

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 191

Well a good sign that autumn is approaching is the dispatch of RHTT sets to the regions, however things have started even earlier in Yorkshire this year with the appearance of Colas Class 66s on training runs prior to operating some of the Yorkshire circuit. DRS have had this contract for as long as I can remember, so this will be interesting to see what happens.

In the news, despite the ongoing rail strikes, British travellers are increasingly turning to the train this summer because petrol prices and concerns about climate change have become important factors in deciding their travel plans, according to a poll of over 1,000 people commissioned by Trainline. Cost has become the number one worry for people when deciding how to travel, with 61% saying they were more concerned about cost now compared to last month. As a result, despite recent disruption, rail has been the fastest-growing mode of transport among those surveyed, with 31% saying they have been using the train more in the past month. Three-in-ten travellers said that rail being cheaper was a key reason for taking the train, making it one of the top three factors along with speed of journey (47%) and convenience (37%).

And there are early signs that July's record-breaking heatwave has influenced public behaviour, with 36% of Brits now worrying more about the environmental sustainability of their journey. Most of these people (61%) specifically highlight July's extreme hot weather as the reason for their environmental concerns, which is a worry that spans the generations: even more people aged 60+ base their environmental concerns specifically on July's heatwave, than the typically environmentally-aware 18-29 generation (63% v 60% respectively).

As a result of these concerns, more people are now deciding their travel plans based on the environmental footprint of their journey (36%) than traditional transport bugbears like overcrowding or lateness (both 32%).

Also in the news, and although younger units have been sent for scrap, the Class 321 Renatus fleet of electric trains could become a Battery Electric Multiple Unit (BEMU) thanks to a new deal between Eversholt Rail and Vivarail. The 30 strong fleet is thanks to a £65m investment in AC traction, air con and interior upgrade.

These trains are currently in operation with Greater Anglia until the introduction of their new trains are complete. Vivarail, who already has a reputation for its high quality battery powered trains here in the UK and America, will work with Eversholt Rail to develop a design to integrate battery power that will provide 20 to 30 miles of self-propulsion.

Allowing the 321s to operate on non-electrified or partly electrified lines allows for the opportunity to increase options for passengers.

Both Vivarail and Eversholt Rail has discussed the options with various operators and the Department for Transport. The case development will continue in 2022 and further investment in the fleet will be confirmed in due course.

Paul Sutherland, Client Services Director at Eversholt Rail said, "We are delighted to be working in partnership with Vivarail on this exciting project to develop our Class 321 fleet which will support the UK's decarbonisation targets. We have a proud history of innovation and investing in our fleets to meet changing requirements, exploring the viability of integrating battery technology to the Renatus fleet is the natural next step. Battery trains offer an ideal solution for routes with partly and un-electrified lines, enabling the replacement of diesel trains and bringing the air quality and decarbonisation benefits."

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 July 16th, the 'Solent Seacher' railtour ran with Class 66 799 and 69 004 in top'n'tail mode. Seen here on the Andover - Ludgershall single line branch between Red Post Bridge and Weyhill. *Dennis Rowland*

Front Cover

Class 37 418 working the 6C55 Aberystwyth - Chirk passes Whitchurch on July 15th. *Carl Grocott*



On July 2nd, the ‘Chopper Topper’ tour is seen at Whitacre where it reversed, after coming through Hams Hall before heading to Shrewsbury with Class 20 189 and 20 205 on the rear and 20 142 and 20 007 leading. *John Alsop*

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

Charter Scene West Coast Railways

The Dalesman

On July 5th, Class 40 145 passes Helsby working the return 1Z54 Carlisle - Carnforth - Chester 'Dalesman'. *Brian Battersby*



West Coast Railways

The Dalesman

Class 40 No. D345 heads the Chester to Carlisle 'Dalesman' charter through Charnock Richard cutting on July 5th. *John Sloane*

Class 40 No. D345 passes Winwick on July 5th working the return Carlisle - Chester 'Dalesman' tour. *Jeff Nicholls*

Class 37 706 is seen on the rear of the returning 'Dalesman' charter from Carlisle to Chester on July 5th as it passes Coppull. *John Sloane*







Charter Scene West Coast Railways

The Dalesman

On July 14th, Southern MN Class No. 35018 ‘British India Line’ hauls the northbound ‘Dalesman’ passed Selside, heading to Carlisle.
Shep Woolley

Charter Scene West Coast Railways

The Dalesman

On July 14th, Southern MN Class No. 35018 ‘British India Line’ arrives at Carlisle working ‘The Dalesman’ from York, having taken over the train at Hellifield. *Michael Lynam*



Charter Scene West Coast Railways

The Dalesman

On July 14th, West Coast's Class 37 706 heads the 1Z52 'Dalesman' working from Chester - Carlisle via Hellifield past Horrocksford Junction. *Michael Lynam*



Charter Scene Vintage Trains

The Cumbrian Mountaineer

On July 13th, Class 50 050 and 47 773 pass Helwith Bridge working the 1Z50 Tyseley Loco Works - Carlisle. *Jeff Nicholls*

Charter Scene Vintage Trains

The Cumbrian Mountaineer

On July 13th, having been delayed by coolant problems between Garsdale and Blea Moor, Class 50 050 'Fearless' hauls the late running 1Z51 16:04 Carlisle to Tyseley up to Hare Park Junction with the setting sun behind it.
Tim Saunders



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

With Class 20 096 and 20 107 leading and 47 828 on the rear, the 1Z16 Crewe - Chester - Carlisle passes Golborne on July 20th.
Jeff Nicholls



Saphos Trains

Settle & Carlisle Fellsman

Due to the current NR steam ban, Class 20s Nos. D8107 and D8096 were used to work the 1Z16 Crewe - Chester - Carlisle past Bamber Bridge on July 20th with 47 828 on the rear.
John Sloane

On July 20th, Class 20 107 and 20 096 pass Pleasington working the 1Z17 'Settle & Carlisle Fellsman' retuning from Carlisle - Chester with 47 828 on the rear. *Michael Lynam*

Class 20 096 and 20 107 (with 47 828 still on the rear) work the 1Z17 return past Winwick on July 20th. *Mark Enderby*







Charter Scene West Coast Railways

The Pendle Dalesman

Class 37 676 and 37 706 pass Lostock Hall with 1Z52 08:09 Lancaster - Carlisle on July 12th.
John Balaam

Charter Scene Railway Touring Company

The Waverley

On July 10th, hot sunny conditions for Jubilee Class No. 45690 ‘Leander’ as it works the northbound ‘Waverley’ passed Lunds Paddock, later to be failed at Carlisle. *Shep Woolley*



Charter Scene Railway Touring Company

The Waverley

Typically turned-out in immaculate condition, Jubilee Class 4-6-0 No. 45690 ‘Leander’ heads ‘The Waverley’ from York at Ribblehead on July 10th. Unfortunately the loco failed at Carlisle with reported superheater issues.
Gerald Nicholl

Charter Scene Vintage Trains

The Shakespeare Express

After a steam ban was imposed by Network Rail due to the dry weather, BR blue Class 20 189 heads the 1T52 14:05 Birmingham Snow Hill to Stratford upon-Avon 'Shakespeare Express' on July 17th. *Chris Morrison*

Charter Scene Steam Dreams

The Sunset Steam Express

On July 28th, Class 47 805 and 47 501 are seen at Swindon working a London Victoria to Bath Spa excursion. *Ken Mumford*







With Kendal below in the background, LMS 4-6-0 No. 46115 ‘Scots Guardsman’ heads for Carlisle at Benson Hall with ‘The Cumbrian Mountain Express’ on July 16th.
Gerald Nicholl

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

West Coasts Class 37 706 forges past Standish at the head of a Crewe - Liverpool - Carlisle charter on July 16th with 47 804 at the rear.
John Sloane



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On July 16th, with a beautiful Pennine backdrop, 'Scots Guardsman' works the return 'Cumbrian Mountain Express' passed Birkett Common and back to Preston. *Shep Woolley*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

LMS 4-6-0 No. 46115 'Scots Guardsman' passes Ribblehead with the returning 'Cumbrian Mountain Express' on July 16th.
Gerald Nicholl



Charter Scene Railway Touring Company

The Cheshireman

After being held outside Stafford station for a passing Pendolino, 'Duchess of Sutherland' puts on a show as it passes through on the down fast line with 'The Cheshireman' from London Euston to Chester on July 16th. *Lee Stanford*

Charter Scene Railway Touring Company

The Cheshireman

LMS Princess Coronation Class No. 46233 ‘Duchess of Sutherland’ speeds through Stafford on July 16th working the 1Z86 London Euston to Chester with Class 47 813 on the rear.
Richard Hargreaves

Charter Scene Railway Touring Company

The Cheshireman

Old and new(ish) side by side at Crewe, as LMS built Princess Coronation 4-6-2 No. 6233 ‘Duchess of Sutherland’ on 1Z87 17:02 Chester to London Euston (later terminated at Watford due to fire risk) and Class 390 134 also seen heading south towards the capital on July 16th.
Barry Longson

Railway Touring Co.

The Cheshireman

LMS built Princess Coronation 4-6-2 No. 6233 ‘Duchess of Sutherland’ passes Chorlton on July 16th working the 1Z86 London Euston - Chester. *Mark Enderby*

Stanier Pacific No. 6233 ‘Duchess of Sutherland’ hammers up the West Coast main line working RTC’s ‘The Cheshireman’ railtour, 1Z86 06:39 London Euston to Chester on July 16th. *Derek Elston*

West Coast’s Class 47 813 is seen on the rear of the charter as it passes Bunbury on July 16th. *Mark Enderby*







Charter Scene Pathfinder Tours

The Dorset Coast Explorer

West Coast's Class 33 025 and 33 029 power away from Southampton with Pathfinders' 06:15 Burton-on-Trent to Weymouth trip on August 6th. *Chris Morrison*

Charter Scene Northern Belle

Northern Belle

Grim conditions at Greenholme on July 30th as SR BoB Class No. 34067 ‘Tangmere’ works the ‘Northern Belle’ towards Shap and on to Carlisle working 1Z81 Coventry - Carnforth D&UGL - Carlisle. *Shep Woolley*

Charter Scene Northern Belle

Northern Belle

Despite the damp weather 'Tangmere' puts on a fine site as works the return 1Z88 Carlisle - Hellifield - Coventry south through Dent Station on July 30th. *Shep Woolley*

Charter Scene Northern Belle

Northern Belle

Class 57 314 is seen on Hencote Bank working the 1Z61 17:32 Cardiff Central - Leeds on July 12th. *Phil Martin*

UK Railtours

The Solent Searcher

On July 16th, UK Railtours' 'The Solent Searcher' is seen approaching Andover at 15.45 hauled by Class 69 004 and on the rear, 66 799. The Class 66 then proceeded to head the train to Ludgershall MOD. Earlier the tour visited Marchwood and then headed to Southampton for a 3 hour break. *David Lindsell*

Class 69 004 is seen with the tour at Ludgershall. *David Lindsell*

Class 69 004 is seen near Andover on July 16th on the rear of 'The Solent Searcher' on its way up the Ludgershall branch with 66 799 leading. *Michael Bennett*







Charter Scene Railway Touring Company

The North Wales Coast Express

On July 17th, Class 37 706 works the 1Z50 Warrington - Holyhead into Earlestown. The Class 37 working throughout due to the ban on steam operations by NR. *Mark Enderby*

West Coast's Class 37 706 passes Helsby on July 17th working the 1Z50 Warrington Bank Quay - Liverpool Lime Street - Holyhead.
Brian Battersby



Pathfinder Tours

The Chopper Topper Returns

Class 20 007 and 20 142 lead the 1Z41 Gloucester to Donnington railtour into Shrewsbury on July 2nd with 20 189 and 20 205 on the rear. *Richard Hargreaves*



Class 20 189 and 20 205 depart Wellington on July 2nd heading to Donnington. *Richard Hargreaves*



Class 20 007 and 20 142 lead the 1Z41 Gloucester to Donnington railtour into Wellington on July 2nd. *Richard Hargreaves*



Pathfinder Tours

The Chopper Topper Returns

Class 20 189 leads 20 205 past Preston Boats on July 2nd working the 1Z41 09:06 Gloucester - Shrewsbury charter, with Class 20 007 and 20 142 on the rear. *Phil Martin*

Class 20 189 leads 20 205 past Preston Boats on July 2nd working the 1Z41 09:06 Gloucester - Shrewsbury charter, with Class 20 007 and 20 142 on the rear. *Phil Martin*

Class 20 007 and 20 142 lead the tour through Wellington on July 2nd working 1Z42 17:06 Shrewsbury - Horton Road. *Phil Martin*







Charter Scene Midland Pullman

Highland Clansman Pullman

Twilight is starting to set in at Wigan North Western as Blue Pullman set, Nos. 43046 with 43049 on the rear, wait to depart with the return 15:57 Aviemore to Crewe 'Highland Clansman Pullman' on July 23rd. *Paul Senior*

Charter Scene Saphos Trains

The William Shakespeare

InterCity liveried Class 47 828 heads the return 'William Shakespeare' LSL trip from Stratford-upon-Avon to Carnforth, seen passing Tyseley on August 3rd. Steam loco No. 46100 'Royal Scot' was on the rear. *Chris Morrison*



Charter Scene LSL/Saphos Trains

Private Charter

The electrification of the line from Manchester Victoria to Stalybridge is moving along quite quickly and overhead line posts have already been erected along several miles of the route. On July 14th, Class 47 501 operating a Private Charter from Crewe to the KWVR is seen approaching the site of Droylsden station where a lot of infrastructure work has already taken place. *Lee Stanford*



Charter Scene

ECS and Light Engine Moves

On July 17th, Class 47 614 and 47 805 pass Hadnall working the 13:01 Pengam - Crewe ECS. *Phil Martin*



Class 20 007 and 20 142 (with 20 189 and 20 205 on the rear) are seen at Coton Hill with 5Z41 Shrewsbury to Coton Hill Yard on July 2nd. *Keith Davies*



Class 67 007 departs Northampton with 5A90 15:52 Burton Wetmore Sidings to DB Cargo Fan A and B Sidings ECS move for UK Railtours 'The Fighting Cocks Flyer' on July 22nd. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

Class 20 007 and 20 142 head the ECS of Pathfinders 'Chopper Topper' tour past the semaphores leaving Shrewsbury for Coton Hill Yard on July 2nd. Shrewsbury Castle forms the backdrop. *Chris Morrison*

Class 67 005 races into Leyland and just beats the departing Pendolino as it heads the Stewarts Lane to Bo'ness ECS on July 11th with Class 67 024 in Pullman livery on the rear. *John Sloane*

LSL's Class 20 107 and 20 096 working from Crewe to Carlisle pass Acton Bridge on July 26th. *Brian Battersby*







Charter Scene

ECS and Light Engine Moves

Southern MN Class No. 35018 ‘British India Line’ passes Charnock Richard on a move from Carnforth to Crewe on July 16th. *JohnSloane*

Two of English Electrics finest were found lurking amongst the weeds at York station on July 21st as Class 37 516 and 37 422 await their next duties. *Lee Stanford*

On July 15th, Class 69 004 leads the 5Z29 15:52 Burton Wetmore Sidings to Wembley Receptions 1-7 with 66 799 tucked inside as they approach Long Buckby. *Derek Elston*







Charter Scene

ECS and Light Engine Moves

BR green liveried Class 47 810 heads the 13:26 Banbury-Crewe ECS past the flowers at Tyseley on July 10th. *Chris Morrison*

On August 1st, Class 47 813 heads through Swindon working 0Z47 St. Phillips Marsh to Southall West Coast Railways. *Colin Pidgeon*

Class 20 096 leads 20 107 and 37 703 through Culcheth on July 4th heading back from the East Lancs Gala. *Jeff Nicholls*







ECS and Light Engine Moves

West Coast's Class 47 815 leads the 5Z88 from Carnforth - Burton Wetmore with 47 812 on the rear passing Acton Bridge on July 28th.
Michael Lynam

On July 28th, Class 20s Nos. D8096 and D8107 pass Winwick hauling 57 007 on its delivery run as 0Z65 from Carlisle (DRS) - Crewe (LSL).
Michael Lynam



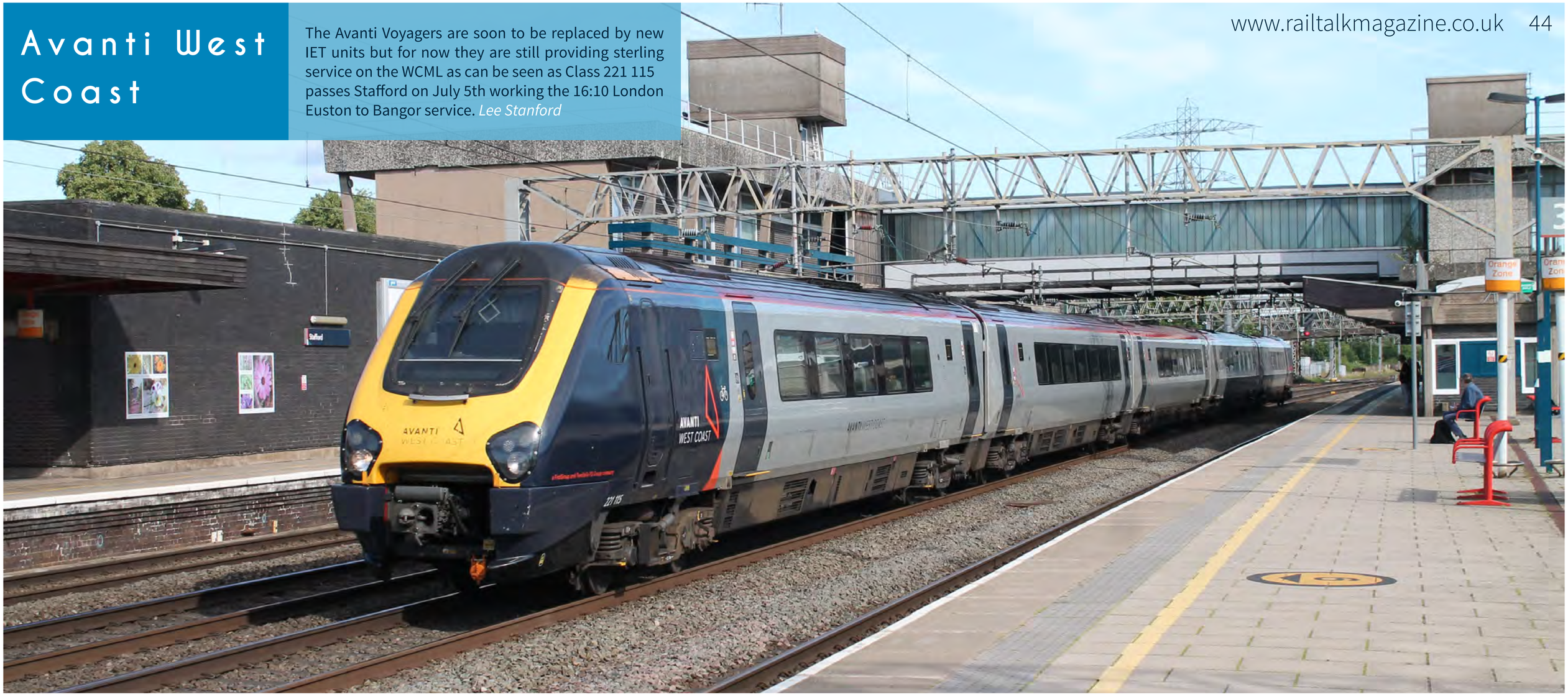


Charter Scene ECS and Light Engine Movements

Class 47 614 and 47 805 working the 5Z65 Pengam - Crewe pass Bayston Hill on July 17th.
Carl Grocott

Avanti West Coast

The Avanti Voyagers are soon to be replaced by new IET units but for now they are still providing sterling service on the WCML as can be seen as Class 221 115 passes Stafford on July 5th working the 16:10 London Euston to Bangor service. *Lee Stanford*



Avanti West Coast becomes first train operator to join network that aims to innovate rail sector

Avanti West Coast has become the first train operator to join a prestigious network of world-leading experts and facilities aiming to revolutionise rail travel.

