trust and Strathspey Railway
Hunslet Austerity No. 2890 'Douglas'
Class 25 D7535 - Courtesy of South Devon Diesel Traction
Class 31/4 31430 'Sister Dora'
Class 33 33063 'R. J. Mitchell'
Class 73/1 73140 - Freshly repainted into BR Blue!
Class 73/1 731XX - Courtesy of GB Railfreight
Class 207 DEMU 1317
Class 421 3CIG 1497

Tunbridge Wells West

Engine Shed will be open for viewing of projects including the overhauls of LMS Jinty 47493, LBSCR Terrier 'Sutton' and Class 33/0 33065 'Sealion'.
Station shop selling 25th Anniversary merchandise including our exclusive 25th Anniversary Dapol OO Gauge Wagon, 25th Anniversary Book by David Staines and 25th Anniversary Badges and Glassware.
Model Railway
Toilet facilities

High Rocks Halt

Access to the famous sandstone rocks
High Rocks Inn
Access to local footpaths
Please note, High Rocks is not always open and not all trains will stop at this halt.

Groombridge

Trains passing throughout the event.
10% discount at The Junction Inn, just outside our station.
Lots of books on our bookstall under the canopy, grab a bargain.
Photo opportunities from the station bridges.
Miniature Cinema Van - 26th & 27th only.
Classic Car gathering outside the station building.
Jazz Band throughout the weekend.
BBQ and Station Kiosk throughout the weekend.
Brake Van Rides with Drewry 2591 'Southerham' and our Queen Mary Brake Van (subject to enough volunteers being available)

Eridge

Mainline connections with Southern services to Central London, East Croydon, Oxted and Uckfield.
The Huntsman Public House.

Walk back towards Groombridge via Harrisons Rocks, great photo opportunities of trains climbing Birchden Bank from the adjacent field.

Evening Dining Trains

Friday 26th August - Fish & Chip Supper and Real Ale Train
Saturday 27th August - A Taste of: Faulty Towers The Dining Experience!

Timetable

An intensive train service will be in operation throughout the event featuring locomotive hauled carriages for the steam and diesel locomotives and 1317 and the 3CIG 1497, including use in Pull/Push mode!

Tickets are now available to book online at www.spavalleyrailway.co.uk

Preserved Railways

UNIQUE VICTORIAN STEAM LOCOMOTIVE RE-WHEELED IN SIGNIFICANT MILESTONE TOWARDS RETURN TO STEAM FOR FIRST TIME SINCE 1948

A unique Victorian steam locomotive has been re-wheeled in "a hugely significant milestone" towards restoring the historic engine to full working order and returning it to steam for the first time since 1948. Dating from 1893 and the last survivor of its class, London and South Western Railway T3 No. 563 had travelled a total of more than 1.5 million miles when it was withdrawn from service by the Southern Railway Company in August, 1945. Bound for a scrapyard after being one of the finest express passenger train locomotives of the Victorian era, the T3 was saved from being cut up so it could be used to help celebrate the centenary of London's Waterloo station in 1948. It is hoped to have the 81-tonne T3 locomotive back in steam and hauling trains, for the first time in 75 years, in 2023 for the centenary of the Southern Railway and the 185th anniversary of the formation of the London and South Western Railway. Part of an ambitious £500,000 restoration project, the locomotive's re-wheeling comes as the Swanage Railway Trust's 563 Locomotive Group appeals to the public to sponsor a boiler stay or a boiler tube to help with the cost of restoring the T3's boiler.

Subject to a further £150,000 being raised, the restoration of the T3 – which is owned by the Swanage Railway Trust after the locomotive was donated by the National Railway Museum in 2017 - could be complete by the summer of 2023.

563 Locomotive Group treasurer Steve Doughty said: "Reuniting the wheels with the locomotive's frames, to make a rolling chassis, is a hugely significant milestone. "With both driving wheels and leading wheels in position, the stage is now set to complete the boiler this year and enable the final assembly. The construction of a brand new copper inner firebox for the T3 has been the lion's share of the project so far and this has now been installed at the heart of the boiler. The T3's firebox has 830 stays so manufacturing them out of copper bar is no small task while the cost of the copper to make just one stay is £35. The order for the boiler tubes for the T3 is also to be placed shortly with each tube costing £50. A limited number of original life-expired copper boiler stays from the T3 – which can't be used in the locomotive's restoration – are available to anyone who donates at least £1,200 to the T3 restoration project; a rare chance to own a piece of special Victorian railway history," added Steve.

