



Railtalk Magazine

Issue 198
March 2023
ISSN 1756 - 5030

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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 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 198

Well that's another month gone! And what a month it has been, with plenty of heritage rail action with Class 37s, 47s 50s, 56s, and 60s all having worked various duties on the rail network. We have also had a few 'Thermal Incidents' as they are now calling fires involving the TfW Class 175 units.

Interestingly in the news this month..... Transport for Wales (TfW) is celebrating the completion of work to refurbish its fleet of Class 175 long-distance trains. Train manufacturer Alstom has been working to refurbish the 27 Coradia trains at their Technology Centre in Widnes, Cheshire, as part of TfW's £40 million investment in its current fleet of trains. Since the first train re-entered service in the summer of 2019, customers have been benefiting from improved facilities, including USB and electric charging points, brand new toilet seats, recovered seats, new carpets and new interior fittings. The trains have also been rebranded on the outside with TfW's grey and red livery.

The Class 175s form the backbone of TfW's express services, operating services across the Wales and Borders network through South, North and West Wales and the Borders. The refresh of these trains is one part of TfW's £40 million refurbishment programme – work to refurbish the Class 153 and 158 fleets is nearing

completion, and work is also ongoing to refurbish the Class 150 Sprinter trains.

TfW is also investing over £800 million on a fleet of brand new trains, which will begin to enter service across the Wales and Borders network later in 2022.

Stuart Mills, TfW's Fleet Engineering Manager, said: "It's fantastic to be able to deliver these improvements for customers, which they rightly expect to see on a modern railway network. We know being able to travel in comfort and charge devices on the go are incredibly important to our customers, whether they are travelling for 20 minutes or four hours, for business or pleasure. While we are building brand new trains, they take time to build and we want our customers to have a comfortable experience right now. So the completion of this extensive work is another major step to building a better railway for current and future generations."

Peter Broadley, Alstom's Managing Director, Services said: "It's great news for TfW and its customers that we have completed the refurbishment of the entire Coradia fleet as planned, and it's a tribute to the hard work and professionalism of our team at Widnes, and Chester where the trains are maintained."

David Jordan, Chief Operating Officer of Angel Trains, said: "After almost three years, it is brilliant to see our final Class 175 unit fully refurbished and ready to get back on tracks. It has been a pleasure to work alongside our industry partners to refurbish this fleet, working together to deliver modern trains that are fit for all TfW passengers."

However we can also report that.... Following a series of underbody fires, Transport for Wales Rail has stood down a significant proportion of its Class 175 diesel multiple-unit fleet until each set has undergone an intensive cleaning process.

Jan Chaudhry van der Velde, Chief Operations Officer at TfW, said: "Due to three events in recent weeks where our Class 175 trains suffered engine problems, we have withdrawn a number of these trains from passenger service as a precautionary safety measure."

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

Catching a short burst of late-afternoon sunshine on January 30th, Class 66 564 rounds the curve into Malden Manor as it prepares to tackle the rise to Tolworth, the final destination for the 7002 from Acton. *Ian Callander*

Front Cover

On February 9th, Class 47 712 and DBSO No. 9707 pass Walcot working 5P55 Coton Hill - Crewe via Wellington, Wolverhampton and Stafford. A test run for the Scotrail push-pull set. *Phil Martin*





Class 47 712 working the 1Z11 Crewe - Edinburgh passes Moore on February 24th. The Scotrail liveried loco and stock looking superb. *Mark Enderby*

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

HAD-PRINT
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Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

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With Thanks

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

These issues wouldn't be possible without contributions from:
Ken Abram, Michael J Alderdice, John Alsop, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott,

Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Neil Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh,

Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Stewart Smith, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Intercity

The Push-Pull Scottish Tour

ScotRail liveried MkII DBSO No. 9707 is seen pictured on the rear of the 10:01 Crewe to Edinburgh railtour with Class 47 712 on the front at Wigan North Western on February 24th.
Paul Senior



Charter Scene

Intercity

The Push-Pull Scottish Tour

Class 47 712 passes Standish with 'The Push-Pull Scottish Tour' on February 24th, with DBSO No. 9707 on the rear. *John Sloane*



Charter Scene Midland Pullman

The Settle & Carlisle Pullman

Locomotive Services HST Pullman with power cars Nos. 43059 and 43055 pass through Pleasington working the 1Z30 'The Settle & Carlisle Pullman' working from Cardiff - Carlisle via Blackburn, Hellifield and the S&C on February 4th. *Michael Lynam*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On February 11th, the immaculate Class 86 259 stands at Stafford working 1Z86 London Euston to Carlisle. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Class 86 259 'Peter Pan/Les Ross' stands at Preston on February 11th with 1Z86 06:54 London Euston - Carlisle. *John Balaam*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

LMS 4-6-0 No. 46115 'Scots Guardsman' climbs to Shap at Scout Green with 'The Winter Cumbrian Mountain Express' on January 28th.
Gerald Nicholl



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

LMS 4-6-0 No. 46115 'Scots Guardsman' passes the meandering River Eden approaching Culgaith with the southbound 'Cumbrian Mountain Express' on January 28th.