The intercity operator, which serves major towns and cities on the West Coast between London and Scotland, is now part of the UK Rail Research Innovation Network (UKRRIN) – an initiative designed to create collaboration between academia and the rail industry.

Led by the University of Birmingham Centre for Railway Research and Education (BCRRE), UKRRIN aims to provide a step-change in innovation in the sector. The network provides its members with access to the latest facilities and research from experts across the industry to support the development and adoption of new solutions and technologies.

Membership of UKRRIN will give Avanti West Coast access to subject specialists in digital systems, rolling stock and infrastructure to identify opportunities to develop and innovate its customer experience, as well as its day-to-day operation.

The first collaboration project between Avanti and the University of Birmingham will see the BCRRE analyse areas of the business to propose priorities for the future, including its behind-the-scenes operations, customer experience, accessibility, and inclusivity.

Through its membership to UKRRIN, Avanti West Coast will also gain access to the skills, knowledge and expertise of the University of Huddersfield, which is the lead for the Centre of Excellence in Rolling Stock and the University of Southampton – the lead facility for the Centre of Excellence in Infrastructure.

Michael Weston, Executive Director of Projects at Avanti West Coast, said: “The West Coast Main Line has a proud history of innovating, and we’re keen to continue that as we aim to revolutionise rail travel.

Joining the UK Rail Research and Innovation Network will help us to progress ideas, explore opportunities, enabling us to play our part in building a railway for the future, as we strive to find new ways of working and initiatives that deliver the best possible customer experience.

We’re excited to be a part of this great network of world-leading experts and look forward to collaborating with them to create a railway the UK can be proud of.”

Paul Plummer, Professor in Rail Strategy at the BCRRE said: “In these challenging times it’s more important than ever that the industry is able to innovate to improve customer experience, sustainability and affordability. We’re delighted to be working with Avanti West Coast on their priorities and for them to become the first train operating company to join UKRRIN.”

Avanti West Coast

Class 390 121, in its climate change livery, departs Crewe with the 16:18 Preston to London Euston service on July 9th. *Barry Longson*

Radio 4 comedy series celebrating rail travel to feature Avanti West Coast routes

A new Radio 4 comedy series celebrating rail travel is to feature customers and staff on Avanti West Coast routes from London to Glasgow and Holyhead. Strangers on a Train, to be broadcast this in July and August, will hear stories shared by customers and employees while they travel across the UK.

Presented by comedian, actor and author Alexi Sayle, the six part series sees him embark on a rail journey, taking a chance on who he might meet and inviting them to have a conversation with him. The programme sees him break the golden rule of travelling by train and actually talk to his fellow passengers in a quest for conversations that reveal their lives, hopes, dreams and destinations. Here he finds humour, sadness and surprise as people talk about what is going on in their lives and, as Alexei passes through familiar towns and cities, he also tells stories and memories from his career and childhood.

In the second episode, Alexei travels with Avanti West Coast from London to Glasgow and meets a number of customers including two people who are on holiday from Indonesia and have just fulfilled a lifetime's dream of watching Liverpool play at Anfield. He also talks to another who has been to his public speaking club which he joined to overcome his extreme shyness and someone who has lived most of her life on a sheep farm overlooking the stunningly beautiful Holy Loch in Argyll and Bute in Scotland.

In the penultimate episode, Alexei returns to the West Coast route, travelling on an Avanti West Coast service from London to Holyhead. One of his encounters includes an actor and musician on his way to perform in a musical in Llandudno and an organisational psychologist whose work involves helping people discover what they really want to do in life.

He also chats with Holyhead based Stephany Scrivener who has just celebrated her 20-year service award as a customer service assistant on the railway and tells Alexei of her meeting with two of her most famous customers - a young Prince William and Kate Middleton now Duke and Duchess of Cambridge.

The London to Glasgow programme also features Mark Green, Station Manager for Avanti West Coast at Penrith, who shares some of his memories from his 30 years on the railway.

"It was great to sit down and chat with Alexei," says Mark. "It's clear he has a passion for travelling by train and that shone through in all his conversations with fellow travellers. It reinforced just how important the industry is to a whole host of people, all from different backgrounds and with their own story to tell."



Avanti West Coast

Class 390 128 speeds towards Winwick Jct. on July 9th with the 15:30 London Euston to Glasgow Central service. *Lee Stanford*

Class 390 119 is seen at Slindon on July 14th working the 1H69 London Euston - Manchester Piccadilly service. *Keith Davies*

Class 390 005 passes Slindon on July 14th working the 1F17 15:05 London Euston - Liverpool Lime St. service. *Phil Martin*







Avanti West Coast

Class 390 107 heads trough Charnock Richard on July 16th with a service to London Euston. *John Sloane*

Class 390 013 passes Charnock Richard on July 16th with a London Euston to Glasgow service. *John Sloane*

Class 390 119, the Pride Pendolino, heads north past Euxton on July 8th. *John Sloane*







Avanti West Coast

Avanti West Coast Pendolino Class 390 039 ‘Lady Godiva’ clatters over Winwick Junction with the 14:43 London Euston to Edinburgh service on July 16th. *Paul Senior*



Class 390 156 passes Low Gill on July 7th with the 08:30 London Euston to Glasgow service. *Steve Chapman*



Class 221 111 and another Class 221 pass Slindon with 1D90 London Euston - Bangor (Gwynedd) on July 14th. *Keith Davies*





Class 390 157 working the 9G02 06:23 London Euston to Birmingham New Street passes Old Linslade on July 16th. *Derek Elston*

Forgotten story of record-breaking women's football team retold with help from Avanti West Coast

Avanti West Coast has supported young people in Lancashire to help retell the forgotten story of the most successful women's football team in history. A unique project created by Community Rail Lancashire (CRL) aims to raise awareness amongst a new generation of the record-breaking Dick, Kerr Ladies. It follows the release of a short film, Granny, which commemorates one of the members of the Dick, Kerr Ladies team, Lizzy Ashcroft, and comes as England's Lionesses prepare for the Women's Euro 2022 Final. The film was written and produced by Blackpool-based actress Michelle Crane, who was inspired by an article penned by Lizzy's grandson about the footballer's life.

To build youth engagement around the short film and document an important part of history in a new way, CRL teamed up with a group of young people undertaking a supported internship programme called DFN Project SEARCH, to create a series of specially made postcards. Delivered in partnership with Lancashire County Council, Preston College and Hft (national charity providing services for people with learning disabilities), the internship is a transition to work programme for young people with learning disabilities and autism.

Working alongside community artist, Karen Allerton, the interns participated in workshops to think up ideas for the postcards' designs that celebrate the achievements of the team and give some context in which it emerged. To help with their inspiration, the young people travelled by train to visit the National Football Museum, where they took part in a workshop about the Dick, Kerr Ladies. They also enjoyed a tour of Preston North End's stadium, followed by a talk from renowned researcher and author, Gail Newsham, who has spent nearly three decades bringing the story of the Dick, Kerr Ladies to a wider audience.

Six unique postcards were produced – with the artwork designed to engage and encourage more people to take notice of the team's importance in Preston's football and wider social history. The team was formed in 1917 at the Dick, Kerr & Co Ltd munitions factory and fought against the ban on women playing on the Football Association's pitches. They continued to play matches, raising money for charity until 1965.

As part of the initiative, which was funded through Avanti West Coast's Community Project Fund, the young people have distributed the postcards by handing them out to passengers at Preston station. They will also write and deliver the cards to care home residents and members of the community to spark conversations and support those who may be experiencing loneliness. While CRL will give them to school, college, and community groups they work with in the local area.

Joanna Buckley, Community Manager at Avanti West Coast, said: "We want to connect young people to opportunity and by supporting this great project they have been able to experience rail travel, learn a key part of football and social history, as well as engage with the local community.

"We're proud to have worked with Community Rail Lancashire to raise awareness of the Dick, Kerr Ladies amongst local people here in Preston, and help keep their fascinating story alive has been brilliant, as we want to champion the places we serve and celebrate their heritage. As England's Lionesses prepared for the Women's Euro Final, we hope this project will spark an interest in women's football and inspire the next generation to pass on a key part of Preston's history."

Katie Douglas, Accessibility and Inclusion Officer at Community Rail Lancashire, said: "Community Rail Lancashire is uniquely placed to be a bridge between the rail industry and the communities they serve. With a particular emphasis on developing rail confidence amongst younger people it has been an absolute privilege to work with DFN Project Search.

Their enthusiasm to learn about this important part of history and take part in a creative workshop has resulted in a set of postcards that they should be very proud of.

In the words of one young person, "I felt really inspired as I couldn't believe how much history there was about the Dick, Kerr Ladies and I liked that we got to build more independence by catching the train."

Caledonian Sleeper

Running at touch over four hours late and off route, Class 92 023 leads the 1M16 20:45 Inverness and Aberdeen to London Euston through Northampton on July 21st. *Derek Elston*

Class 92 010 leans into the curve at Old Linslade with 1M16 20:45 Inverness and Aberdeen to London Euston sleeper, running 50mins late on July 16th. *Derek Elston*





Chiltern Railways

Class 68 014 heads away from Birmingham Snow Hill alongside the Midland Metro with the 17:00 London Marylebone - Kidderminster service on July 9th.
Chris Morrison

Chiltern Railways

Class 68 011 is seen at London Marylebone on July 20th after arriving with the 1H53 from Birmingham Moor Street. *Tom Blanpain*



Colas Rail

On July 20th, the first working of the Neville Hill tanks by Colas, since their takeover of the Lindsey OR traffic at the beginning of the month. Class 56 096 approaches Scunthorpe station with 6D79 LOR - Neville Hill on a pleasantly cooler morning than of late!. *Steve Thompson*



Class 70 811 approaches Hellifield with a log train from Carlisle - Chirk on July 14th. *Michael Lynam*



On July 14th, Class 70 808 arrives into Carlisle with a rake of China Clay tanks from Workington - Aberdeen. *Michael Lynam*



Colas Rail

Class 70 811 is seen at Cefn Mawr on July 18th working the 6J37 12:57 Carlisle - Chirk loaded timber. *Phil Martin*

On July 14th, Class 70 802 passes through Carlisle working a log train from Carlisle - Chirk. *Michael Lynam*

On July 19th, a bit of a rarity with a Class 70 in the back road of the east end bay at Scunthorpe station. With Class 70 813 arriving on 0Z71 from Belmont. It departed after a couple of hours or so, 0Z02 to Immingham Storage West and then came back again in the afternoon. It finally departed late evening to Lindsey to work the Jarrow tanks. *Steve Thompson*







Colas Rail

Class 56 113 is seen on July 5th at Condover working the 6Z51 16:02 Baglan Bay - Chirk Kronaspan Sidings.
Phil Martin

Colas Rail

Class 56302 passes Kempseye with 6Y41 18:57 Bescot Up Engineers Sidings - Sutton Bridge on July 3rd. *Keith Davies*

SLEEPER TRAINS SERVICE SECURED BY COLAS RAIL UK FREIGHT

Colas Rail UK's Freight Business have introduced a new service hauling concrete sleepers from the Cemex sleeper facility in Halling, Kent on behalf of Network Rail Supply Chain Operations.

The sleepers are loaded using a new gantry crane imported from Germany, the crane straddles both tracks within the facility and can load a train on either track. This train was the first to use this section of railway in over 30 years, with the tracks being recommissioned by Colas Rail UK earlier this year.

The first train comprised of 18 loaded sleeper wagons which were delivered to the Hoo Junction local distribution centre in Kent from June 2022 for onward distribution around the rail network.

Starting as an initial run, the programme across the service contract will become more frequent in 2023.

This has been a successful start to a project which has seen collaboration between Colas Rail UK, Network Rail and Cemex to initiate this new flow.



Colas Rail

Class 70 815 passes Searchlight Lane with 6K38 Longport to Crewe spoil empties on July 22nd. *Steve Chapman*

Class 70 816 passes Coppull Moor on July 11th hauling a Ravenstruther to Longport train. *John Sloane*

Class 66 848 passes Worting Junction on route learning with the 0Z11 Eastleigh Yard to Eastleigh Yard, August 4th. *Michael Bennett*







Colas Rail

Class 56 113 is seen at Sharpstones with 6Z35 12:35 Chirk Kronospan - Pengam Sidings on July 17th. *Keith Davies*



Class 66 847 working the 6K38 12:22 Longport - Crewe engineers passes Slindon on July 14th. *Phil Martin*



CrossCountry

Power cars Nos. 43207 and 43301 pass through Dawlish on June 22nd working the 1V50 09:11 Leeds - Plymouth service. *Phil Martin*

Power cars Nos. 43301 and 43207 pass Cockwood Harbour on June 22nd working the 1E63 15:26 Plymouth - Leeds service. *Phil Martin*

Class 170 112 stands at Derby working the 15:01 to Nottingham service on July 2nd. Behind it EMR's Class 156 411 works the 15:24 to Matlock. *John Balaam*





CrossCountry

Class 220 003 passes Cockwood Harbour working the 1M83 18:26 Plymouth - Birmingham New Street service on June 22nd. *Phil Martin*

Class 221 130 takes the flyover line at Norton Bridge on July 22nd while working the 11:45 Bournemouth to Manchester Piccadilly service. *Steve Chapman*

Class 220 013 and 220 007 pass Teignmouth on June 20th working the 1V46 06:45 York - Plymouth. *Phil Martin*







Power cars Nos. 43304 and 43208 pass Teignmouth on June 20th working the 1V44 06:11 Leeds - Plymouth service. *Phil Martin*

DB Cargo

Adding a splash of colour to the green and greys, DB red Class 60 024 restarts its train after a signal check at Northenden, while working the 09:30 Arpley Sidings to Tunstead empty stone hoppers. *Barry Longson*

DB Cargo

On July 14th, Class 66 113 passes Slindon working the 6M48 10:34 Southampton Eastern Docks - Halewood Jaguar. *Phil Martin*

Class 66 125 working the 6C03 Northolt to Severnside approaches Swindon on July 28th. *Ken Mumford*

Class 66 134 passes Mill Meece with the 4L56 13:15 Trafford Park Euroterminal - London Gateway on July 14th. *Keith Davies*







DB Cargo

On June 20th, Class 66 155 working 15:22 Cliff Vale - St. Blazey empty clay tanks passes Cockwood Harbour during the last dregs of sunlight. *Phil Martin*



Class 66 106 is pictured at Conisbrough with 6J94 Hedon Road to Masborough steel empties on July 13th. *Steve Chapman*



Class 66 040 working the 6G78 Arpley - Bescot passes Acton Bridge on July 20th.
Mark Enderby



DB Cargo

A smart DB liveried Class 66 034 passes Stafford on July 5th working the 13:15 Trafford Park to London Gateway. *Lee Stanford*

Class 66 150 working the 6F45 11:50 Washwood Heath - Warrington Arpley passes Slindon on July 14th. *Phil Martin*

In the late evening of July 1st, Class 66 099 carrying a 'We stand with Ukraine' message passes Bradley with the heavy Hardendale to Margam train. *John Sloane*







DB Cargo

On a dull July 21st, Class 66 105 passes Thornaby working the 10:44 Newbiggin to Tees Dock. *Lee Stanford*



Class 90 029 and 90 039 working the 4M25 Mossend - Daventry pass Heamies Farm on July 22nd. *Mark Enderby*



Class 66 177 passes Slindon on July 14th working the 4M85 12:19 Tilbury - Trafford Park. *Phil Martin*



DB Cargo

Former Euro Cargo Class 66 010, now in DB Cargo livery, pauses at Rainford Junction, during a token change with the signalman with the 10:48 Knowsley to Willton loaded refuse train, on July 11th.
Paul Senior

DB Cargo

Class 66 103 in the revised EWS Livery, with its silver buffers coasts past Pemberton foot crossing with the 10:48 Knowsley to Willton loaded refuse train, on a red hot July 18th.
Paul Senior

Steel on steel: DB Cargo UK launches new loco livery

DB Cargo UK has released into service a newly-liveried Class 60 locomotive (60 062) to celebrate the important role they play in supporting the UK's metal transportation market. The Class 60 locomotive - called Steel on Steel and with a striking flame design - is being utilised for the movement of metal products across key routes in the UK, feeding major manufacturing supply chains. One full train load of steel coil can produce over 1000 new cars or 60,000 white goods!

Steel on Steel will be used to transport steel coil to the company's centre of excellence for steel logistics, Wolverhampton Steel Logistics Centre, which is 11,800m2 with the capacity to store some 48,000 tonnes of steel.
This is the latest instalment in the company's Freight Belongs on Rail campaign, which has been used to highlight the significance of rail freight to UK PLC and drive an ambitious modal shift growth target from the UK government. Rail freight makes a major contribution to the economy, providing safe, sustainable and innovative logistics solutions for the movement of around £30 billion of essential products around Britain each year, as well as to and from mainland Europe.

Moving goods by rail also reduces congestion, emissions and noise on Britain's already crowded road network, removing an estimated 2.9 million HGV movements from the roads each year.

DB Cargo UK's CEO Andrea Rossi said: "The role of rail freight in the UK is pivotal to both the economy and the environment and it is our duty to drive the growth of our sector for the benefit of UK PLC. We underpin major industry sectors in the UK and our rich heritage with the metal sector is one we are incredibly proud of. This is why we need the UK Government to set an ambitious modal shift growth target – for the environment and the economy. Rail freight is today's solution to transport decarbonisation."