Swanage Railway Trust chairman Gavin Johns said: "We are working hard to ensure the engine's preservation for future generations to enjoy and the best way to do that is by seeing No. 563 brought back to life so it can haul trains for the first time in 75 years."

"Given its Victorian heritage, the T3 has an incredibly rich history to tell and it is unique because it is the only surviving tender engine designed by the renowned locomotive engineer William Adams.

"No. 563 is the only steam locomotive owned by the Swanage Railway Trust and returning it to working order gives us the opportunity to show our visitors what the railway was like during Dorset's industrial and social development in the 19th century.

"The T3 is a direct link to the Swanage Railway's past – right back to the early days of the London and South Western Railway when holidaymakers first visited Purbeck by train," added Gavin who is a volunteer signalman on the Swanage Railway.

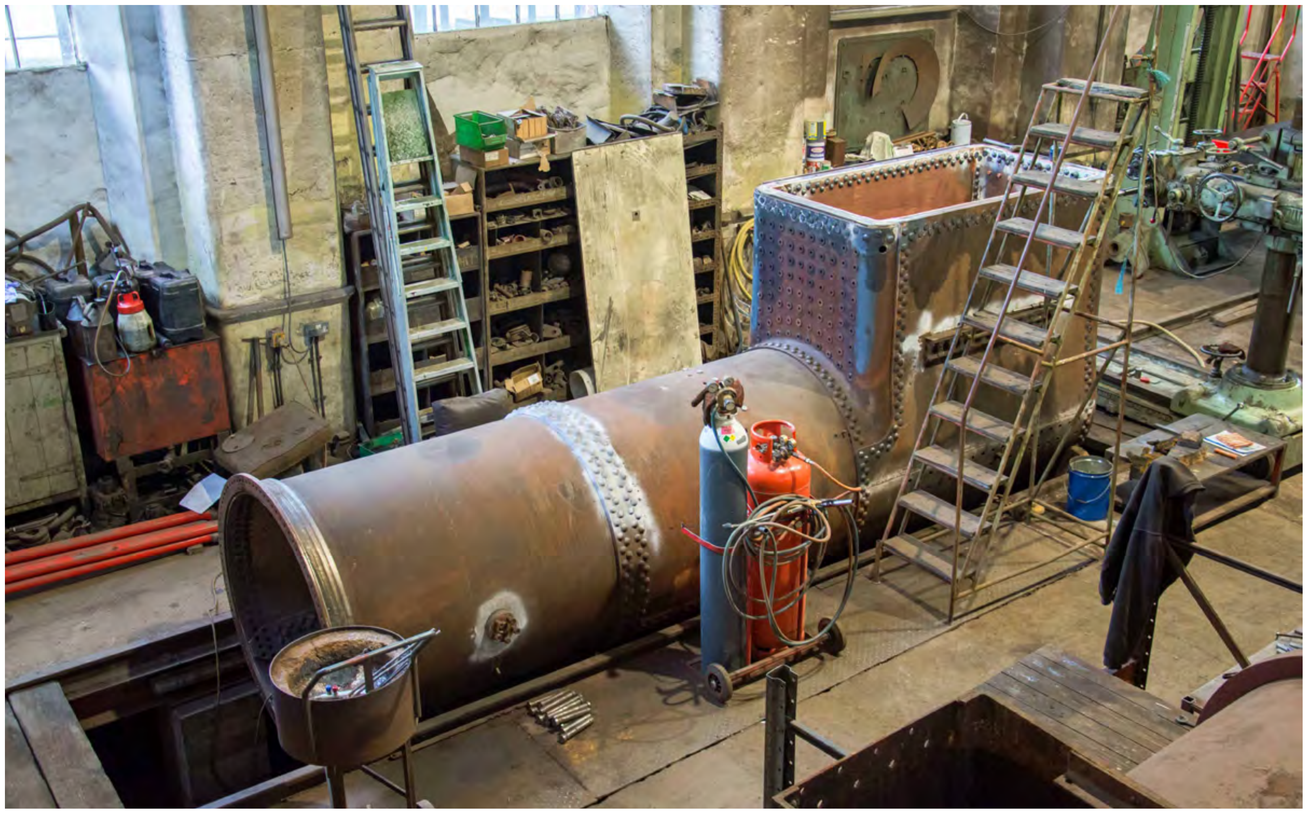
T3 No. 563 is being restored by specialist contractors at the Flour Mill workshops in the Forest of Dean, Gloucestershire.