DB Cargo UK's Chief Sales Officer Roger Neary said: "Our new locomotive is a visual commitment to our support for the metals sector because we are the biggest nationwide mover of finished metal products and raw materials to support metal manufacturing processes here in the UK.

"For most of our metal customers, rail is an integral component of their supply chains, keeping blast furnaces in operation and allowing seamless and continuous manufacture of their products. This is a proud achievement for us; not only are we supporting major UK supply chains but also driving economic growth and environmental sustainability," he added.

DB Cargo

Class 60 007 on the Theale to Robeston oil empties passes Bedwyn on July 8th. *Michael Bennett*

On July 14th, Class 66 116 leads the return (empty) aggregates working to Cliffe Brett Marine, snaking out of Tolworth Sidings seven minutes ahead of schedule. *Ian Callander*

Class 90 035 and 90 034 pass Slindon on July 14th working the 4M25 07:03 Mossend - Daventry. *Phil Martin*







DB Cargo

Class 66 109 on the 4E68 Southampton Western Docks to Wakefield passes through Worting on July 5th. *Michael Bennett*

On July 20th, Class 90 024 and 90 035 pass Acton Bridge working the 4M25 Mossend - Daventry and running 208 mins late. *Mark Enderby*

Class 67 020 is seen sandwiched out of use between 66 182 and 66 086 at Toton TMD on July 14th. *Derek Elston*







DB Cargo

Class 66 133 working the 4O21 Trafford Park to Southampton passes through Worting on August 4th. *Michael Bennett*

Class 67 029 with a Donnington - Arpley wagon move passes Acton Bridge on July 26th. *Brian Battersby*

Class 66 003 approaches Stenson Junction working 6M82 12:43 Walsall Freight Terminal to Dowlow Briggs Sidings on July 14th. *Derek Elston*







DB Cargo

Class 66 103 approaches Rainford with a Knowsley to Wilton EfW ‘Bin Liner’ on July 18th. *Brian Dobbs*

DB Cargo



On July 14th, Class 66 094 approaches Hellifield with a rake of empty gypsum box wagons from New Biggin - Milford West. *Michael Lynam*

HS2 celebrates the delivery of over a million tonnes of construction material

The positive impact of DB Cargo UK's rail operations in Buckinghamshire has been laid bare as HS2 publicly celebrated the delivery of more than a million tonnes of construction material to its sites in Buckinghamshire.
The high-speed rail operator said the use of rail freight to transport materials to its sites had taken the equivalent of 100,096 HGV journeys off local roads and saved a staggering 11,399 tonnes of CO_2 emissions.

The huge milestone was achieved over eighteen months, with 583 trains delivering aggregate to three locations around Calvert and Aylesbury.

The construction of HS2 – which is designed to improve links between London, Birmingham and the north, help level-up the economy and provide a low carbon alternative to car and air travel – is now well underway across Buckinghamshire, with the aggregate used for early works and temporary site access roads.

The first freight railhead opened at Calvert at the end of 2020, with only 180 trains scheduled to deliver aggregate from Hanson quarries in the west of England. Following the success of the project, new railheads were established near Calvert and Aylesbury to allow a massive increase in the amount of material delivered by rail.

The work is being managed by HS2's main works contractor EKFB – a team made up of Eiffage, Kier, Ferrovial Construction and Bam Nuttall.

The freight trains are operated by DB Cargo UK and Hanson and coordinated by rail freight specialists, Fishbone.

HS2 Project Client, Rohan Perin said: "We are serious about reducing the impact of construction on the local community and every freight train delivering material to site is the equivalent of around 70 trucks that would otherwise be on local roads. HS2 will offer zero carbon journey for passengers, but it's also important that we drive down the amount of embedded carbon in construction. We've been working closely with Network Rail, EKFB and the Freight Operators for a number of years to make deliveries by rail possible and it's great to see that our freight trains have now passed the one million tonne mark."

Across the whole HS2 project, 15,000 freight trains are set to haul 10 million tonnes of aggregate to construction sites – taking the equivalent of 1.5 million HGVs off the UK's roads.

Head of EKFB Logistics and Security, Chris Barton said: "The EKFB Logistics Team always strives to optimise deliveries where possible and the Material by Rail strategy is central to that. With the support of our partners, Fishbone Solutions, Hanson, DB Cargo UK, RFS and Mendip Rail, this strategy has allowed EKFB to remove a substantial number of vehicles from the roads adjacent to the construction sites and critically reduce the impacts on local communities, but also transform how we manage logistics on this project.

It is no small task and we are all immensely proud of our achievements so far, and we now look forward to the next million tons."

The construction milestone comes as HS2 continues to make significant progress across the county. The two tunnelling machines excavating the Chiltern tunnel have both dug almost three miles, the designs for the Calvert Infrastructure Maintenance depot revealed and the first 'green tunnel' at Chipping Warden has begun construction.

DB Cargo

Class 66 068 passes Helwith Bridge on July 13th. *Jeff Nicholls*



On July 28th, Class 90 034 and 90026 passes through Acton Bridge with a Grangemouth - Daventry intermodal. *Michael Lynam*



Class 90 024 and 90 035 with a Mossend - Daventry intermodal pass Acton Bridge on July 26th. *Brian Battersby*



DB Cargo

Class 66 061 and 66 174 top'n'tail the 4M71 Southampton to Birch Coppice intermodal which was diverted via Andover on July 26th. *Michael Bennett*

Class 66 040 leads the 6M45 06:53 Dollands Moor to Daventry slowly through Northampton on July 12th. *Derek Elston*

Class 66 103 with a Knowsley - Wilton bin train passes Acton Bridge on July 26th. *Brian Battersby*









Class 66 003 crosses the River Trent at Sawley working 6E46 04:24 Kingsbury - Lindsey empty fuel tanks on June 28th. *Mark Pichowicz*

DB Cargo

Class 66 004 passes under the M1 at Stanton Gate with 4M79 08:00 Felixstowe to East Midlands Gateway on June 16th. *Mark Pichowicz*

DC Rail Freight

Class 56 091 with a Chaddesden - Ravenhead sand train passes Acton Bridge on July 26th. *Brian Battersby*

Class 56 091 ‘Driver Wayne Gaskell, The Godfather’ and 60 029 ‘Ben Nevis’ lead the 6Z47 11:45 Chaddesden Sidings to Willesden DC Rail past Church Brampton on July 11th. *Derek Elston*

On July 28th, Class 56 091 passes Acton Bridge with a rake of empty box wagons from Ravenhead Glass St. Helens - Chaddesden Sidings. *Michael Lynam*







DC Rail Freight

DC Rail liveried Class 60 029 'Ben Nevis' working the 6M89 Middleton Towers to Ravenhead Sidings sand train crosses Carr Mill Viaduct on July 16th. *Brian Dobbs*



In lovely evening lighting, Class 60 055 approaches Winwick Junction on July 9th hauling the 09:00 Middleton Towers to Ravenhead. *Lee Stanford*

Class 56 091 coasts through St. Helens Central, with the 6Z19 12:19 Chaddesden Sidings to Ravenhead sand train for production of glass at the Pilkington plant on July 26th.
Paul Senior





DC Rail Freight

Class 60 055 passes Barrow upon Trent with 6Z89 09:00 Middleton Towers - Ravenhead Sidings on July 9th. *Mark Pichowicz*



Class 60 029 passes Coppull on July 18th with a Chaddesden to Carlisle working.
John Sloane



On July 21st, at the newly refurbished and reopened former coal yard at Chessington South, one of the first loaded trains arrived on site as Class 60 046 'William Wilberforce' worked the 6Z72 working from Willesden DC Rail sidings. *Ian Callander*



DC Rail Freight

Class 60 029 is seen at Willington working 6M89 09:00 Middleton Towers - Ravenhead Sidings on July 16th. *Mark Pichowicz*

DC Rail Freight

Class 60 055 makes light work as it powers through Crewe on July 9th, working the 09:00 Middleton Towers to Ravenhead sand train.
Barry Longson

Direct Rail Services

Class 66 421 makes light work of the 11:28 Daventry to Doncaster iPort Tesco express, when seen passing Chesterfield on July 13th. *Barry Longson*

Class 68 009 passes Slindon on July 14th working a short 12:22 6G94 Crewe - Bescot engineers. *Phil Martin*

Class66303workingthe6U7713:57Mountsorrel - Crewe passes Slindon on July 14th. *Keith Davies*







Direct Rail Services

Class 88 005 working the 4S44 Daventry - Mossend heads past Slindon on July 14th.
Phil Martin

Class 88 005 and 88 010 working the 4M27 to Daventry pass Acton Bridge running 331 mins late, mainly due to heat related issues.
Mark Enderby

On July 14th, Class 66 091 passes through Carlisle with a leaf blowing train MPV Nos. DR98961 and DR98911 working from Carlisle NY - Carnforth via Barrow. *Michael Lynam*







Direct Rail Services

Class 66 421 is pictured just north of Searchlight Lane on July 22nd with 6U77 Mountsorrel to Crewe stone. *Steve Chapman*

Class 66 303 leads 68 009 through Winwick with a late running 4S43 Daventry - Mossend on July 20th. *Mark Enderby*

On July 28th, Class 88 005 passes Acton Bridge in charge of a Mossend - Daventry intermodal. *Michael Lynam*







Direct Rail Services

On July 22nd, Class 66 423 leads Freightliner's 66 558 working the 6G94 Crewe - Bescot past Heamies Farm. *Mark Enderby*



Class 66 434 approaches Stenson Junction working 4E49 11:28 Daventry (Tesco) to Doncaster iPort on July 14th. *Derek Elston*



Class 68 003 passes through Carlisle on July 14th working the 6K05 engineers from Carlisle - Crewe via the S&C. *Michael Lynam*



Direct Rail Services

Class 66 303 'Rail Riders 2020' working the 6U77 13:57 Mountsorrel Sidings to Crewe Basford Hall S.S.N. ballast passes Stenson Jct. on July 14th. *Derek Elston*

Class 68 025 'Superb' and 68 006 'Pride of The North' returning to base as 0N42 13:51 Wolverton Centre Sidings to Crewe Gresty Bridge, heading through Northampton on July 15th. *Derek Elston*

Class 88 005 is seen at Mill Meece with 4M27 Mossend to Daventry intermodal on July 22nd. *Steve Chapman*







Direct Rail Services

Class 88 010 in its new livery, heads past Euxton with a Mossend to Daventry 'Tesco' train on July 27th. *John Sloane*

Class 88 005 passes Coppull Moor with the 4S44 service from Daventry to Mossend on July 11th. *John Sloane*

Class 88 007 passes Standish with a 'Tesco' service to Mossend on July 16th. *John Sloane*







Direct Rail Services

Class 88 003 ‘Genesis’ leads the 4L48 13:51 Daventry (Tesco) to Tilbury 2 Container Terminal through Northampton on July 12th. *Derek Elston*



Rail extravaganza huge success

The Direct Rail Services’ (DRS) open day saw over 3,500 people gather for a family fun day, while raising thousands of pounds for deserving causes. Back after a long absence due to the pandemic, Nuclear Transport Solutions’ (NTS) rail division, DRS, once again opened their gates to families and enthusiasts from across the country at their open day in Crewe. This year’s event took place on July 16th at DRS’s Gresty Bridge rail depot. With gates not opening until 10am, a queue began to form from 8 o’clock as fans, eager to get access to their favourite locomotives, waited patiently outside.

The day saw around 3,500 people attend and raised over £39,000 for our sponsorship and donations fund, an absolutely outstanding figure which will go a long way to help deserving causes across the UK.
There was plenty to keep the whole family entertained with the opportunity to sit in a real locomotive cab, get up close to working engines, witness a heritage locomotive start, nameplate auction, kids’ face painting, and much more.

There were also two very important locomotive namings at the event. The first saw “Max Joule” unveiled on Class 66 422, a tribute to one of DRS’s founders and its Managing Director until his tragic death in 1999.
The nameplate was unveiled by NTS Chair Wanda Goldwag, DRS Rail Director and NTS Deputy CEO Chris Connelly, and Nuclear Decommissioning Authority CEO David Peattie, who all paid tribute to Max’s lasting legacy and to honour the man who laid the foundations of the company we see today.

The second naming was very emotional for all involved as “Driver Paul Scrivens” was unveiled on Class 66 424. Paul had been a driver at DRS for over 20 years, he was well known and well liked by all who knew him until his very sad death last year.

His colleague and friend Tim Howlett gave a personal account of Paul before Paul’s sister Emma revealed the new plate, which will see his name continue on the railways he loved so much. It was an emotional moment but a fitting tribute to one of the railway’s finest drivers and friend to all.



Wanda Goldwag, NTS Chair, said: “It’s the first time I’ve been to such an event and I have to say it was absolutely fantastic. The atmosphere was filled with excitement and it was just marvellous to see so many budding young Train Drivers and Engineers fascinated by all the engines and equipment on display. The fact it is all done for deserving causes makes it even more worthwhile and I’m looking forward to seeing all the great work this money can do for the communities in which we operate. It was a huge honour to be involved with both locomotive namings and I’ll be looking out for the engines running across our rail network for years to come. I want to say a huge ‘thank you’ to everyone who came along and all of our staff volunteers for making the event such a special day.”

Direct Rail Services

Class 37 419 and 37 401 share space in the sun at Gresty Bridge open day on July 16th. *Barry Longson*

You can't have an open day without a loco naming, Class 66 424 now carries the name 'Driver Paul Scrivens'. *Brian Battersby*

A side on view of Class 37 401 'Mary Queen of Scots' (built in 1965 as No. D6968) shows its classic lines to full effect during the DRS open day on July 16th. *Barry Longson*







Direct Rail Services

Class 37 218 in its semi-retro livery is seen at the open day on July 16th. *Mark Enderby*

On display at Gresty Bridge on July 16th was Class 68 006, which looks striking in its blue and green livery, making a pleasant change from the standard designs normally carried by the class. *Brian Battersby*

Class 66 303 and 57 312 were amongst the locos lined up in the yard at the Gresty Bridge open day. *Mark Enderby*







Direct Rail Services

With the Mornflake Oats factory as a back drop, Class 68 009 stands on the periphery of the viewing area at Gresty Bridge depot on July 16th. *Lee Stanford*

Spanish built Class 88 002 and 68 009 catch the early afternoon sun during the open day at Gresty Bridge on July 16th. *Barry Longson*

Regional Railways liveried Class 37 425 'Concrete Bob' is seen in the sunshine at Gresty Bridge on July 16th. *Brian Battersby*







East Midlands Railway

On July 7th, Class 158 853 and 158 773 run slowline at Heaton Norris Junction, Stockport, while working the 08:56 Norwich to Liverpool Lime Street service. *Barry Longson*

Freightliner

With a line block on the slow lines south of Stafford station, Class 66 516 passes through on the down fast line on July 5th with the 09:32 Felixstowe to Ditton liner. *Lee Stanford*



Class 66 416 hauling the 4F23 16:45 Hams Hall - Seaforth fresh air train passes Slindon on July 14th. *Keith Davies*



Class 70 011 working the 4M61 12:24 Southampton - Trafford Park passes Slindon on July 14th. *Phil Martin*



Freightliner

With tree branches overhanging the view, Class 70 020 powers past Northenden Refuse Terminal on July 11th with the 09:16 Bredbury RTS to Runcorn Folly Lane. *Barry Longson*

Class 66 551, 66 418 and 66 512 pass through Stafford on July 16th with a Crewe to Bescot light engine move. *Richard Hargreaves*

Class 66 551 with a Runcorn - Northenden waste train passes Acton Bridge on July 26th. *Brian Battersby*







Freightliner

Heading south through Stafford on July 5th, unusually on the down fast line, is Class 70 004 with the 15:15 Trafford Park to Southampton liner. *Lee Stanford*



Class 66 602 hauling the 4H50 13:20 Willesden - Crewe passes Slindon on July 14th.
Keith Davies



Class 66 957 hauling the 6K50 15:19 Toton - Crewe passes Slindon on July 14th.
Phil Martin



Freightliner

On July 4th, Class 66 601 was unusually routed through platform 0 at Stockport as it passes with the 13:15 Hunslet to Crewe Basford Hall. *Lee Stanford*



Class 66 501 working the 4M61 Southampton to Trafford Park is seen coming off the Salisbury line at Worting Junction on August 4th. *Michael Bennett*



Class 66 501 'Japan 2001' eases through Northampton working the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on July 12th. *Derek Elston*



Freightliner

Class 66 603 heads south at Low Gill on July 7th with 6H51 Hardendale to Tunstead stone empties. *Steve Chapman*

Class 66 420 hauling the 4M81 Felixstowe - Crewe passes Slindon on July 14th. *Phil Martin*

Class 66 955 on the 4M58 Southampton to Garston via Slough liner passes Wyke Down on July 26th. *Michael Bennett*







Freightliner

Class 66 511 and 66 513 are seen at Kempseye on July 10th with the 6Y40 10:40 Craven Arms to Crewe Basford Hall. *Keith Davies*



Class 66 606 and 66 604 pass through Shepley on July 5th with a route learner in preparation for engineering work on the Penistone Line later in July. *Steve Chapman*



Class 66 615 with a Shap - Tunstead working passes Acton Bridge on July 26th.
Brian Battersby



Freightliner

Class 90 015 and 90 012 have just passed Euxton Junction with a Coatbridge to Crewe liner on July 2nd. *John Sloane*

Class 66 416 and 66 548 pass Kempseye with the 6Y40 10:24 Craven Arms - Crewe Basford Hall on July 17th. *Keith Davies*

Class 66 506 'Crewe Regeneration' eases the 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. through Northampton on July 12th. *Derek Elston*







Freightliner

Class 59 202 is seen near Bedwyn with a Neasden Charrington Sidings to Merehead Quarry working on July 8th. *Michael Bennett*



Class 66 524 passes Slindon with the 4M88 09:32 Felixstowe North FLT - Ditton O'Connor on July 14th. *Keith Davies*



Class 66 529 working the 4L92 13:34 Ditton O'Connor to Felixstowe North F.L.T. approaches Wilson's Farm Crossing on July 13th. *Derek Elston*



Freightliner

Class 70 016 with 66 532 ‘P&O Nedlloyd Atlas’ DIT works a very light 4O35 09:31 Crewe Basford Hall S.S.M. to Southampton M.C.T. through Northampton on July 21st. *Derek Elston*

Class 66 957 ‘Stephenson Locomotive Society 1909-2009’ working 6K50 15:13 Toton North Yard to Crewe Basford Hall S.S.N. is seen at Stenson Junction on July 14th. *Derek Elston*

Class 66 560 leads an empty rake of container wagons through Northampton running as 4O35 09:31 Crewe Bas Hall S.S.M. to Southampton M.C.T. on July 12th. *Derek Elston*







Freightliner

Class 66 592 'Johnson Stevens Agencies' passes Old Linslade with the 4L92 03:25 Garston F.L.T. to London Gateway liner on July 16th. *Derek Elston*



Class 66 607 passes Church Brampton working 6Z93 09:55 Tunstead Sidings to Northampton Castle Yard stone on July 11th. *Derek Elston*

On July 7th, Class 66 605 passes through Kemble going very well with a train from Hayes heading to East Usk Yard. *Ken Mumford*





Freightliner

On July 14th, Class 90 014 and 90 006 pass Slindon working the 4M87 11:13 Felixstowe - Trafford Park. *Carl Grocott*



Class 90 013 and 90 011 pass Winwick on July 5th. *Jeff Nicholls*



Class 90 013, 90 008 and 90 048 are seen approaching Stafford on July 16th with a Felixtowe to Crewe liner. *Richard Hargreaves*



GBRf

On July 7th, Class 66 724 working 5Q55 Stewarts Lane to Newport Docks passes through Didcot Parkway dragging two more units heading for scrap. *Tom Blanpain*

Class 60 076 'Dunbar' passes Mills Hill on July 5th with a Drax to Liverpool Biomass empties working. *Bryan Roberts*

Class 66 782 working the 6V85 Clitheroe - Avonmouth passes Heamies Farm on July 22nd. *Mark Enderby*







GBRf

Class 60 047 ‘Faithful’ rumbles through Mills Hill with a Liverpool - Drax Biomass service on July 25th. *Bryan Roberts*

New service to support UK’s automotive industry by moving 315kt of aggregate by rail

GB Railfreight (GBRf) has announced the commencement of a new service to move aggregates from Shap Summit Quarry to Battleship Wharf in North Blyth.

The aggregates are being moved for Breedon and will be used for the foundations of a BritishVolt gigaplant, which is strategically important to the UK’s automotive industry and a key component in the drive to the UK achieving Net Zero by 2050.

GBRf plan to run one train per day until September, where we will then run two trains per day until around March 2023.

Class 66 locomotives with 22 MJA wagons will be used for this service, with over 315kt of aggregates being moved over the period of the campaign.

John Smith, CEO of GB Railfreight, said: “Rail freight has a vital role to play in supporting the economy and in helping companies transition to a greener way of working. The new service demonstrates how transporting material by rail, instead of by road, significantly reduces the environmental impact of important construction projects.”



GBRf

On July 19th, Class 66 713 (with 66 763 on the rear) is seen on Hencote Bank working the 6G60 18:44 Bescot - Dee Marsh Jct. engineers. *Phil Martin*

GBRf

Proudly carrying the Ukraine flag colours Class 66 708 hurries through Styal on July 13th with the daily Trafford Park to Felixstowe intermodal service. *Lee Stanford*

Class 66 783 approaches Conisbrough with 6E57 Ratcliffe to Immingham coal empties on July 13th. *Steve Chapman*

Class 66 793 passes Worting Junction with the 6Y42 Hoo Junction to Eastleigh on July 5th. *Michael Bennett*







GBRf

On July 11th, Class 60 047 has charge of the 08:03 Liverpool Biomass Terminal to Drax Aes, seen here powering towards Northenden Junction. *Barry Longson*



Class 66 708 passes Slindon on July 14th working the 14:18 Trafford Park - Felixstowe. *Phil Martin*



On July 17th, Class 66 755 passes Hadnall working the 4H90 15:30 Bescot - Hindlow. *Phil Martin*



GBRf

Class 66 773 leads the 10:25 Bletchley Cemex to Peak Forest towards Chesterfield on July 13th. *Barry Longson*

Class 66 734 and 66 748 pass through Dunbridge on July 20th with the two days late Westbury to Eastleigh engineers train, delayed due to the hot weather. *Michael Bennett*

Class 66 702 'Blue Lightning' working 6X01 from Scunthorpe to Eastleigh with a short set of new welded rails past Burton on July 22nd. *Stuart Hillis*







GBRf

Two tone grey Class 66 793 hurries through Chesterfield with yellow box wagons in tow, while working the 13:07 Doncaster Decoy yard to Mountsorrel on July 13th. *Barry Longson*

Class 66 711 is pictured at Conisbrough on July 13th with 6E20 Toton to Doncaster departmental. *Steve Chapman*

Class 66 793 passes Conisbrough on July 13th with 6M23 Doncaster to Mountsorrel stone empties. *Steve Chapman*







Class 66 763 (Severn Valley Railway) and 66 713 top'n'tail the 6G60 18:44 Bescot - Dee Marsh Jct. engineers across Cefn Mawr on July 18th. *Phil Martin*



GBRf

Class 66 749 passes Meole Brace with 6V75 09:24 Dee Marsh Reception Sidings - Margam T.C. on July 11th. *Keith Davies*

Class 66 770 working the 6H33 Banbury - Hindlow passes Slindon on July 14th. *Phil Martin*

Class 66 782 slows to cross Heaton Norris Junction and take the line towards Guide Bridge while in charge of the 10:35 Small Heath to Hindlow on July 7th. *Barry Longson*







GBRf

Class 66 789 passes Shipley Gate near Ilkeston working 6M56 05:10 Immingham H.I.T. to Ratcliffe power station on July 16th.
Mark Pichowicz

Class 66 716 passes Kempseye with 6V75 09:24 Dee Marsh Reception Sidings - Margam T.C. on July 8th. *Keith Davies*

Class 60 021 ‘Penyghent’ on the Northern Powerhouse Biomass empties from Drax to Liverpool is seen at Mills Hill on July 25th.
Bryan Roberts







GBRf

Class 66 735 leads 66 734 past Kempseye with 6V75 10:24 Dee Marsh Reception Sidings - Margam T.C. on July 16th. *Keith Davies*

Class 60 026 hauling a Liverpool - Drax Biomass passes Acton Bridge on July 26th.
Brian Battersby

Class 66 708 'Glory to Ukraine' working the 4L18 14:18 Trafford Park Euro Terminal to Felixstowe North approaches Wilson's Farm Crossing on July 13th. *Derek Elston*







GBRf

The rare sight of a freight train on Reddish Vale viaduct occurred on July 17th as Class 66 754 passes with the 13:50 Doncaster Decoy to Peak Forest. *Lee Stanford*



Class 66 782 with the Avonmouth - Clitheroe cement tanks passes Acton Bridge on July 26th. *Brian Battersby*



On July 20th, Class 66 731 passes Winwick working the 4S57 Hams Hall - Mossend (a new diagram) running 395 mins late after being trapped behind a failed 4S43!. *Mark Enderby*



GBRf

Class 47 749 is seen passing Harrow and Wealdstone at speed on July 26th taking EMR unit 360 103 from Northampton Emd to Cricklewood South sidings. *Lee Stanford*



The 4M46 Southampton to Trafford Park passes through Worting on August 4th being hauled by Class 66 709. *Michael Bennett*



Class 66 711 ‘Sence’ and 60 011 are seen being prepared for departure in Toton Yard on July 14th. *Derek Elston*



GBRf

On July 14th, Class 66 784 approaches Hellifield with an aggregates train from Ribblehead (Virtual Quarry) to Hunslet Tilcon. *Michael Lynam*

Class 66 736 passes Heyrod on July 30th working the 06:29 Doncaster to Stalybridge bringing track panels and ballast for the upgrade of the line from Manchester Victoria. Stalybridge is shown as the destination as this is where the train enters the engineering possession and where actual timetabling ends. *Lee Stanford*

The 4Y19 Mountfield to Southampton gypsum empties hauled by Class 69 002 is seen being overtaken by SWR's Class 159 002 working the 1L41 Basingstoke to Salisbury at Worting Junction on August 4th. *Michael Bennett*







GBRf

Class 60 002 ‘Graham Farish’ passes Woodhorn on it’s way from Lynemouth power station near Newbiggin-by-the-Sea. *Bryan Roberts*



Class 66 768 passes a sunny Reddish North on July 31st with the 13:50 Doncaster Decoy to Peak Forest. *Lee Stanford*



On July 25th, Class 60 021 working a Drax - Liverpool Bulk Terminal empty Biomass passes Bellfield Mill Lane. *Alan Rigby*



GBRf

Class 66 731 passes Coppull with a Hams Hall to Mossend intermodal on July 22nd.
John Sloane

Class 66 782 is seen at Standish hauling a Gloucester to Clitheroe empty cement train on July 21st. *John Sloane*

Class 66 793 passes Euxton on July 8th with a Longtown to Kineton MOD working.
John Sloane







GBRf

Class 66 745 hauls the 6L40 09:40 Hunslet Tilcon to Scunthorpe Anchor empties, past Oakenshaw Junction on Wednesday July 13th. *Tim Saunders*

On July 7th, Class 66 724 heads through Kemble with a diverted 5Q55 Stewarts Lane to Newport (Sims) scrap train. *Ken Mumford*

Class 66 771 hauling a Crewe to Bescot engineers heads through Stafford on July 16th. *Richard Hargreaves*







GBRf

Class 60 047 hauling a Liverpool Bulk Terminal - Drax loaded Biomass passes Bellfield Mill Lane on July 25th. *Alan Rigby*



Class 66 793 passes Moore on July 8th working 3F01 Carlisle - Kineton. *Mark Enderby*



On July 25th, Class 66 771 works the 4F62 East Midlands Gateway - Seaforth past Moore on July 25th. *Mark Enderby*



GBRf

Class 66 725 ‘Sunderland’ passes Old Linslade running 98mins late with the 4L02 04:45 Hams Hall GBRf to Felixstowe North on July 16th. *Derek Elston*

On July 28th, Class 66 736 heads through Sheffield on a Tinsley - Bardon Hill stone empties working. *Mark Enderby*



GBRf

On July 28th, Class 60 026 passes Acton Bridge with a Liverpool Biomass Terminal - Drax Aes Biomass working. *Michael Lynam*

On July 14th, Class 66 708 (with the Ukraine flag) passes Hellifield working an aggregate train from Arcow Quarry - Bredbury. *Michael Lynam*

Class 47 727 'Edinburgh Castle' with 360 114 in tow after servicing at Northampton EMD passes through Northampton on July 12th running as 5Q97 10:44 Northampton EMD to Cricklewood South Sidings on July 12th. *Derek Elston*







Greater Anglia

Class 720 551 passes Bethnal Green on July 26th with a service to Cambridge.
Lee Stanford

Greater Anglia

Class 720 501 working the 5Q28 13:17 Rugby Udt Signal Rn4184 to Wembley InterCity Depot proving run, heads through Northampton on July 15th. *Derek Elston*

Great Western Railway

Power cars Nos. 43016 and 43004 approach Dawlish on June 22nd working the 2C69 09:00 Cardiff Central - Penzance. *Phil Martin*

On June 22nd, power cars Nos. 43041 and 43194 working the 2U32 16:50 Penzance - Cardiff Central pass Cockwood Harbour. *Phil Martin*

Power cars Nos. 43098 and 43094 pass Langstone Rock on June 22nd working the 2U14 07:40 Penzance - Cardiff Central service. *Phil Martin*





Great Western Railway

Power cars Nos. 43154 and 43170 pass Coryton Cove on June 22nd working the 2C73 11:00 Cardiff - Penzance service. *Phil Martin*

Power cars Nos. 43160 and 43122 pass Langstone Rock on June 22nd working the 2C67 08:12 Newport - Penzance service. *Phil Martin*

On June 22nd, Class 150 266 and 150 221 working the 2F31 18:50 Paignton - Exmouth service pass Cockwood Harbour. *Phil Martin*







Great Western Railway

Class 802 113 heads through Kemble on July 7th with a diverted South Wales to London Paddington service. *Ken Mumford*

Class 800 318 working the 1A80 08:15 Penzance - London Paddington service passes along the sea wall at Dawlish on June 22nd.
Phil Martin

Class 800 008 working the 1C89 16:36 London Paddington - Plymouth service passes Cockwood Harbour on June 20th.
Phil Martin







Great Western Railway

Power cars Nos. 43172 and 43155 pass Teignmouth on July 20th working the 2C67 08:00 Cardiff Central - Penzance service. *Phil Martin*

Great Western Railway

Class 800 022 with a London Paddington to Exeter St. Davids service is seen near Bedwyn on July 8th. *Michael Bennett*



Class 150 247 and 150 249 pass Starcross on June 17th working the 2T11 08:54 Exmouth - Paignton service. *Phil Martin*



On June 24th, Class 150 263 and 150 261 working the 2E31 18:50 Paignton - Exmouth service passes Cockwood Harbour.
Phil Martin



Great Western Railway

Power cars Nos. 43192 and 43198 pass Cockwood Harbour on June 20th working the 2C79 14:01 Cardiff Central - Penzance service.
Phil Martin

Class 801 104 departs Leeds on July 13th with the 13:45 to London King's Cross. *John Goodrich*

UK HEATWAVE HEIGHTENS CONCERN FOR CLIMATE CHANGE

As the nation recently experienced temperatures up to 40 degrees Celsius, many Britons have shifted their views on the impacts of climate change and how they can play their part in slowing it. The research found that following the heatwave, nine out of 10 people (89 percent) feel that climate change has contributed to the recent hot weather, 12 percent more than in the run up to it. This has led to a similar shift (+12 percent) when it comes to people considering ways in which they can change their lifestyles to help prevent climate change, increasing from 37 percent to 49 percent.

Travel is one area being reconsidered by consumers looking to make a change. The research found a quarter (25 percent) of adults prioritise their mode of travelling to and around their holiday destinations, giving priority to those that are better for the environment.

Gone are the days of rushing around on a city break, with travellers instead choosing to start and end their journey in the most relaxed way possible, whilst having a positive environmental impact. LNER surveyed those who love to travel to find out what they are prioritising when it comes to taking a break this summer, finding that more than half (56 percent) are keen to learn more about how to be a sustainable traveller and one in three (32 percent) plan to travel less in order to help reduce damage to the environment. To help those looking to make positive eco-changes to their travel habits, LNER has launched the second edition of the Green Guide, which showcases sustainable options for visiting some of the most popular destinations on the East Coast route. The Summer 2022 edition of the guide features the most sustainable places to eat, sleep and play when visiting Inverness, Harrogate and Lincoln.

The Green Guide launch comes as the research found that half of people (45 percent) have been planning their trips specifically around being able to enjoy local experiences, and around four out of 10 (44 percent) prioritise being able to eat and drink local produce when it comes to booking a trip. Around half (48 percent) say they want to find hidden local gems, while 51 percent say it's important to visit local shops - rather than chain shops - and 1 in 10 actively seek out eco-friendly accommodations when travelling.

David Horne, Managing Director at LNER, said: "This summer is set to be huge for domestic travel, so we're delighted to be launching the second version of our popular Green Guide to help people wanting to make more responsible travel choices. Our research shows half of British adults want to learn more about how to be a sustainable traveller, so the Green Guide is aimed at providing a wide range of inspiration on how to do this on the LNER route.

Whether it's Lincoln Cathedral with its exterior recently revealed after nearly 40 years, or the Highland Food and Drink Trail in Inverness, we're seeing people from all around the world flocking to our destinations to seek out increasingly popular local experiences. This is becoming very important to the kind of traveller who wants to spend their money on authentic regional experiences, as well as taking the time to use the journey to switch off."

LNER's Green Guide has been curated using tips and advice from LNER colleagues local to the destinations as well as with support from Visit Harrogate, Visit Inverness Loch Ness and Visit Lincolnshire. The Guide is available on www.lner.co.uk/greenguides as well as in LNER's travel centres at stations along the East Coast route.



Class 801 212 departs Northallerton with the 06:55 London King's Cross - Edinburgh service on July 13th. *John Goodrich*

LNER APPOINTS FIRST FEMALE ENGINEERING DIRECTOR

London North Eastern Railway (LNER) is pleased to announce that Dr Linda Wain has been appointed to the role of Engineering Director.

Dr Wain, who has been Head of Engineering and Assurance at LNER for five years, will oversee all aspects of LNER's fleet, future procurement and major engineering projects such as the adoption of digital signalling to ensure customers receive the world-class, punctual service that customers expect from LNER.

Speaking about her new role, Dr Wain said: "I'm delighted to be taking up the role of Engineering Director at LNER, and in doing so following in the footsteps of many great people who have worked in the business in the past. Ensuring that our fleet is well maintained and is constantly improved to take advantage of new technology is incredibly important as we look to deliver an exceptional experience to our customers.

I'm also pleased to be the first female Engineering Director at LNER and I hope to use my position to challenge perceptions and encourage more young women to consider engineering as a worthwhile and rewarding career."

Dr Wain brings with her 30 years of experience in various roles in rail, in engineering, reliability improvement, fleet and depot management. She has previously worked at the Royal Air Force and Ford Motor Company.

David Horne, Managing Director at LNER, said: "Linda is already an incredibly inspiring leader within our business and I'm confident that she will use her considerable expertise to successfully drive forward our exciting portfolio of engineering projects. She brings a huge amount of passion and energy to her role and I am delighted she will be leading our Engineering team."