The Swanage Railway has launched a new series of fascinating behind the scenes fund-raising videos about the history of the T3 and its restoration which can be found at youtube.com/SwanageRailwayOfficial.

To make a donation - or start a standing order - visit 563locomotivegroup.co.uk where you can also find out more about the T3's overhaul and its fascinating history.

Photos: ©Nathan Au





Preserved Railways

Three-in-one!



Construction of the cylinder block for Prince of Wales has reached a significant milestone. For the first time, the three cylinders have been placed together to check alignment, clearances and to ensure preparations are complete for welding to create the Monobloc.

The cylinder block has been fabricated in three sections, the centre cylinder and the two outside cylinders. The mating faces have been machined to create a good fit and dowels added to control vertical and front to back movement. The assembly was strapped together so the dimensions could be measured with a Faro arm.

The three cylinders have now been tack welded together creating the first Monobloc since the 1940s and will weigh around 5 tons when complete. As the dimensions measure up as required, the next step is a two week long welding process, followed by up to two weeks of being stress relieved.

Proving this method is obviously vital for the P2, but the next build project - the V4 - will also require a fabricated monobloc cylinder. This method could also be applied to heritage locomotives, such as the V2.



West Lancs Light Railway

West Lancashire Light Railway 0-4-0T ‘Stanhope’, built by Kerr Stuart in 1917, is seen at Delph on May 29th. *John Balaam*

Keighley and Worth Valley Railway

The two visiting Class 33's Nos. D6515 and 33 202 stand in Damens loop on June 12th before proceeding to Oxenhope. *Lee Stanford*

On June 11th, Class 50 026 'Indomitable' is seen at Haworth during the diesel gala weekend . *Eddie Emmott*

Class 37 075 runs round its train at Oxenhope on June 10th. *Steve Stepney*







Keighley and Worth Valley Railway

Visiting the line for their diesel gala was Class 33 202 which was caught on June 12th powering away from Oxenhope bound for Keighley.
Lee Stanford

On June 19th, the US Army Transport Corps S160 Class is seen arriving at Oxenhope Station, to the accompaniment of a brass band.
Ben Bucki

On June 19th, No. 52044 was hauling a Lancashire and Yorkshire Railway vintage train and is seen at Oxenhope in the afternoon, where a brass band was playing to entertain passengers. *Amy Bucki*







Keighley and Worth Valley Railway

A highlight of diesel gala on June 11th was Haworth Shed pilot Class 08 266, which was on an extremely rare full-line passenger turn. The shunter is seen near Damems, en-route for Keighley during the Saturday morning. *Ben Bucki*

DRS sent Class 68 004 to the gala and the loco was used on all three days. On June 10th, it was to be found awaiting its next duty at a sunny Keighley. *Lee Stanford*

Looking and sounding superb, visiting Class 50 026 'Indomitable' climbs away from Damens loop on June 10th with the 14:25 from Keighley. *Lee Stanford*







Keighley and Worth Valley Railway

Class 37 075 rests in the evening sunshine on June 10th at the head of a short freight at Keighley. *Lee Stanford*

Unique EE prototype No. D0226 'Vulcan' stands in Keighley station on June 12th with two suburban coaches which will later form the 14:55 to Ingrow. *Lee Stanford*

On June 12th, Freightliner provided Class 70 020 for the event which gave visitors the rare chance to ride behind one of these types. The loco is seen easily climbing the bank out of Keighley with the 12:35 departure to Oxenhope. *Lee Stanford*







Keighley and Worth Valley Railway

On June 12th, a very popular visitor was Class 33 No. D6515, and the loco is pictured arriving at Ingrow Station with its final train of the day and indeed the last stopping train at this station of the whole gala. *Ben Bucki*

Hudswell Clark shunter No. D2511 is seen at Keighley on June 12th. *Michael Lynam*

On June 12th, shunters No. D2511 (usually the Oxenhope carriage sheds pilot), and Mersey Docks and Harbour Board No. 2, arrive at Ingrow. *Ben Bucki*