Loram Rail Operations

Class 37 418 ‘An Comunn Gaidhealach’ draws up to Hare Park Junction with inspection saloon ‘Caroline’, working 5Z04 08:30 Carlisle High Wapping Sidings to Derby RTC on Thursday July 7th. *Tim Saunders*

Loram Rail Operations

On July 14th, Class 37 418 passes through Hellifield heading north with observation coach 'Caroline' working from Derby RTC - Carnforth.
Michael Lynam

Lumo

Class 803 001 calls at Newcastle on July 14th with the 09:11 Edinburgh - London King's Cross. *John Goodrich*

On the evening of July 13th, Class 803 004 passes through York with the 16:13 Edinburgh - London King's Cross service. *John Goodrich*





Network Rail

Class 37 421 and 37 116 top'n'tail a Blackpool to Derby test train at Farington Curve Junction on July 15th. *John Sloane*



Class 97 303 and 97 304 top'n'tail the 3Z01 Derby - Coleham past Oakengates on August 1st. *Carl Grocott*



On July 14th, Class 37 116 is seen stabled at Carlisle with a track inspection train, with 37 421 out of sight at the rear. *Michael Lynam*



Network Rail

Power cars Nos. 43272 and 43257 working the 1Q18 Tyseley - Derby pass Leaton on July 15th.
Carl Grocott

Network Rail

Class 37 401 is seen at Chester on August 1st with a test train working. *Brian Battersby*



Power cars Nos. 43251 and 43290 work the 1Q26 test train through Acton Bridge on July 20th, running 161 mins late. *Mark Enderby*



Colas Rail operated test train with power cars Nos.43251and43290standsatNorthamptonon July 21st running as 1Q32 13:34 Northampton to Derby. *Derek Elston*



Rail Operations Group

Class 37 901 leads 37 800 through Slindon on July 14th working the 5Q42 Wolverton - Crewe. *Carl Grocott*

Class 37 800 'Cepheus' and 37 901 'Mirrlees Pioneer' hammer their way toward Stenson Junction running as 0H70 14:57 Crewe South Yard to Derby R.T.C.(Network Rail) on July 14th. *Derek Elston*

On July 12th, Class 37 884 runs light engine south through Acton Bridge. *Brian Battersby*







TransPennine Express

Mark 5 driving open brake standard No. 12813 is the leading vehicle of 15:34 Scarborough - Manchester Victoria on July 15th. It is seen passing Church Fenton with Class 68 034 providing the power at the rear of the train. *John Goodrich*

Class 802 201 arrives at York on an unidentified working on July 15th. *John Goodrich*

Class 68 025 ‘Superb’ is seen on the rear of set 7 passes through Northampton as 5H70 10:02 Longsight T.M.D. (D) to Wolverton Centre Sidings, with 68 006 ‘Pride of The North’ leading on July 15th. *Derek Elston*







TransPennine Express

Class 397 009 is seen at Low Gill on July 7th with the 09:06 Glasgow Central to Manchester Airport service.
Steve Chapman

Transport for Wales

Class 158 827, 158 840, 158 820 and 158 837 plus one more of the class are seen at Shrewsbury on July 2nd. *Richard Hargreaves*

Class 153 353, 153 968, 153 926 and 153361 are seen at Crewe on July 16th working the shuttle service to Chester. *Brian Battersby*

Class 150 282 passes Kempseye with 1V39 10:31 Manchester Piccadilly - Milford Haven service on July 16th. *Keith Davies*





Transport for Wales

Class 67 025 on a Holyhead - Crewe ECS working passes Bunbury on July 16th. *Mark Enderby*

On July 7th, TfW provided Class 153 312 and 153 921 for the 10:51 Cardiff Central to Manchester Piccadilly service, seen passing Heaton Norris Junction, Stockport. A round trip of over 340 miles will get them back to the Welsh capital later in the day. *Barry Longson*

Class 153 353, 153 968, 153 926 and 153361 with a Crewe - Chester service are seen at Bunbury on July 16th. *Mark Enderby*







Transport for Wales

Class 153 926, waits to depart Liverpool Lime Street with the 15:36 service to Chester, via Runcorn on July 21st. *Paul Senior*



Class 67 014 is seen at Newton with 1V98 16:36 Holyhead to Cardiff Central on July 7th. *Keith Davies*



Units: DMUs and EMUs

South Western Railway's Class 158 881 on the 2R38 Salisbury to Romsey service passes through Dunbridge on July 20th. *Michael Bennett*



Northern's Class 769 456, slows for its stop on the approach to Wigan Wallgate, with the 13:30 Alderley Edge to Southport service on August 3rd. *Paul Senior*



West Midlands Trains' Class 323 213 heads through Stafford on July 16th with a Soho to Longsight working. *Richard Hargreaves*



Units: DMUs and EMUs

Veteran Northern unit Class 319 383 waits time at Styal on July 13th before departing with the 13:27 Liverpool Lime Street to Crewe service. *Lee Stanford*

LNWR's Class 350 377 arrives at Stafford on July 16th with a Liverpool Lime St. to Birmingham New St. service. *Richard Hargreaves*

South Western Railway's Class 450 051 working the 5B04 Southampton to Basingstoke Barton Mill ECS passes Worting on August 4th. *Michael Bennett*







Units: DMUs and EMUs

One of four Class 172 DMUs acquired from Chiltern some time ago, Class 172 104, is the first to gain West Midlands livery. On July 25th it was in Nuneaton awaiting departure at 14:14 with the 2G82 service to Coventry and Leamington Spa. *Dave Peel*



After receiving attention at Wolverton, Northern's Class 323 228 waits at Stafford on July 5th for a path north to Allerton depot. *Lee Stanford*



West Midlands Railway's Class 730 012 is pictured at Mill Meece on July 22nd with 5Q08 Nuneaton to Crewe test run. *Steve Chapman*

Units: DMUs and EMUs

LNWR's Class 350 368 and 350 402 depart Crewe on July 9th working the 16:07 Liverpool to Birmingham service. *Barry Longson*

Congestion at Stafford on July 5th caused Royal Mail's Class 325 001 and 325 007 working the 14:33 Willesden PRDC to Shieldmuir to be diverted on to the bi directional platform 4 to wait for a path north. *Lee Stanford*

With high temperatures forecast on July 18th, there was a concern the OHL on the Manchester to Hadfield line may expand beyond their tolerance so the decision was made to replace the usual 323 units with diesel power. Making an unusual sight at Broadbottom were Class 150 110 and 150 123 operating the 11:03 Manchester Piccadilly to Hadfield. *Lee Stanford*







Units: DMUs and EMUs

A view at Southport on June 29th with Merseyrail Electrics, Class 507 019 and 508 138 working the 14:15 service to Hunts Cross, and Northern's Class 150 102 working the 14:32 service to Manchester Victoria. *Paul Senior*



Northern's Class 150 127 and 150 137 working a Blackburn - Rainford service pass Bellfield Mill Lane on July 25th. *Alan Rigby*



The crew of Northern's Class 331 106 have a chat after arriving at Skipton with the 13:56 from Leeds service. *John Goodrich*



Units: DMUs and EMUs

Merseyrail's Class 777 007 departs Southport in pouring rain on June 29th, with a return driver training run back to Kirkdale Depot. *Paul Senior*



Northern's Class 158 850 has just arrived at Newcastle with the 09:22 Carlisle - Morpeth service as Lumo's 803 001 departs with 09:11 Edinburgh - London King's Cross on July 14th. *John Goodrich*



Northern's Class 158 851 and 158 901 pass Helwith Bridge on July 13th with a Carlisle service. *Jeff Nicholls*



Units: DMUs and EMUs

Northern's Class 170 455 arrives at Cattal with the late running 09:59 Leeds - York service on July 13th. *John Goodrich*

Northern's Class 150 137 calls at Mills Hill on July 25th with a Blackburn - Rainford stopper, whilst Class 156 429 works a Rainford - Blackburn service. *Bryan Roberts*

Swift's Class 321 334 heads through Acton Bridge on July 26th with a Mossend - Doncaster via Willesden run. *Brian Battersby*







Units: DMUs and EMUs

Northern's Class 158 869 waits at Saltburn in a rare bit of sunshine on July 21st with the 14:22 departure to Darlington. *Lee Stanford*



Northern's Class 331 003 calls at Leyland to pick up day trippers heading to Blackpool on July 11th. *John Sloane*



Northern Class 195 126 calls at Church Fenton with the 16:26 York - Blackpool North service on July 14th. *John Goodrich*



Units: DMUs and EMUs

Northern's Class 333 001 has emerged from the carriage sidings to form 16:07 Skipton - Leeds service on July 17th. *John Goodrich*



South Western Railway's Class 159 108 and 159 015 with the 1L41 London Waterloo to Exeter service passes Worting Junction on August 4th. *Michael Bennett*



Northern's Class 150 129 and 150 114 call at Mills Hill on July 5th with a service to Kirkby. *Bryan Roberts*



Units: DMUs and EMUs

South Western Railway's Class 701 034 is seen on a test run at Shawford on July 18th, still not in passenger service. *Stewart Smith*



South Western Railway's Class 444 029 working the 1T50 Portsmouth Harbour to London Waterloo service passes through Worting on August 4th. *Michael Bennett*



Three Royal Mail Class 325 units pass Winwick on July 5th. *Jeff Nicholls*



Units: DMUs and EMUs

South Western Railway's Class 450 013, 450 107 and 450 094 working the 1T41 London Waterloo to Portsmouth service passes through Worting Junction on August 4th. *Michael Bennett*



Class 321 334 working the 5Z83 London Euston - Mossend Varamis Swift trial passes Moore on July 25th. *Mark Enderby*



Class 325 008 and 325 001 approach Wilson's Crossing working the 1S96 16:18 Willesden PRDC to Shieldmuir Mail Terminal mail on July 13th. *Derek Elston*



Units: DMUs and EMUs

On July 21st, new Merseyrail EMU Class 777 049, is seen on a repositioning move at Kirkdale depot. *Michael Lynam*



Class 507 017 and 507 002 pass at Kirkdale on July 14th working services to Ormskirk and Liverpool Central respectively. *Michael Lynam*



Northern's Class 150 001 reverses at Horrocksford Jct. on July 14th so to return to Clitheroe to work a service to Rochdale. *Michael Lynam*



Manchester Metrolink

Metrolink tram No. 3143 is the latest to enter traffic and is seen near the Velopark stop on July 29th, working an Ashton to Media City service. *Barry Longson*



Blackpool Trams

On July 14th, a view of the new 22 million pound Talbot Road tramway extension, to Blackpool North station, with a 4 star Holiday Inn, and retail outlets being built on the former Wilkos site. *Paul Senior*

National Rail



SR MN Class No. 35028 ‘Clan Line’ working the 1Z09 17:29 Weymouth to London Waterloo is seen on Redbridge Causeway approaching Redbridge.
Stewart Smith

Greater Anglia donates bicycles to communities in Africa

Train operator Greater Anglia has recently donated another 40 bicycles to Re-Cycle, a charity which takes used bicycles and ships them to rural communities in Africa. The cycles were all abandoned and had been left at stations across the Greater Anglia network, including Cambridge, Chelmsford and Norwich. The train operator regularly carries out cycle tagging exercises, where notices are attached to cycles parked in the station’s racks. Cyclists are asked to remove the tag from the bike to indicate it is being used.

Any cycles with tags left on them after a period of time are removed from the cycle storage and donated to charity. This frees up space for other cyclists to use. Greater Anglia has been working with Re-Cycle for several years and has donated more than 1000 bikes to communities in Ghana, Zambia, The Gambia and South Africa.

Krzysztof Drozd, Greater Anglia Station Cleaning & Waste Manager, said: “We are very pleased to support Re-Cycle by donating these abandoned bikes from various station across our network. People living in rural Africa can walk for miles a day to collect water, or to get to school or work. A bike can change someone’s life, and we are pleased to be able to help Re-Cycle with their mission to help people in Africa access sustainable bike transport. We would like to remind passengers that our cycle storage facilities are for short term use only and people should not leave cycles for longer periods of time. We would also advise cyclists to use good quality locks while securing their bikes.”

Claire Kettle, Re-Cycle’s Director says “We are delighted to have built a strong partnership with Greater Anglia over several years and are very grateful for all of the abandoned bicycles donated to Re-Cycle. These bikes help give independence to so many people in Africa with no other transport options and our reuse and repurpose ethic means that fewer bikes are sent to landfill in the UK.”

Re-Cycle, which is based in Colchester, sends bicycles to rural communities in Africa, enriching the lives of those less fortunate, by giving them the gift of independence. The charity also provides training to mechanics on how to service and repair the bikes, enabling a bike to become more sustainable.

Fares Advice *with RailUK*

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

Why are there no clear rules on what should happen when a train is cancelled?

Q: My mother travelled on a day return Middlesbrough to Newcastle via Hartlepool. The return service was cancelled and the next direct service would have resulted in a delay of at least 65 mins. Having read it’s up to the guard as to whether you can travel on another TOC’s service after a cancellation.... I told her to go to the ticket office to ask them to endorse her ticket to travel to Darlington on TPE (and then Northern to Middlesbrough), rather than having the stress of trying to find the guard before the train leaves.

Newcastle ticket office refuse to do that and charge an excess to travel via Darlington. The TPE guard then says the ticket office was wrong and she shouldn’t have been charged anything. Why is it down to individual staff to decide whether to permit travel or not in cases like this? Surely there should be some standard rules so people don’t end up with inconsistent messages. And can she now reclaim any of that ticket fare?

The journey was going to be Newcastle 17:40 to Nunthorpe 19:05 (it was a Nunthorpe to Newcastle day return). The excess was only £2.20 but being a pensioner she watches the pennies and the inconsistent messages from different staff has annoyed her more than anything!

The actual journey was:
17:42 TPE to Darlington
18:22 Darlington to Middlesbrough (18:50)
She then realised there was not going to be an alternative Middlesbrough to Nunthorpe train for nearly 2 hours so had to pay for a taxi from Middlesbrough to Nunthorpe at that point.

A: So, the issue(s) seems to be...

The cancelled 17:40 Northern service from Newcastle to Nunthorpe was the last direct service of the day (via Hartlepool). Waiting for the next departure at 18:45 from Newcastle (via Hartlepool) and then changing at Middlesbrough would have resulted in a delayed arrival time at Nunthorpe of 21:00 (originally would have been 19:12).

Newcastle ticket office have levied a £2.20 excess for “Any Permitted” travel via Darlington.

On arrival at Middlesbrough at c. 18:50, having travelled via Darlington, she then decided to abandon her journey and travel the final four and a half miles by taxi, rather than wait for the next train service from Middlesbrough to Nunthorpe, which wasn’t due to depart Middlesbrough until 20:42.

Not sure Delay Repay applies here, but it does seem to have been a problematic return journey, and, to cut to the chase, can any valid claim(s)/complaint be made, and if so, to whom.?

As the anticipated delay was more than an hour, she was entitled to be re-routed at the earliest available opportunity, i.e. via Darlington. She should not have been charged anything extra for this and indeed, in a case like this where there are specific fares for both routes, there is no advantage in having obtained the excess prior to travel anyway - it can be obtained onboard without penalty.

The issue she may face in recovering the cost of either the excess or taxi is if she didn’t contact Northern to give them an opportunity to organise either. Ticket offices are extremely inconsistent, but are very much in decline and on the way out as there is a huge shift towards online sales/support.

While ticket offices might give good outcomes, my experiences have generally been poor, and so have many others who have reported, hence why it’s a good idea to ask the TOC directly on Twitter and if they don’t give a favourable result it can be best to ask the on board staff.

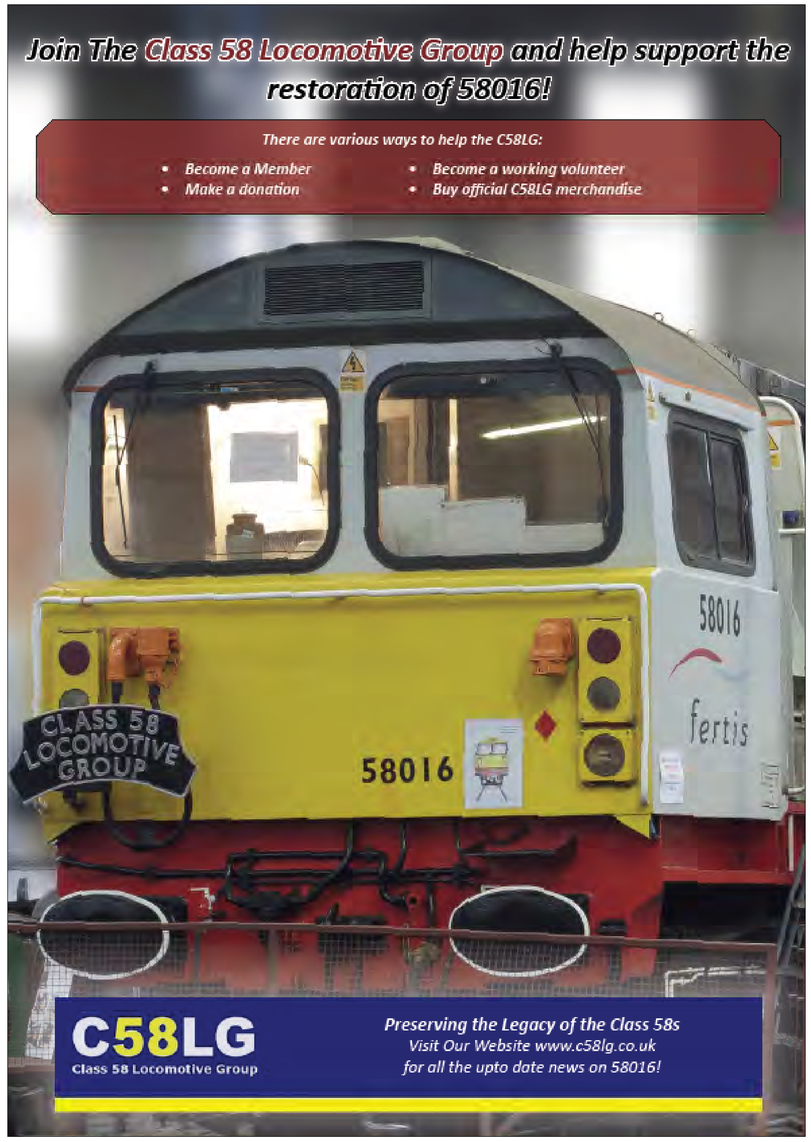
By all means ask ticket office staff while you await an answer from the relevant TOC(s), but if they try to charge you, I wouldn’t pay it unless there is absolutely no alternative.

Ticket Advice for All

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

Class 47 614 and 47 805 working the 1Z80 06:09 Norwich to Weymouth charter are seen crossing Redbridge Causeway approaching Totton on July 9th. *Stewart Smith*





Railway Careers Day for young asylum seekers in Southend

Greater Anglia managers held a Careers Day for young asylum seekers at Southend Victoria station on July 1st. The event was facilitated by the Essex and South Suffolk Community Rail Partnership who are working with Southend Adult Community College to improve social inclusion and career prospects for young refugees and asylum seekers. Students aged 16-19 from the college's English for Speakers of Other Languages (ESOL) course met with Greater Anglia's management team at Southend to discover the various job roles that are available on the railway.

The college's Head of Adult Learning, Patricia North, said, "We were really grateful to the Essex and South Suffolk Community Rail Partnership for facilitating this really beneficial link. Thanks to the Greater Anglia team at Southend, too, for their time and help outlining all the possible job opportunities as we prepare our students for the world of work. It was a real eye opener for our students – especially the girls from Afghanistan who met a female train driver, something that is almost unheard of in their country - and it was great for them to be able to practice their English-speaking skills as well."

Catherine Gaywood, Community Rail Partnership Officer, said, "We were delighted to help the college with an introduction to possible careers on the railway with the added benefit of helping young asylum seekers to feel more integrated and confident in using public transport."

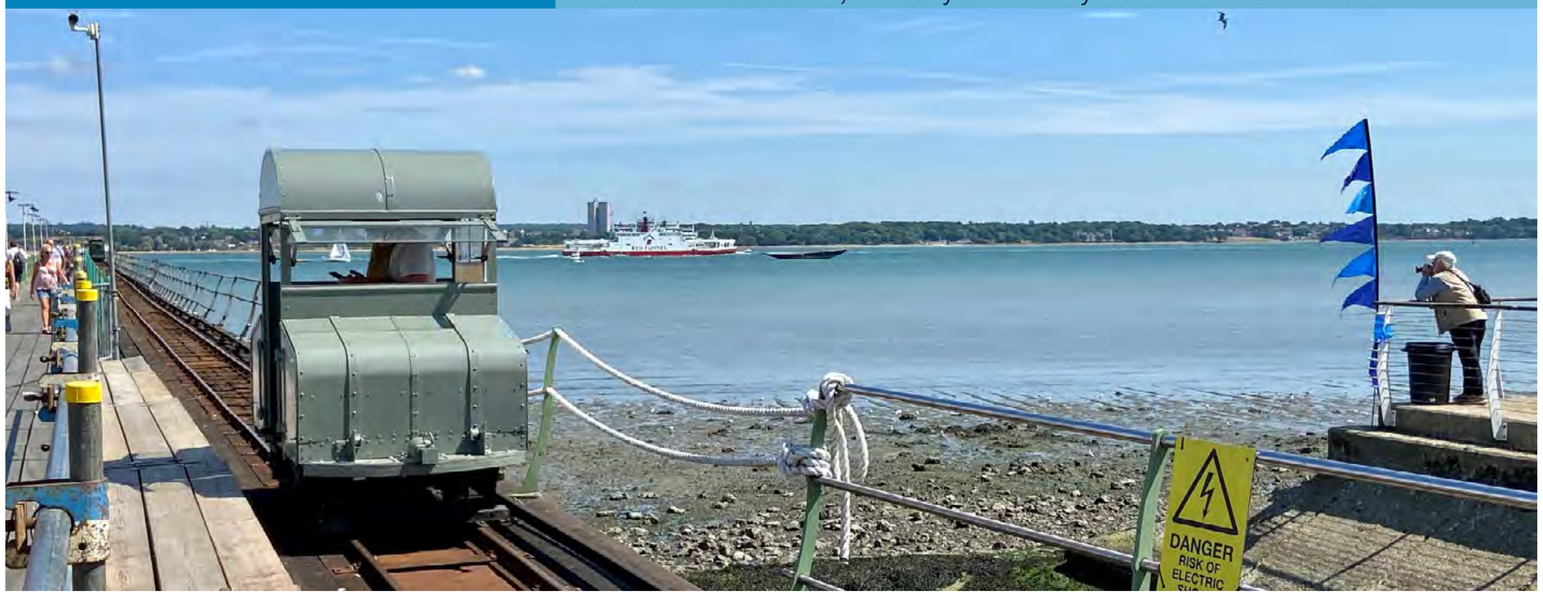
Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said, ""Greater Anglia is a great place to work and we were delighted to welcome the students and show them the different job roles they might want to consider as they start their careers. Greater Anglia is committed to diversity, equality and reducing barriers to progression, as a diverse workforce is a better workforce."

Photo: Southend Adult Community College students and Greater Anglia managers at Southend Victoria station. ©Essex and South Suffolk CRP.



Hythe Pier Railway

On July 23rd/24th, the Hythe (Hampshire) Pier Railway celebrated 100 years of operation. The railway is 2ft gauge and is 700 yards long. The original locomotive was used in the mustard gas factory at Avonmouth during the First World War and was taken to Hythe in 1922. The railway operates at 250 volts DC live rail which is on the seaward side of the pier. Visiting for the weekend was industrial loco No. 3 from Amberley Chalk Pits museum in West Sussex, a battery loco built by Brush in 1917. *David Mead*









National Rail



Class 60 046 is seen at Chessington South on July 21st having worked 6Z72 from Willesden DC Rail sidings. *Ian Callander*

Loco Fleet List Ten

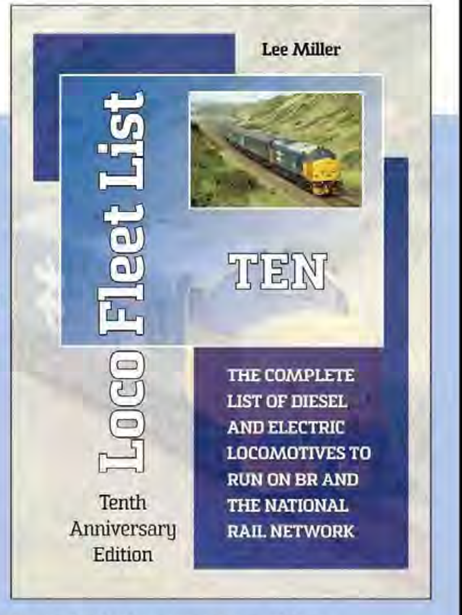
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Greater Anglia invests over £1 million in rail station upgrades



Greater Anglia has invested over £1 million in upgrading waiting shelters, toilets and benches at rail stations across East Anglia.

A total of nine new waiting shelters have been installed, eight of them replacing old ones at Braintree Freeport, Brandon, Great Chesterford, Hatfield Peverel, Harlow Mill and Wrabness, and at Alresford, an additional new shelter has been installed.

Toilet facilities have been refurbished at Audley End, Chelmsford, Cheshunt, Hockley, Manningtree, Marks Tey, Shenfield and Thorpe Le Soken.

The upgrade included new tiling, hand dryers and decoration and at some stations new sinks and worktops.

Over 450 platform benches have also been upgraded, and some old style metal benches have been replaced with timber ones which are more comfortable and improve the appearance of the platforms.

The new benches – which would be the equivalent of a kilometre long if placed end to end – have supplemented and/or replaced older benches at 76 stations (listed below), across Norfolk, Suffolk, Essex, Cambridgeshire and Hertfordshire.

Greater Anglia's Director of Asset Management, Simone Bailey, said: "These upgrades provide a better station environment and improved comfort for passengers, as we welcome people back to the railway.

It's part of an ongoing programme of station upgrade projects which has also included car park re-lining and wider station presentation standards across our network to ensure our facilities are in excellent condition for our customers."

Photo: The new shelter at Harlow Mill station. ©Greater Anglia



Network Rail's No. DR76911 heads through Swindon eastwards on July 28th.
Ken Mumford



Colas Rail's No. DR75011 heads on the centre road eastwards through Swindon on July 28th.
Ken Mumford

Class 93 locomotive project reaches a significant milestone with the completion of the first bodyshell

Stadler has started production of the Class 93 locomotive fleet for Rail Operations UK and finished the first bodyshell. Assembly of all the components and sub-systems will soon begin. After a period of testing and approvals, the first locomotive is scheduled to be transferred to the UK in March 2023. Entry into service is set to take place a few months later. The Class 93 is Stadler's first ever tri-mode locomotive, demonstrating the company's commitment to green technology and reducing carbon emissions. It is also the first tri-mode locomotive to operate in the UK.
The first carbody for the Class 93 is now ready, paving the way to the assembly stage, which involves the installation of piping, cabling, traction systems and other equipment. Able to operate using electricity, in battery mode, as well as with diesel, the Class 93 is the first tri-mode locomotive that Stadler has ever designed and manufactured and the first to operate in the UK. Commissioning is set to be undertaken next year.

British company, Rail Operations UK and Stadler signed a framework agreement in 2021 for 30 Class 93 tri-mode locomotives, ordering an initial batch of ten. Class 93 is a 'Bo-Bo' mixed-traffic locomotive based on Stadler's Class 68 and Class 88 locomotives, which have been operating successfully in the UK for several years. All locomotives on order for Rail Operations (UK) are being made at Stadler's Valencia plant. The locomotives will have three different power sources, and in electric mode, can run on 25kV AC overhead lines with a power up to 4,600 kW. They feature a Stage V 900 kW-engine and two Lithium Titanate Oxide (LTO) traction battery packs, allowing them to operate on non-electrified lines. The battery packs provide 400 kW extra power to supplement the engine when the locomotives are running in diesel/battery hybrid mode. The batteries modules can also work alone, enabling carbon-free operations.

The advanced locomotives will significantly reduce exhaust gas emissions for both rail freight and potential passenger transport services, supporting net zero targets in the UK. They also include efficiency features to minimise energy consumption. The high-efficiency transformer and the AC traction system with IGBT technology, one inverter per axle, enable better adhesion control, reduce energy consumption and increase reliability. Kinetic energy is recuperated during braking. The Class 93 is capable of reaching a higher speed than the Class 68s and Class 88s - 110mph in comparison with 100mph. Future-proofed, its innovative hybrid coupler enables coupling via a draw hook and through automatic coupling.

Iñigo Parra, CEO of Stadler Valencia, commented: "This is a project of firsts: the Class 93 is not only the first tri-mode locomotive to run in the UK, but it's Stadler's first tri-mode locomotive, illustrating our commitment to green technology and genuine desire to help governments and businesses around the world de-carbonise their cities, towns and villages. We are delighted to see these locomotives take shape and look forward to continued working with our customer and partner, Rail Operations UK."

Karl Watts from Rail Operations UK commented: "We've been working with Stadler for four years now to specify and design a locomotive for the future. The end product, the Class 93 tri-mode, is a locomotive of great operating versatility, incredible energy efficiency and packed full of technology which, not only allows us to transform UK train operations but lead the way in UK rail decarbonisation. The locomotive also enables Rail Operations UK to penetrate new operating markets, in particular express freight, previously unavailable using its existing locomotive fleet."



National Rail



Network Rail's Rail Grinder Nos. DR79501 - DR79507 working 4Q03 from Rugby to Derby Etches Park, passes Burton on July 22nd.
Stuart Hillis



Train-name fame as GWR celebrates 18th and final BBC Make a Difference Superstar



Great Western Railway has staged the last of its train-naming events celebrating BBC Make a Difference Superstars who went above and beyond to help others during the Covid-19 pandemic. Jo Prosser, who masterminded a project in Bicester to provide one million meals for NHS frontline staff, was honoured at Oxford Station on July 12th. GWR joined forces with the BBC in 2020 to celebrate Make a Difference Superstars from nine BBC Local Radio regions. Jo is the last of 18 heroes to be awarded train-name fame for selflessly helping others at the peak of the pandemic.

Jo left behind her husband and much-loved dog in Lincolnshire for four months to spearhead a Salute the NHS project in Bicester co-founded by Ron Dennis CBE, founder of F1 team McLaren. As lead operations director, she worked tirelessly to coordinate 800 volunteers to deliver one million meals, boxes, bags and 75,000 soothe and care packs to the NHS. She showed her full array of skills, from driving a forklift to managing orders, packing boxes and liaising with all the teams involved. Always working with a smile, Jo proved an inspirational leader, setting up visits with potential partners, key celebrities and even a Royal guest. After being nominated by listeners on BBC Oxford, Jo was selected by judges as a BBC Make a Difference Superstar, with her name now featuring on Intercity Express Train No. 800 034.

Victoria Prentis, MP for Banbury (including Bicester), said: "Jo is a true unsung hero. It is because of the efforts of people like her that we made it through the last couple of difficult years. Jo worked tirelessly to deliver over one million meals for NHS frontline staff in Bicester. It is brilliant to see her honoured in this unique way by GWR and the BBC."

Great Western Railway Managing Director Mark Hopwood said: "It was a privilege to partner with the BBC Make a Difference campaign and the stories which featured on BBC local radio were truly overwhelming. The various lockdown restrictions which have followed since 2020 have presented challenges in terms of staging train-naming events for these BBC Make a Difference Superstars, but we are delighted to finally recognise Jo and bring this excellent partnership to a conclusion. Jo went to incredible lengths to support her community during the pandemic and we're thrilled to add her name to the side of an Intercity Express Train. The GWR has a long and proud history of naming trains after Great Westerners – past and present heroes from across our network – and it's a real treat to add her to that list."

Head of Audio and Digital for BBC England Chris Burns said: "We have been amazed by the response of many listeners to our Make a Difference campaign on Local BBC Radio, as listeners have been helping each other out throughout the pandemic. It has been humbling to learn about the kind-hearted efforts of so many in our communities and Jo is a great example to the rest of us. Congratulations to her and to the team at BBC Oxford."

National Rail

Colas Rail's No. DR73905 working 6J44 Bristol Kingsland Road to Swindon Transfer Sidings passes through Swindon on August 1st. *Colin Pidgeon*

Swietelsky's No. DR75012 passes Church Brampton working the 15:23 Northampton Castle Yard to Nuneaton HS 'A' Sidings on July 11th. *Derek Elston*

Class 47 813 leads LMS No. 6233 'Duchess of Sutherland' and support coach No. 99041 working 5Z30 Rugby to St. Phillips Marsh through Swindon on July 30th. *Colin Pidgeon*







Network Rail moves ahead with maintenance reforms

Network Rail has formally started the legal consultation process with its trades unions on the maintenance reforms required to modernise and improve productivity and efficiency. The proposed reforms are aimed at improving safety for both employees and passengers, boosting train service performance, and saving money so that we can run the railway more efficiently and put the industry on a firm financial footing for the future.

We have been clear throughout talks with our unions that we want to give our people a fair pay rise, but it has to be affordable. Our most recent offer – 8% over two years, with heavily discounted travel, a cash bonus and a guarantee of no compulsory redundancies – met many of the RMT's demands and, crucially, was affordable from within our own budgets. The alternative is to ask either taxpayers or passengers to fund a pay increase, and that is neither fair nor realistic.

Andrew Haines, Network Rail chief executive, said: "The way people live and work has changed since the pandemic. On the railway, that means significantly fewer commuters and significantly less income. This year we'll see a shortfall of around £2bn compared with 2019.

It would be wrong to fund this deficit through increases in fares or taxes when we know that some of our working practices are fundamentally broken. That's why we must make progress with modernising the way we carry out maintenance work and making the savings that are necessary for the future of our railway.

We haven't given up on finding a negotiated way forward. We have made a good pay offer and our door remains open, but we can't continue to circle the same ground day after day, week after week and not move forward. These reforms are too important, especially given we started these conversations 18 months ago. It is vital that we progress our modernisation plans to help put our railway on a sustainable financial footing for the future."

In simple terms, the proposed reforms to our maintenance organisation will deliver:

A safer and more reliable and punctual service for passengers and employees – quicker fault fixes by multi-disciplined response teams and greater use of 'smart meter' technology flagging issues to controls rooms before key equipment failure

Individual rostering – enabling us to send the right number or people to fix a fault rather than fixed sized teams.

Multifunctional teams – enabling us to mix skills within a team so that, for example, we could send three mixed specialists in one van to fix a fault rather than two specialist teams in two vans.

Multi-skilling – investing in the knowledge and skills of our people so they are better equipped to fix the most common faults themselves.

Accelerated and improved technology deployment – we have a raft of labour and life-saving technology that have been stuck in 'trade union consultation' for over two years, holding up the deployment of vital safety upgrades that are ready to be rolled out.

The consultation process kicked off with a formal meeting on July 28th with our trades unions, to discuss the implementation of proposed changes to working practices, with next steps agreed at this meeting.

The proposed changes would make our maintenance activity much more efficient than it currently is and will help us to catch up with wider norms in comparable industries, as highlighted in the recent Nichols report.

A recent Yonder poll of over 2,000 UK adults looking at opinions on the recent rail strikes, pay and modernisation of the railway also showed huge support for reforms in the rail industry, and a massive vote of dissatisfaction with the RMT's approach to negotiations.

While the proposed reforms would likely lead to a smaller maintenance workforce – from around 10,000 to around 8,000 (just over 1,900 roles have been identified) – we do not expect to have to make any compulsory redundancies, with the changes we are proposing able to be made through voluntary severance, retraining and redeployment.



National Rail

Network Rail launches resilience taskforce in wake of record-breaking heatwave

Network Rail has announced the launch of a new taskforce led by independent experts to investigate and make recommendations on how the railway can develop its approach to resilience during hot weather following the unprecedented heatwave. The review will consider four key areas, each led by an independent expert in their field. Three of these areas will be focused on gathering insights from other countries and making comparisons with international rail networks that are more used to dealing with extreme heat and fluctuations in temperature.

Andrew Haines, chief executive of Network Rail, said: "The weather we've experienced has put a huge amount of pressure on our infrastructure, our staff and our passengers, and with extreme weather events becoming more frequent as our climate continues to change, we've got to pull out all the stops to make our railway as resilient as possible. That's why I've decided to commission this taskforce, spearheaded by leading global experts, whose considerable experience in their fields both in the UK and across the world will arm us with the guidance we need to make our railway resilient in the face of climate change for generations to come."

Dame Julia Slingo FRS, former chief scientist at the Met Office and a world-renowned expert in climatology, will examine the likelihood of more frequent extreme hot weather events in the UK and how high-quality, detailed and timely weather forecasting can be maximised by Network Rail to mitigate the impact of heat on its infrastructure. Dame Julia recently led a weather action task force focussed on equipping Network Rail with a better understanding of the risk of rainfall to its infrastructure.

Sir Douglas Oakervee will draw on his 60 years of experience in engineering to investigate options to ensure the railway infrastructure can continue to function safely and reliably during very hot weather. This work will particularly focus on the performance of track and overhead line equipment as they are the two most common causes of delays and disruption in hot weather. Sir Douglas has served as chair of Crossrail and HS2 and is a former president of the Institution of Civil Engineers.

Simon Lane, former Managing Director and CEO of railways in Melbourne and New South Wales respectively, will explore operational standards, policies and practices which could allow services to continue to operate safely and without highly limiting speed restrictions in extreme heat. Mr Lane, who has experience in leadership roles in the UK and Singapore, has particular knowledge from his work in Australia not only of the challenges railways face in very high temperatures but also the challenge of running railways in a climate where there is a wide variation between the highest and coldest temperatures. Mr Lane previously led a review for the government of Victoria following a period of extreme weather in 2009.

Anthony Smith, chief executive of the independent transport watchdog Transport Focus, will examine how Network Rail communicates with passengers in the run-up to and during periods of extreme weather, as well as in its planning for disruptive events. Mr Smith has more than 20 years' experience leading Transport Focus as it took on representing bus and road users as well as rail passengers. He has contributed to recommendations to the rail industry and the government on how the pandemic affected rail passengers and the Williams-Shapps rail reform white paper amongst other topics.

Transport Secretary, Grant Shapps said: "Since I became Transport Secretary, a key priority of mine has been ensuring our infrastructure is resilient enough to deal with extreme weather conditions and this Government has invested billions of pounds to do just that. However, the pressure the current heat put on our railway shows, despite this progress, there is still some way to go. The taskforce we have announced, made up of leading experts from around the world, will provide us with the knowledge and experience to bolster our railway and ensure it's robust enough to last – whatever the weather."