Keighley and Worth Valley Railway

On June 11th, Class 33 202 'Dennis G Robinson' is seen near Damems with a short demonstration freight train heading for Keighley. *Ben Bucki*

On June 12th, Class 70 020 and 50 026 approach Haworth in charge of an Oxenholme - Keighley service. *Michael Lynam*

On June 12th, Class 08 266 and 20 031 are seen stabled at Haworth shed. *Michael Lynam*







East Lancs Railway

Class 40 No. D345 approaches journeys end at Heywood on June 25th with a morning service from Rawtenstall. *Lee Stanford*

A matching Railfreight grey pairing sees home based Class 33 109 piloting visiting 26 007 away from Heywood on June 30th working the 13:30 to Rawtenstall. *Lee Stanford*

On June 4th, Class 40 No. D345 stands at Bury Bolton Street working a service to Heywood. *Steve Stepney*







East Lancs Railway

Visiting Class 26 007 trails on the rear of the 10:30 Heywood - Rawtenstall service at Irwell Vale on June 30th. The giant crane in the background is working at the local sewage works. *Jeff Nicholls*

Class 45 108 crosses over the M66 at Bury with the 15:00 service from Rawtenstall to Heywood on June 30th. *Jeff Nicholls*

Class 37 703 crosses Roch Viaduct with the 13:00 Rawtenstall - Heywood service, having taken over from 50 015 at Bury on June 30th. *Jeff Nicholls*





East Lancs Railway

A most unusual sight as TransPennine's Class 68 031 'Felix' trails DC Rail's 60 046 'William Wilberforce' out of Bury towards Heywood on June 30th. *Jeff Nicholls*

Class 40 No. D345 works the first Rawtenstall - Heywood service of June 30th through Townsend Fold. *Jeff Nicholls*

Class 60 046 'William Wilberforce' trails the rear of the 15:30 Heywood - Rawtenstall service across Roch Viaduct on June 30th. *Jeff Nicholls*







East Lancs Railway

Class 24 No. D5054 approaches Summerseat station on June 30th with a demonstration freight from Ramsbottom to Bury. *Lee Stanford*

On June 24th, GWR No. 5643 arrives at Rawtenstall on a weekday service from Bury. *Michael Lynam*

Still based at the ELR and carrying a fictitious livery following a filming contract is Class 144 009 which makes an unusual sight crossing Summerseat viaduct on June 30th with a shuttle service from Bury to Ramsbottom. *Lee Stanford*





East Lancs Railway

Visiting TransPennine liveried Class 68 031 is seen waiting to depart from Irwell Vale working the 09:00 service from Bury. *Lee Stanford*

Peak Class 45 108 is seen arriving at Ramsbottom on June 30th with a service to Heywood. *Lee Stanford*

ScotRail liveried Class 47 765 crosses Summerseat Viaduct on June 30th working the 10:30 service from Heywood to Rawtenstall. *Lee Stanford*







East Lancs Railway

The East Lancashire Railway held an event to celebrate the 100th anniversary of merger of the L&Y with the LNWR over the weekend of June 18/19th. 0-6-0 Pug No.19 was returned to steam in time for the event and attached are some photos of it doing some demonstration shunting in Castlecroft yard with some replica L&Y wagons. *Lee Stanford*



Amerton Railway

Works No. 1491 'Isabel' was one of the earliest locomotives to be built to the design of E.E. Baguley, and one of hundreds of this type built between the 1890s and the 1950s. Seen in operation on June 25th at the lines gala. *Richard Hargreaves*

Bagnall 0-4-0ST 'Woto' works No. 2133/1924 was visiting from Pages Park shed, Leighton Buzzard Railway. *Richard Hargreaves*

No. 3905 'Jennie' is a Wren Class locomotive as originally built by Kerr Stuart, but she was actually made by Hunslet Steam at their works at Statfold near Tamworth and was completed in 2008. She is an almost exact copy of the original design. Seen here with Kerr Stuart narrow gauge Wren Class 0-4-0ST No. 3128 'Roger' of 1918. *Richard Hargreaves*







Amerton Railway

‘Peter Pan’ was built by Kerr Stuart & Co Ltd of Stoke on Trent in 1922 for use on a construction project in Essex. It was to their standard Wren type design, the smallest locomotive in their catalogue and was intended for use as a contractors locomotive. Seen here with Kerr Stuart 0-4-0T steam locomotive Works No. 1158 ‘DIANA’. *Richard Hargreaves*

Bluebell Railway

BR Standard 4MT No. 80151 carrying the Golden Arrow headboard is seen at Sheffield Park station on June 29th with a special wedding charter. *Allison Twycross*

GWR 'Hall' No. 6989 'Wightwick Hall' is seen departing the engine shed at Sheffield Park ready for a test run on June 29th.
Allison Twycross

Southern WC Class No. 21C123 'Blackmoor Vale' is seen in the sidings at Sheffield Park on June 29th. *Allison Twycross*







Dartmouth Steam Railway

Looking across over the River Dart, USA Transportation Corps. No. 2253 'Omaha' is seen departing Kingswear with the 11:10 service on June 7th. *Allison Twycross*

West Somerset Railway

Class 25 No. D7612, Class 33 No. D6575 and steam loco 'Britannia' are seen at Bishops Lydeard on June 13th. *David Lindsell*



West Somerset Railway

On June 13th, Class 17 Clayton No. D8568 is seen in the headshunt at Minehead Station. *David Lindsell*



GWR Manor Class No. 7822 ‘Foxcote Manor’ is seen at Minehead on June 13th. *David Lindsell*



GWR 5101 Class No. 5199 is seen at Minehead on June 13th. *David Lindsell*



North Norfolk Railway

On May 31st, WD 2-10-0 No. 90775 'The Royal Norfolk Regiment' is seen at Holt station on 'The Poppy Line'. *Allison Twycross*



Swindon and Cricklade

On June 29th, Class 119 DMU Nos. W51074 and W51104 are seen at Blunsdon. *Ken Mumford*



PLASSER and THEURER, plain line tamping machine No. DR73216 is seen in the sidings at Blunsdon. *Ken Mumford*



Also in the sidings at Blunsdon is ADB954937 an ex BR Goods Brake Van which was built in Darlington in 1959. *Ken Mumford*



Mid-Hants Railway

Southern S15 No. 506 is seen at Ropley during the Urie Locomotive Society open day on July 2nd. *David Lindsell*



Ffestiniog & Welsh Highland Railway

On June 3rd at Harbour station, the clouds are seen piled-up as ‘Britomart’ pauses in the Welsh Highland Railway side of the platform. *Ben Bucki*

Mid-afternoon on June 3rd, the clouds are seen piled-up over the station as Large England ‘Welsh Pony’ takes a service to Tan y bwlch. *Ben Bucki*

Showing how changeable the weather can be in Snowdonia, whilst a large thunderstorm settled over the other end of the line at Porthmadog, on June 3rd, the Caernarfon terminus was basking in bright sunshine and high temperatures as Welsh Highland Railway Garratt No. 87 is seen being prepared for a run back to Porthmadog. *Ben Bucki*







Ffestiniog & Welsh Highland Railway

‘David Lloyd George’ crosses the Cob at Portmadog with empty stock for Boston Lodge on June 14th. *John Sloane*

FR No. 2 ‘Prince’ approaches Tan y Bwlch on June 12th. *John Sloane*

‘David Lloyd George’ calls at Minffordd with a Blaenau Ffestiniog to Porthmadog train on June 14th. *John Sloane*







Ffestiniog & Welsh Highland Railway

Southern liveried No. E190 ‘Lyd’ runs past Boston Lodge with a train returning from Tan y Bwlch on June 16th. *John Sloane*

‘Blanche’ heads across the Cob with a train for Tan y Bwlch on June 15th. *John Sloane*

SAR No. 87 waits at Porthmadog with a train to Caernarfon on June 16th. *John Sloane*







Severn Valley Railway

On June 18th, Class 50 035 stands at Arley - the loco was deputising for Wizzo No. D1062 which had been unable to work the first round trip of the second diesel diagram. *Kevin McCormick*



Unique EWS liveried Class 31 466 is seen stabled at Highley on June 18th. *Kevin McCormick*



Class 52 No. D1015 'Western Champion' calls at Bewdley with the 09:45 Kidderminster to Bridgnorth service on June 18th.
Kevin McCormick



Severn Valley Railway

On June 22nd, recent arrival at the line, Class 20048 is seen at Bridgnorth. *Richard Hargreaves*

Class 52 No. D1062 is seen approaching Arley on June 4th with a service to Bridgnorth. *Richard Hargreaves*