Major £30 million investment coming to London Victoria station to reduce congestion and improve accessibility for passengers



Passengers using London Victoria station can look forward to easier journeys in future as Network Rail begins a £30m investment to reduce congestion on platforms and at ticket gates. Work involves creating more space on the concourse and increasing the total number of ticket gates from 86 to 111, including eight new wide (accessible) gates, to speed up people's journeys through the station and improve accessibility for people with reduced mobility, luggage or pushchairs.

Lucy McAuliffe, Network Rail's stations director, said: "We're really excited to see this work get underway. Putting people first is at the heart of everything we do and that starts from the moment they walk through the door. Victoria is one of London's busiest stations and a gateway to Gatwick Airport and the South Coast so investing in creating an enlarged Sussex concourse and increasing the number of ticket gates available will help everyone to feel more comfortable; setting us up well as passengers return to the railway during a busy summer season. We're really pleased to be able to make this investment in improving the service we offer all our passengers."

Wendy Morton, Department for Transport's rail minister, said: "I am delighted to see these upgrades at London Victoria station, a true cornerstone and hub of the capital. These improvements, funded by the Department for Transport, will make travel easier, more comfortable, and more accessible for millions of passengers."

The station concourse area that serves platforms 15 to 19 will be opened up and expanded, and a spacious access route will be created between platform 14 and the existing escalators to the Victoria Place shopping centre.

To create more space for additional ticket gates, and wider routes between the concourse and platforms, the Gatwick Express ticket windows will be moved to a more prominent position, while some retail units will be repositioned elsewhere in the station.

Angie Doll, chief operating officer for Govia Thameslink, which runs Southern and Gatwick Express, said: "We're delighted with Network Rail's improvements to the layout of the station, opening up space for our passengers to get to and from their trains more quickly and comfortably, as well as moving Gatwick Express's dedicated ticket windows to a more visible position on the main concourse."

Jason Clarke, area manager for Southeastern, said: "As passengers return to our railway, we need to make sure we've designed Victoria station, still the second busiest in the whole of Great Britain, to make the best use of the space available. We know all of our passengers will appreciate these improvements which are being done at a time that will inconvenience the least number of people."

To minimise overall disruption to passengers, the work will be carried out alongside the London Victoria resignalling project, a major programme of signalling upgrades on the south London lines into London Victoria. This means the most disruptive work will happen when there are fewer or no passenger services running at the station, as lines will be closed.

Work on the project is set to get underway from this September, starting with the relocation of the Gatwick Express ticket office. This will be followed by work on the Kent gatelines (platforms 1-7) in November and the Sussex gatelines later in the year. The work is due for completion in late 2023.

National Rail



A visit to Chester on the afternoon of July 9th, finds tamper No. DR73942 stabled in the sidings. *Barry Longson*

First new feeder station of green investment programme

The first of several new electricity feeder stations for Scotland's Railway is now in place. It's part of a £120m programme being backed by the Scottish Government to enhance the resilience and reliability of the infrastructure and to support additional electrically powered passenger and freight traffic. The feeder station, which will connect to the network in September, was put in place near Paisley.

A temporary surface was constructed to position the crane on and to make sure the ground conditions were suitable for the lift. And the movement of the Tadano crane (ATF220G), which can lift up to 220 tonnes, was mechanically restricted to avoid the overhead powerlines on-site.

Lesley Pringle, project manager for traction power at Network Rail said: "The £120m investment from the Scottish Government for this programme is key to helping us meet our target to decarbonise Scotland's Railway by 2035.
This is the first of the new feeder stations to arrive and it's a definitely been a challenging site but our colleagues from across the Scotland's Railway team have worked tirelessly to ensure it runs smoothly."

Brain Sweeney, project delivery engineering manager at Network Rail said: "This work will boost the supply to our network in the central belt. This will help to deliver power to newly electrified lines and also provides us the additional capacity to run more trains on the existing network. This will ultimately deliver more green and sustainable travel options for people and freight customers, removing many more vehicles from the roads in Scotland."

Allan Black, senior project manager at SPL Powerlines said: "We're lifting the feeder station into position and it will be brought into service during September once all the relevant testing and safety procedures are complete. There has been a significant amount of work to prepare for this, and we're already on site working at the next locations. Work started in the central belt and will extend as far as East Kilbride, Borders, Barrhead and Fife with completion due in 2026."

Network Rail's £10.5m refurbishment of iconic 140-year-old Oxted Viaduct is complete

Passengers travelling on the line from South Croydon to Uckfield can look forward to travelling safely over the Oxted Viaduct for decades to come after a £10.5m upgrade. Engineers have been working around the clock to repair and strengthen the Victorian structure since summer 2020.

Katie Frost, Network Rail's Sussex route director, which also covers Surrey and South London, said: "The Oxted Viaduct is one of the most iconic railway structures in the south of England. Working on it and protecting such an important part of railway heritage has been a real honour.

It also remains a vital piece of the operational railway today, so while it was great to protect our heritage, it was also essential to keep lines open and trains running safely and reliably. A massive thank you to our railway neighbours who have had to put up with noise from our work over the past few years."

Chris Fowler, customer services director for Southern, said: "This is good news for our customers and for the many admirers of this iconic Victorian viaduct."

Twelve roller bearings, which support the viaduct's weight and allow the bridge to expand in the heat of summer and contract in the cold of winter, have been replaced. This element of the work involved lifting the viaduct's supporting columns, each weighing up to 175 tonnes, before sliding the bearings into place.

Repairs have been made to the brickwork on the supporting columns and arches. Steelwork has been cleaned back to the bare metal, treated, and then repainted using 12,000 litres of protective paint. The old timber bridge deck was also replaced with new easier to maintain materials.

Oxted Viaduct was built in 1881 and the bridge carries two railway lines over the A25 road and the River Eden on the line running from South Croydon to Uckfield.



National Rail

Class 26 No. 5310 waits to depart Llangollen with the last round trip of the day, the 15:10 to Carrog on a warm Saturday July 9th.
Andy Pratt



Plasser & Theurer Unimat tamper No. DR74002 is seen at Chesterfield on a sunny July 13th.
Barry Longson



After 50 years of service across the railway, Network Rail Kent controller Stephen Eaves retires with a locomotive named in his honour

For over 30 years railway people calling control in Blackfriars would hear “Kent Control Stephen Eaves speaking” on the other end of the phone, and know they were in safe hands. Now, after a 50-year career working on the railway from Liverpool St to Swindon, Waterloo and finally the new Kent Integrated Control Centre by the Thames, Stephen has retired. On Friday July 8th over 50 friends, colleagues and family gathered at Blackfriars station to pay tribute to him and see a GB Railfreight class 73 locomotive named in his honour.

Stephen said: “It feels unreal, when I found out about it I thought ‘have I heard right’ – it’s a dream turned into reality. This 50 years has passed in a flash, I can remember my first day at Liverpool Street in room 128, and my colleagues, and it doesn’t seem like 50 years. I will certainly miss it. But I think my family ought to have a little bit more of my time now, less of me getting up at 4 in the morning . My wife has been a rock to me and I couldn’t have done this without her.”

In a speech marking the occasion, Network Rail’s Kent route director Fiona Taylor said: “Steve, the service, commitment and friendship you have given to the railway, our freight and passenger customers and your colleagues has been and will always be greatly valued and appreciated by us all. We wholeheartedly thank you for your service. We wish you all the very best for the future and the cherished time you will have going forward with your family in retirement and with the knowledge your still be running around somewhere on the network in the form of this locomotive.”

John Smith, Chief Executive Officer of GBRf, said: “As a company we’re heavily involved in the Kent area so when I was approached about naming a train after Stephen after 50 years in the industry, and someone who’s always been an ally of freight, it seemed the obvious thing to do and celebrate someone special.”

In his career, Stephen worked in many areas of the railway, including time as a Locomotive Controller at Liverpool Street and Swindon, and deputy chief controller of Network South East’s operations, based at Waterloo.

Loco 73 212 ‘Stephen Eaves’ was built in 1965 and is based on Network Rail’s Southern region, where it works test trains, rail head treatment trains and other freight services for GBRf. Thank you to GBRf for their help in making this event possible.



National Rail



Class 67 007 working 5D90 from Wembley to Burton Nemesis depot with empty coaching stock is seen at Burton on July 25th. *Stuart Hillis*

Latest public polling shows support for modernisation reforms

A new Yonder poll of over 2,000 UK adults looking at opinions on the recent rail strikes, pay and modernisation of the railway show huge support for reforms in the rail industry, and a massive vote of dissatisfaction with the RMT's approach to negotiations.

Some of the key findings of the poll show:

72% believe it is reasonable to adapt and modernise in exchange for pay increases

12% think pay increases should be funded by increasing taxpayer support, while 8% think it should be funded by increasing passenger fares

78% believe that strike action should only be used as a last resort during an industrial dispute

65% agree that modernising the railway and helping it run more efficiently is the only way to cut the cost of rail fares in the long term

Just 12% of people believe railway workers should get a pay rise greater than other frontline workers such as teachers and nurses

Tim Shoveller, Network Rail's lead negotiator said: "We want to give our people a decent pay rise but can only afford to do so through modernisation that will deliver savings that we can then pass on. The general public can see this is a reasonable approach.

We continue to do everything we can to avoid further disruption for our passengers, and urge our unions to work with us at the negotiating table to agree a deal that is fair for workers, passengers and taxpayers."

Yorkshire's first new electric railway in 25 years set to cut carbon and slash journey times

The first miles of new electric overhead wires on a mainline in Yorkshire for over 25 years are now up, marking a step-change in progress for the multi-billion-pound Transpennine Route Upgrade. This monumental scheme – initially working its way from York to Church Fenton – is set to re-energise train travel for passengers across the north of England. It's the first step towards a cleaner, greener, fully electrified railway between York, Leeds, Huddersfield and Manchester. When complete, across the full 76-mile route, rail passengers will be helping to save up to 87,000 tonnes of carbon emissions each year – equivalent to 5.9 million car journeys along the same route. For people living near the railway, it will also mean better air quality and quieter trains. It's the first of ten miles of electric wiring set to be installed between Church Fenton and Colton Junction – where trains from Leeds join the East Coast Main Line towards York – by the end of the year. It's one of the busiest stretches of railway in the north, with over 100 trains passing through each day.

Rob McIntosh, Managing Director for Network Rail's Eastern Region said: "This is a huge moment for the Transpennine Route Upgrade and really represents the forward shift we've seen in recent months. This first major milestone in York promises a cleaner, greener future where passengers in the north of England can confidently rely on the railway to get them to where they need to be in good time."

Transport Minister Trudy Harrison said: "Thanks to our £96bn Integrated Rail Plan, the biggest single investment in the UK's rail network ever, we're now delivering faster, cleaner and more frequent travel for passengers across the North. As we level up the country, it's critical that people across the UK have access to rail networks they can rely on. Yorkshire's new electric railway is a key step in delivering just that."

Work began on the York to Church Fenton electrification scheme in October 2019, and to date has delivered:

17 kilometres of new, more reliable track, ready to run faster trains

An innovative 65-metre-wide under-track crossing

270 new steel masts, which carry the overhead electric wires

When the new wires are energised, they will allow more environmentally friendly hybrid trains to run along this section at speeds of up to 125mph – that's 30mph faster than they currently run. To maintain an equally eco-friendly construction, the new equipment was built nearby at the brand-new Joseph Lynn Logistics Hub in Sherburn-in-Elmet, before being transported to site by train.



National Rail



Class 68 010 ‘Oxford Flyer’ runs light engine to Crewe as it passes Euxton on July 8th. *John Sloane*



Colas Rail track machine No. DR73947 trundles through Northampton running as 6J62 12:02 Willesden Railnet OTM Sidings to Rugby D.E.D on July 21st. *Derek Elston*

New independent report finds Network Rail guilty of ‘restrictive and inflexible’ working practices

Network Rail has published an independent study by specialist infrastructure consultancy, Nichols, looking at how maintenance of infrastructure and key assets is carried out in other comparable industries in the UK and across Europe. The study found that Network Rail lagged behind other industries – such as water, aviation, energy and roads – especially in the way it deploys its people. Specifically, the report highlighted that improvements could be made, and major efficiencies unlocked, by:

Introducing individual rostering to deploy staff more effectively
Upskilling specialist and multi-skilled teams with broader knowledge to enable first-response staff to fix most faults and get trains moving faster
Increasing and accelerating the use of technology to keep employees safer

Andrew Haines, Network Rail chief executive said: “Britain deserves a railway maintenance regime that is modern and fit for the 21st century. Obstructing vital changes that make the railway and its workers safer, and that improve the reliability of services we provide, is in no one’s interest. With common sense and compromise, our proposals can deliver millions of pounds in savings that we can then translate into a better pay offer for all our people. It’s a win-win.”

The Nichols study suggests that productivity and efficiency gains can be realised through ensuring maintenance is done at the right time, by the right number of staff with the right skills. This means:

Individual rostering
Due to existing contractual terms, team managers are required to agree rosters up to 52 weeks in advance, and to roster teams together. In an environment where workload is variable and unpredictable, it can be challenging to flex rosters, particularly if more than one team is needed for the work. Network Rail’s current rostering practice was found to be less flexible and more restrictive than most comparative organisations, who typically roster staff individually, have a shorter roster cycle managed centrally, and did not report issues with deploying staff when required.

Network Rail wants to have more flexibility to independently roster individual staff based on the size, nature, location and timing of the work. This could be further enabled by a centralised resourcing function that exists to oversee overall business needs.

Network Rail is confident that the changes required can be made without the need for compulsory redundancies. Around 1,800 jobs will go in total, but with voluntary severance desired by hundreds of employees, and with natural wastage, redeployment and retraining, the organisation is confident there will be a job for all who want one.

Introducing multi-skilled, multi-functional teams
Currently, maintenance responsibility is divided into Network Rail’s 14 routes and then further into Maintenance Delivery Units. These are organised into three separate discipline-based teams: Track, Signalling and Telecoms, and Electrification and Plant (E&P). A standard team is made up of three to four people: a Team leader, Technician(s) and Operative(s) trained in skills only required within that discipline.

When a team is assigned to a job, the whole team will travel to site regardless of the size of the task. And where a job requires more than one discipline (for example, signalling and track), more than one team will be in attendance but often working sequentially. This results in large periods of wasted time where team members wait for tasks to be completed by other disciplines before they can start work.

There is a more efficient and productive way of working. By creating joint multidisciplinary teams, as opposed to individual disciplines, the number of employees required to maintain the network, and associated costs, are reduced.

Introducing such teams would also help ensure work can be carried out across geographic boundaries. Current working practices in the rail industry dictate that teams in one route won’t assist another in a neighbouring area even if it has capacity to do so.

Increasing adoption of technology
Britain’s railway is the safest major railway in Europe, and there have been huge strides in improving safety over the last 20 years. This has often been in the face of initial reluctance from trades unions, who still tend to frustrate efforts to adopt technology on the railway.

While the study asserts that Network Rail has made significant advances in its use of technology, the organisation believes that further improvements are achievable as the deployment of such technology has been slow. The table below illustrates how almost a dozen key technological improvements have been blocked by the RMT for over two years.

Analysis by Network Rail suggests that existing maintenance scheduled tasks could be reduced by up to 50% through better use of technology and data, reducing the number of manual inspections carried out by maintenance teams and improving safety. Indeed, a recent report by McKinsey on maintenance for rolling stock suggested remotely enabled condition-based maintenance can reduce manual inspections by at least 60% and reduce costs by over 10%. It’s the railway equivalent of replacing a quarterly manual utilities meter reading with a smart meter.

To take full advantage of technology deployment, Network Rail must have the flexible and responsive working practices that other sectors are using.

National Rail



Black 5 No. 45231, substituting for B1 No. 61306, passes Shawford on July 18th with a returning charter from Southampton to London. Although an LSL operation Driver, TI and Guard were provided by DB Cargo. *Stewart Smith*

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Bulldog loco names

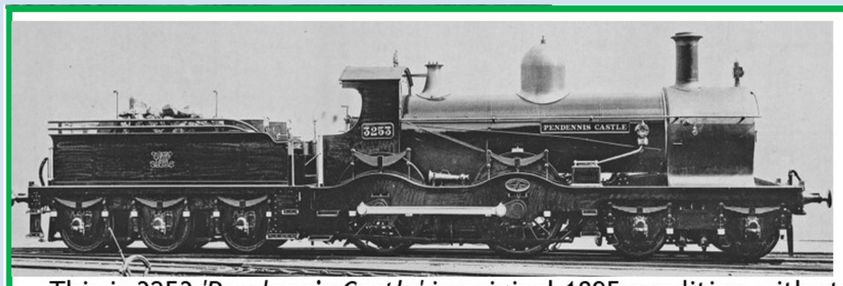


3383 '*Ilfracombe*' is about to depart from Leamington Spa *BUT as some passengers asked - was it really going to Devon?*

Some engines of the 'BULLDOG' 4-4-0 class [*such as 3383 above*] were given names of towns or cities, e.g. 3387 '*Reading*', 3388 '*Swansea*' and 3389 '*Taunton*'. Unfortunately, some passengers thought that these names were the destinations of the trains and so the names were removed between 1927 and 1931.

Some engines of the '*DUKE*' 4-4-0 class were also given similar names. However, such engines lost their names in 1930 at the request of the GWR Traffic Department - they had received complaints from Passengers because they thought the name on the engine was the destination of the train.

The Original Pendennis Castle



NOT 4079

BUT

3253/3300

This is 3253 '*Pendennis Castle*' in original 1895 condition with straight nameplates, round-top firebox, narrow cab and side clack valves, and running with a 2000g tender. Chimneys on the Dukes were originally set in a rear position, but were later moved forward. Rebuilt from '*Duke*' class engine number 3253 in November 1908, it was superheater fitted September 1914. In May 1922 its shed allocation Hereford, its ame removed May 1923 to avoid similarity to 4079. Last shed allocation Bristol Bath Road. Withdrawn January 1936.

A Different View

With only two platforms now in use the main building at Saltburn station is still extant and despite being used for several commercial activities the British Railways Eastern region orange 'Railway Station' sign can still be seen above the entrance. *Lee Stanford*

On July 4th, GWR Class 800 035 is seen at Swindon heading to Bristol and carrying several different names - whatever happened to proper nameplates and just one name per train. *Ken Mumford*

Class 60 095 heads southbound at Winwick with a Liverpool Biomass Terminal to Drax on July 3rd. *Brian Dobbs*







A Different View

Class 20 189 and 20 205 head the ECS for the 16:48 Shrewsbury - Gloucester leg of Pathfinders 'Chopper Topper' tour running into Shrewsbury on July 2nd.
Chris Morrison

"The train now standing ON platform 3....." at Leyland on July 11th is a replica of No. 52456 constructed by a member of the Friends of Leyland station. *John Sloane*

Northern's Class 158 903 passes Helwith Bridge on July 13th. *Jeff Nicholls*







Preserved Railways

Visiting Steam Locomotive to Star at the Spa Valley Railway's 25th Anniversary Gala



The Spa Valley Railway in Tunbridge Wells is delighted to announce the visit of British Railways Standard 4MT No. 75069. This fabulous steam locomotive will be at the railway during the 25th Anniversary Gala which takes place from Friday August 26th to Monday August 29th 2022.