On June 4th, Class 31 466 is seen in the headshunt at Highley. *Richard Hargreaves*







Severn Valley Railway

Class 52 No. D1062 ‘Western Courier’, currently running as D1040 ‘Western Queen’ is seen at Bridgnorth on June 18th. *Kevin McCormick*

Class 14 No. D9551 is seen stabled at Bridgnorth on June 18th. *Kevin McCormick*

Class 46 045 (No. D182) is seen at Kidderminster on June 18th. *Kevin McCormick*







From the Archives

Class 37 194 in Harry Needle livery and 47 245, still in the remains of it's Railfreight Distribution garb, stand in Doncaster station on February 11th 2002, having propelled 5Z47, comprising a West Coast Mk1 coach, from Carr Loco. The ensemble then departed in the Sheffield direction, its ultimate destination I know not! *Steve Thompson*



A favourite holiday location in the 1980s. An unidentified Class 50 powers a westbound train out of the curve at Langstone Rock, Dawlish, along the sea wall. *Neil Scarlett*



A colourful mid 1980s shot of Class 50 025 'Invincible' pulling out of Dawlish station with a westbound passenger train. The loco was scrapped in 1989 following a derailment. *Neil Scarlett*



From the Archives

LSWR/SR Class S15 4-6-0 No. 30502 is seen on Basingstoke Shed.
David Lindsell/Jeffrey Saunders Collection



LSWR/SR Class S15 4-6-0 No. 30511 with an up train powers under Battledown flyover, just West of Basingstoke.
David Lindsell/Jeffrey Saunders Collection



LSWR/SR Class S15 4-6-0 No. 30512 is seen on an up goods approaching Andover Junction.
David Lindsell/Jeffrey Saunders Collection



From the Archives

An unidentified Class 47 rounds the curve at Dawlish Warren heading westbound in Summer 1983. *Neil Scarlett*

Class 58 042 and 56 081 are seen stabled at Knottingley on October 8th 1992.
Brian Hewertson

During late November, till before Christmas 2014, Northern ran top'n'tailed locomotive hauled shuttles, from Preston to Manchester, for the Christmas Markets, using DRS Mk2 stock. Northern Belle livered Class 47 790, with 47 853 on the rear slow for the stop at Horwich Parkway, heading for Manchester, on November 29th. *Paul Senior*







From the Archives

Class 50 048 departs Taunton with a West Country express from the Midlands in the mid eighties. *Michael Bennett*



On April 16th 2006, a trip to Meldon to see the locos stored there. Rather a sad sight seeing various Class 31s, 73s and 47s in a sorry state, including Class 31 415, 31 430, 31 437 and 31 423. *Dennis Rowland*