Visiting courtesy of 'The 75069 Fund' and the 'Severn Valley Railway' the 4-6-0 locomotive will star alongside other steam and heritage diesel locomotives during the 4-day 25th Anniversary celebrations of the Spa Valley Railway re-opening to Groombridge. The line between Tunbridge Wells West and Groombridge originally closed on 6th July 1985 and after many thousands of hours restoring and rebuilding the line entirely by volunteers reopened to the public on 23rd August 1997.

No. 75069 was built at Swindon Works in 1955 for the Southern Region and during its working life was allocated to several depots, including Dover Marine, Bournemouth, Stewarts Lane, Nine Elms and Eastleigh before being withdrawn in 1966. During its working life 75069 visited Tunbridge Wells West, now the home of the Spa Valley Railway so the visit of the locomotive will be recreating history with the 4MT returning to 75F, for the first time since the 1960s!
It is anticipated the locomotive will face chimney first towards Eridge recreating an image taken outside Tunbridge Wells West shed.

No. 75069 is only making a short visit to the Spa Valley Railway and will only operate during the 25th Anniversary event before returning to the Severn Valley Railway, and we are very grateful to them for making the locomotive available over the August Bank Holiday to star at our event.
For further details and took book tickets for the 25th Anniversary event, which also includes the visit of a GBRf Class 73/1 visit www.spavalleyrailway.co.uk



Delays to Tornado's overhaul



The A1 Steam Locomotive Trust
New Steam for the Main Line

From the start of the overhaul we have looked forward to Tornado being back in steam this summer. However, as has recently been reported, as each layer of the onion was peeled back, we have uncovered more components in need of refurbishment and have also faced significant supply chain delays. Each of these factors have extended the timescale of the work, and for those eager to see Tornado in action this autumn, it is with regret that we must now disappoint further. We share this frustration.

When managing a steam locomotive there is always a balance to be struck between operations and maintenance; self-evidently the more you run, the more upkeep is required. After running over 130,000 miles since first steaming in 2008, it was inevitable that this new build locomotive would at some stage start to exhibit signs of wear and tear. During the overhaul we have undertaken work on frames, cylinders, new tyres and various sub-assemblies. Additionally, there has been a requirement to refurbish Tornado's existing boiler as the first of the new boilers had been delayed due to the effects of Covid-19 on German industry. At the same time, we have also been preparing for the fitment of ETCS (European Train Control System, for in-cab signalling) funded by the East Coast Digital Programme.

As implied earlier, it is often the case when you disassemble a locomotive that you find more work than was expected. This overhaul has not been any different (additional work on the wheelsets has been the most obvious of these) and we are only just receiving the driving wheels back, with their new tyres. There have been many smaller items requiring additional attention before refitment, taking up unanticipated stretches of the engineering team's valuable time. Similarly, the repairs to the boiler have taken longer, some of this down to customs processes and some caused by the work that needed to be completed. It is also fair to say that the work on the ETCS preparations has also taken longer than anticipated and consumed more resources than anyone expected, although this latter aspect does not affect the Trust financially. To that end the Trustees have considered the overall position and have taken the reluctant decision that Tornado will not be ready for the last four 'Aberdonian' trips, indeed there is a high level of risk associated with it meeting other potential commitments. In view of all this, the locomotive will not now return to the mainline this year in order to allow us to concentrate on completing the works required as thoroughly as possible. Whilst under overhaul Tornado is of course unable to earn money in the usual way out on the network. This makes us even more grateful for our loyal supporters.

We now look forward to a full season of operations in 2023, marking 15 years since No.60163 was completed and by happy coincidence the Centenary of the LNER. Tornado will undertake testing at the Great Central Railway in early January, having been fully fitted with ETCS equipment, before undertaking mainline tests. In February the locomotive will be at the Network Rail test centre for ETCS dynamic testing before then beginning a full year of rail tour duties. We will be announcing more details in September concerning those tours. Naturally we are hugely disappointed that we will not see the locomotive running this year, but it was always planned for it to be in the works for ETCS fitment from October to January. However, we will be in a stronger position as we head into 2023 and a memorable year for the Trust.

Preserved Railways

RE-CREATION OF 1950s 'ROYAL WESSEX' TRAIN WITH RESERVED SEATS IN 1930s HERITAGE CARRIAGE SPORTING SPECIAL NAME BOARDS

SWANAGE RAILWAY





An evocative taste of a 1950s 'Royal Wessex' express steam train that carried excited holidaymakers from London to Corfe Castle and Swanage is coming to the Swanage Railway - thanks to a group of dedicated volunteers who have restored an historic 1930s Maunsell heritage carriage to its former glory.

From Saturday July 23rd – and subject to availability - the public will be able to book reserved seats for a ride in the Southern Railway carriage between Norden, Corfe Castle, Harman's Cross and Swanage with a 'Royal Wessex' headboard being carried on the front of the steam locomotive.

Swanage Railway Company chairman Robert Patterson said: "We're very excited about this new opportunity for the public to experience the thrill and excitement of travelling through the beautiful Isle of Purbeck in a lovingly restored 1930s heritage carriage sporting 'Royal Wessex' name boards.

"The steam locomotive hauling the train will be carrying a 'Royal Wessex' headboard on its smokebox which will give the train an added air of recreating both main line and branch line railway history from between 1951 and 1962. Our volunteers work hard to carefully and lovingly restore our heritage carriages which give the public an evocative taste of what it was like to travel by train on the Swanage branch line during the days of steam," added Robert who is a volunteer porter on the heritage line that has been rebuilt since 1976.

Designed by Richard Maunsell, chief mechanical engineer of the Southern Railway company in the 1930s, Maunsell carriages were used on the Swanage branch line from the 1930s through to 1965 when they were withdrawn. Maunsell carriages were used on trains from London to Corfe Castle and Swanage from the 1930s through to the 1950s as well as being used on branch trains between Wareham, Corfe Castle and Swanage from the late 1950s to 1965 when they were withdrawn by British Railways.

With portions for Swanage, Bournemouth West and Weymouth stations, the 'Royal Wessex' express train was introduced by British Railways as one of its new services carrying passengers to the forward-looking Festival of Britain, near London's Waterloo station, which celebrated British industry, arts and science during the summer of 1951.

Operating Mondays to Saturdays, the 'Royal Wessex' train also carried holidaymakers from London's Waterloo station to Swanage, Bournemouth West and Weymouth as the country recovered from the deprivations and shortages of the Second World War.

At Wareham, two carriages from the 'Royal Wessex' train were attached to the branch line train bound for Corfe Castle and Swanage. British Railways ceased the 'Royal Wessex' carriages for Corfe Castle and Swanage in the autumn of 1962.

In 1951, the 'Royal Wessex' carriages bound for London Waterloo left Swanage at 7.38am and called at Corfe Castle at 7.49am before arriving at Wareham at 8.10am. On the return journey, the 'Royal Wessex' carriages arrived at Wareham at 7.21pm before calling at Corfe Castle at 7.42pm and arriving at Swanage at 7.52pm.

Subject to availability, 'Royal Wessex' Maunsell carriage seats can be purchased on-line in advance at swanagerailway.co.uk or on the day at the Norden, Corfe Castle and Swanage station ticket offices.

The Swanage Railway welcomes new volunteers who should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

Photos: ©Andrew P.M. Wright

Keighley and Worth Valley Railway

On August 2nd saw a surprise welcome into service for Pacer Class 144 011, immaculately-restored into its West Yorkshire PTE livery, and working its first revenue-earning trains in preservation. The unit is seen in the afternoon pulling away from Ingrow, with a train for Oxenhope. *Ben Bucki*

On August 2nd saw a surprise welcome into service for Pacer Class 144 011, immaculately-restored into its West Yorkshire PTE livery, and working its first revenue-earning trains in preservation. The unit is seen at Ingrow with a train for Oxenhope. *Ben Bucki*

Class 144 011 is seen on August 2nd at Keighley station, adjacent to the mainline platforms the class regularly served in their heyday.
Ben Bucki







Battlefield Line

Class 122 bubble car No. 55005 is seen ticking over at Shackerstone awaiting its 11:00 departure time on July 9th. *Derek Elston*

English Electric Type 3B 200 volt D.C. loco,built in 1935 (works No. E905) for Spondon power station is now preserved at Shackerstone. *Derek Elston*

EWS liveried stored Class 08 706 is seen at Shackerstone on July 9th. *Derek Elston*







Battlefield Line

Class33053isseeninthesidingsatShackerstone on July 9th. *Derek Elston*



Class 116 DMU No. 51131 and Class 122 No. 55005 are seen in service at Shackerstone with the 11:00 departure on July 9th. *Derek Elston*



1951 built Class 11 look alike English Electric 350hp 0-6-0 Shunter ‘Davy’, works No. EEDK 19011951 is seen in the sidings at Shackerstone on July 9th. *Derek Elston*



West Somerset Railway

Great Western Railway No. 7822 ‘Foxcote Manor’ is seen at Minehead on June 21st. *Phil Martin*

Great Western Railway inspired 2-6-0 No. 9351 is seen at Minehead on June 21st. No. 9351 was converted on the West Somerset Railway from a 2-6-2 tank engine to a 2-6-0 tender engine and renumbered from 5193 at the same time. *Phil Martin*

Class 25 No. D7612 and West Country Class No. 34046 ‘Braunton’ are seen at Bishops Lydeard on June 21st. *Phil Martin*







Llangollen Railway

GWR 0-6-2 No. 5619 calls at Glyndyfrdwy on July 3rd with a service to Llangollen.
Phil Martin



Gloucestershire Warwickshire Rly

On July 17th, Class 24 No. 5081 stands at Toddington with a service to Cheltenham. *Michael Lynam*



0-6-0 Shunter No. 11230 and Class 20 137 are seen stabled in the Toddington depot yard on July 17th. *Michael Lynam*



Class 37 No. D6948 is seen inside the Toddington workshops on July 17th. *Michael Lynam*



Gloucestershire Warwickshire Rly

GWR ‘Manor’ Class No. 7820 ‘Dinmore Manor’ is seen arriving at Toddington en route to Cheltenham on July 17th. *Michael Lynam*



Class 47 105 seen stabled in the yard at Toddington on July 17th. *Michael Lynam*



Peak Class 45 149 was also to be found in the Toddington depot yard on July 17th. *Michael Lynam*



Toddington Narrow Gauge Railway

‘Justine’ was built in 1906 by manufacturer Jung (works No.939) for a Belgian gravel works. Seen in operation on July 17th. *Michael Lynam*

Justine’ was built in 1906 by manufacturer Jung (works No.939) for a Belgian gravel works. Seen in operation on July 17th. *Michael Lynam*

‘Bryn Eglwyn’ a Simplex 4wDM built in 1985 originally for the NCB was also seen on July 17th. *Michael Lynam*







Severn Valley Railway

On July 9th, Class 31 466 is seen waiting to depart Bridgnorth. *Richard Hargreaves*

The newest member of the extinct Riddles BR 3MT 2-6-2 82000 tank class, No. 82045 is taking shape at Bridgnorth. *Richard Hargreaves*

Class 52 No. D1015 'Western Champion' arrives at Bridgnorth on July 9th with a service from Kidderminster. *Richard Hargreaves*







Severn Valley Railway

Class 20 048 is seen at Eardington on July 16th working the 16:15 Kidderminster - Bridgnorth service. *Phil Martin*

Severn Valley Railway

On July 16th, Class 50 049 is seen at Eardington with the 15:15 Kidderminster - Bridgnorth service. *Phil Martin*

East Lancs Railway

Steam returns to the ELR as ‘West Country’ Class Pacific No. 34092 ‘City of Wells’ pulls away from Irwell Vale station on July 27th with the lunchtime train to Rawtenstall.
Gerald Nicholl

East Lancs Railway

LMS Fowler 3F 0-6-0T No. 47298 stands at Bury Bolton Street waiting to work 13:15 dining special to Heywood on July 28th.
John Balaam



‘West Country’ Class Pacific No. 34092 ‘City of Wells’ is seen running round its train at Heywood on July 28th. *John Balaam*



Class 47 765 arrives at Ramsbottom en route to Rawtenstall on June 30th. *Michael Lynam*



East Lancs Railway

Class 40 No. D345 arrives at Ramsbottom with a freight from Bury. *Michael Lynam*

On June 30th, Class 42 No. D832 'Onslaught' approaches Ramsbottom with a freight to Bury. *Michael Lynam*

Class 24 No. D5054 arrives with a freight from Bury. *Michael Lynam*







East Lancs Railway

On June 30th, Class 20 No. D8096 and Class 14 No. D9531 ‘Earnest’ wait departure time at Ramsbottom with a service to Rawtenstall. *Michael Lynam*

Hudswell MSC No. 4002 ‘Arundel Castle’ runs through Bury Bolton Street station on July 1st. *Michael Lynam*

Metro-Vic No. D5705 is seen on display in the bay platform at Bury on July 1st. *Michael Lynam*







East Lancs Railway

DC Rail's Class 60 046 approaches Townsend Fold en route to Rawtenstall on July 1st. *Michael Lynam*



Class 50 015 departs Ramsbottom heading to Rawtenstall on June 30th. *Michael Lynam*



Class 37 703 waits to depart Ramsbottom with a service to Rawtenstall on June 30th. *Michael Lynam*



From the Archives

Twenty years ago in August celebrates (I use the term loosely) the cessation of the use of loco hauled trains on CrossCountry services. Following the derailment at Heck on February 28th 2001 services were, where possible, diverted via South Milford and on a sunny March 5th, Class 47 827 crosses over the junction to gain access to the line to Sheffield with a southbound service. *Lee Stanford*

On May 7th 2001, Class 86 208 with a matching set of stock in InterCity livery speeds past Mill Meece with a northbound CrossCountry service. *Lee Stanford*

We all try to photograph that familiar Class 47 start and on December 8th 2001 the driver of Class 47 851 applies the power to restart the Glasgow to Paignton service from a sunny Bolton, of note is that 86 258 was DIT in the consist. *Lee Stanford*







From the Archives

HST sets were used on many CrossCountry services and on August 8th 2001, power cars Nos. 43079 with 43180 on the rear pass Eastleigh with a service to Poole. *Lee Stanford*



Approaching Stockport on December 16th 2001 is Class 47 814 with a full matching set of Virgin liveried stock. *Lee Stanford*



Several of the Class 47s in the CrossCountry pool were painted into heritage liveries and subsequently named. On December 22nd 2001 large logo blue 47 847 and two tone green 47 851, both still to be named, were seen passing Mill Meece on a short empty stock working. *Lee Stanford*



From the Archives

Res liveried Class 47 749 approaches the now demolished signal box at Dawlish on July 2nd 2001 with a service from Paignton to the north. *Lee Stanford*

Southern steam loco No. 850 ‘Lord Nelson’ is seen on a rare main line outing passing Monxton on August 7th 2007. *Michael Bennett*

Class 55 022 ‘Royal Scots Grey’, in its guise as Finsbury Park white cab 55 018 ‘Ballymoss’, passes Castor Marsh, on the 15:30 Peterborough to Wansford service, during the Nene Valley diesel gala on April 8th 2017. *Paul Senior*







From the Archives



FM Rail's Class 47 832 is seen at Crewe Works open day on September 10th 2005. *Brian Hewertson*

Class 45 111 is seen at Tinsley on January 13th 1980. *Brian Hewertson*



Class 47 832 and 47 712 top'n'tail the short lived 'Stobart Express' as it passes Andover on May 22nd 2008. *Michael Bennett*



From the Archives

Class 47 418 passes Andover in the early eighties with CrossCountry service from Poole.
Michael Bennett

Class 37 799 and 37 797 haul a rake of steel wagons through Newport on June 3rd 1993.
Dennis Rowland

Class 50 024 is seen at Reading in 1979.
Brian Hewertson







From the Archives

Class 87 012 ‘The Olympian” is seen at Crewe on March 13th 2005. *Brian Hewertson*



Class 47 053 leads 37 682 with a rake of cartics through Newport on June 3rd 1993.
Dennis Rowland



Class 37 242 waits in the Up Goods Loop at Warrington Bank Quay for a crew change on March 17th 1990. *Jeff Nicholls*



From the Archives

On June 3rd 1993, Class 37 897 heads through Newport hauling a rake of oil tanks. *Dennis Rowland*

Class 37 116 bursts into very smoky life at Warrington Arpley stabling point on February 9th 1991. In the background a pair of 20s heads for Latchford Sidings with coal for Fiddlers Ferry. *Jeff Nicholls*

In September 1965, No. 80145 passes the site of Chelsea and Fulham station with an afternoon Kensington (Olympia) to Clapham Junction post office staff train. The building on the right of the picture was student accommodation for the College of St. Mark & St. John, part of the University of London. *Ken Mumford*







From the Archives

Heavyweights Class 37 708 and 37 706 thunder north through Winwick on a Stanlow - Jarrow loaded oil train on February 28th 1992. *Jeff Nicholls*



Class 33 030 leads 56 001 through Salisbury on April 24th 1993. *Dennis Rowland*



Class 58 023 hauls an MGR through Stafford on August 5th 1993. *Dennis Rowland*



From the Archives

Class 45 143 ‘5th Royal Inskilling Dragoon Guards’ is seen here working the 05:30 Bradford to Weymouth service over the Horbury West Curve (Crigglestone Curve) on July 7th 1984. The 1 mile 1187 yards length line was closed in February 1991. *Neil Scarlett*



Class 87 002 in its Porterbrook purple livery is seen at Crewe Works open day on September 10th 2005. *Brian Hewertson*



Class 87 101 ‘Stephenson’ stands at Preston station waiting to take out a 19:13 departure to Glasgow/Edinburgh on September 14th 1987. *Neil Scarlett*



From the Archives

Large logo liveried Class 47 291 ‘The Port of Felixtowe’ heads a southbound passenger service through Outwood station north of Wakefield in the summer of 1989. *Neil Scarlett*

Class 142 038 is about to descend the bank from Miles Platting with a working from Rochdale to Manchester Victoria on April 26th 1986. *John Sloane*

Class 31 456 runs between an InterCity DVT and a Class 141 unit at Leeds. *John Sloane*