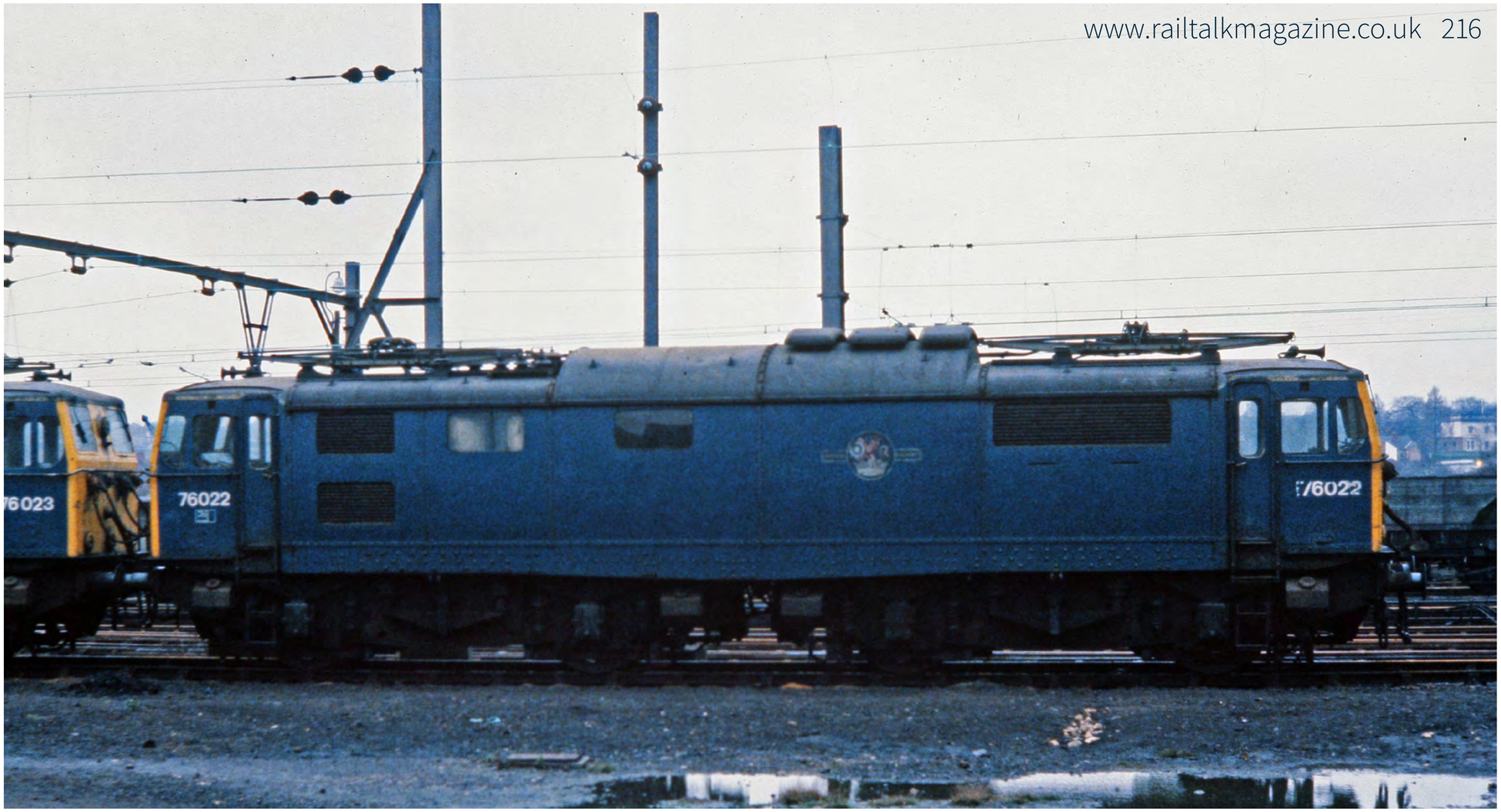


On April 16th 2006, a trip to Meldon to see the locos stored there. Rather a sad sight seeing various Class 31s, 73s and 47s in a sorry state, including Class 31 415, 31 430, 31 437 and 31 423. *Dennis Rowland*



From the Archives

Consecutively numbered Class 76 022 and 76 023 are coupled together on a Sunday at Wath on March 1st 1981. Note how 76 022 has somehow retained or obtained a British Railways crest. *Jeff Nicholls*



On April 16th 2006, Class 47 716 is seen at Meldon. *Dennis Rowland*



Class 20 081 and 20 016 leads an MGR working through Warrington Bank Quay on September 23rd 1992. *Brian Hewertson*



From the Archives

Class 50 019 rounds the curve at Teignmouth with a Penzance to Birmingham train in 1986. *Michael Bennett*

Class 47 300 is seen stabled at Manchester Victoria on September 18th 1992. *Brian Hewertson*

With Class 40 172 to the left, a clutch of Class 40s are serviced at Springs Branch MPD on September 21st 1980. *Jeff Nicholls*







From the Archives

Class 50 007 ‘Sir Edward Elgar’ lurks by the carriage sheds at Clapham Junction on July 30th 1991. *Jeff Nicholls*

Class 60 076 is seen at Toton on September 6th 1992. *Brian Hewertson*

A British Rail test train passes through Grateley with Class 33 112 on the rear. *Michael Bennett*







From the Archives

March 1st 2002 sees the 7Z07 weedkilling train emerging from the dank depths of Kirton Tunnel heading from Healey Mills to Barnetby, with Class 37 521 top'n'tailing with 37 684. *Steve Thompson*



Class 56 007, still in Transrail livery, on a loaded MGR from Immingham BT to Scunthorpe CHP, passes Barnetby on February 25th 2002. *Steve Thompson*



Delner fitted Class 57 303 'Alan Tracy' runs through Euxton with a Carlisle to Chirk log train on April 25th 2007. *John Sloane*