Gerald Nicholl



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

'Scots Guardsman' approaches Aisgil summit on February 11th with the return leg of the 'Cumbrian Mountain Express' heading to Preston for Class 86 259 to take over for the return to London Euston. *Shep Woolley*



Charter Scene Saphos Trains

The Lakeland

No. 46100 'Royal Scot' stands Preston on February 11th working 1Z20 05:50 Rugby - Carlisle. *John Balaam*



Charter Scene Saphos Trains

The Lakelander

No. 46100 'Royal Scot' storms through Oxenholme on a dull February 11th as it heads a Rugby to Carlisle charter. *Lee Stanford*



Charter Scene Saphos Trains

The Lakelander

On February 11th, No. 46100 'Royal Scot' approaches Shap summit with 'The Lakelander' 1Z20 Rugby - Preston - Carlisle. *Shep Woolley*



Charter Scene Saphos Trains

The Lakeland

Class 90 001 'Royal Scot' powers through Standish with a Rugby to Carlisle charter on February 11th with Class 47 No. D1924 'Crewe Diesel Depot' on the rear. *John Sloane*



Charter Scene Railway Touring Company

The Bath & Gloucester Steam Express

Jubilee Class 4-6-0 No. 45699 - running as 45562/45627 'Alberta'/'Sierra Leone' heads the outward 'Bath & Gloucester Steam Express' near Edington on February 4th. *Gerald Nicholl*



Charter Scene Branch Line Society

The Wolf Hall Thunderer

Class 50 008 stands at London Waterloo after arriving on the rear of 1Z52 16:48 from Chessington South with the Branch Line Society's 'Wolf Hall Thunderer' railtour on February 11th. *Mark Pichowicz*



Charter Scene Branch Line Society

The Wolf Hall Thunderer

Class 37 403 is seen on the stops at London Waterloo having arrived from Chessington South on February 11th. *Chris Morrison*



Branch Line Society

The Wolf Hall Thunderer

Hanson & Hall's Class 50 008 'Thunderer' passes through Clapham Junction with the 18:37 return from London Waterloo to Derby on February 11th. *Chris Morrison*

Class 37 403 'Isle of Mull' and Scottish Railway Preservation Society Mk 1 stock with 50 008 on the rear make an unusual sight at Surbiton with the Branch Line Society's 'Wolf Hall Thunderer' tour of Southern branches on February 11th. The amount of interest in the tour can be gauged by a look along the platform.

Chris Morrison



Charter Scene Railway Touring Company

The Cotswold Venturer

On February 18th, Jubilee Class No. 45627/45562 passes Purton working 1Z42 London Paddington - Worcester Shrub Hill.

Ken Mumford



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 Nos. D1924 'Crewe Diesel Depot' and D1935 'Roger Hosking MA 1925 - 2013' double head the 1Z21 07:59 Chester Le Street to Appleby charter through Church Fenton on February 18th. *Neil Scarlett*



Charter Scene

ECS and Light Engine Moves

▶ DBSO No. 9707 leads 12171, 10404, 11066, 11082 and Class 47 712 passing Hartshill Park on February 9th. working 5P55 Coton Hill to Crewe. *Richard Hargreaves*

▶ Class 47 712 passes Walcot with 5P55 12:42 Coton Hill Yard - Crewe H.S. on February 9th. *Keith Davies*

▶ Class 47 712 passes Charnock Richard with the second test run from Crewe to Preston on February 8th. *John Sloane*



Charter Scene ECS and Light Engine Movements

Class 57 313 'Scarborough Castle' with 47 815 at the rear approach Charnock Richard with empty stock from Carnforth to Burton on February 23rd. *John Sloane*



Charter Scene ECS and Light Engine Movements

On February 16th, and in fading light, Class 5 No. 44932 works through Keerholme back to Carnforth after filming scenes in Hull.
Shep Woolley



Charter Scene ECS and Light Engine Movements

On February 8th, Class 47 712 passes Waverton with a Crewe to Crewe via Preston and Chester test run with DBSO No. 9707 on the rear.

Brian Battersby



Charter Scene

ECS and Light Engine Moves



▶ An unexpected bonus at Winwick on February 8th as a spotless Class 47 712 brings up the rear of the second Crewe - Preston test run of the day. *Jeff Nicholls*

▶ LNER A3 Pacific No. 60103 'Flying Scotsman' heads north to Edinburgh near Mealbank on February 22nd. *Gerald Nicholl*

▶ Class 47 614 on a Gloucester to Gloucester working passes Shrivenham on February 21st. *Michael Bennett*



Charter Scene ECS and Light Engine Movements

Sporting a new paint job, LNER A3 Pacific No. 60103 'Flying Scotsman' heads north near Forton bound for Edinburgh and centenary celebrations on February 22nd. *Gerald Nicholl*



Charter Scene

ECS and Light Engine Moves



Still carrying disguises used during filming duties in Hull, Stanier Class 5 4-6-0 No. 44932 is seen near Hellifield with ECS (including Bulleid examples) returning to Carnforth on February 16th. *Gerald Nicholl*



Pullman power car No. 43059 is seen on maintenance at Crewe on February 21st. *Michael Lynam*



With cabside No. 45562 plus smokebox No. 45627 and 'Sierra Leone' nameplates, the loco passes Blisworth with Class 47 802 in tow as 5V42 08:00 Carnforth Steamtown to Southall on February 1st. *Derek Elston*



Charter Scene ECS and Light Engine Movements

In failing light, Stanier Class 5 4-6-0 No. 44932 attacks Giggleswick Bank with ECS bound for to Carnforth on February 16th. *Gerald Nicholl*



Charter Scene

ECS and Light Engine Moves

▶ No. 34046 'Braunton' appears out of the cloud and fog at Watford Junction running as 5Z34 09:49 Southall Loco Services Ltd to Crewe H.S. on February 14th. *Derek Elston*

▶ Class 90 001 and 87 002 sit in the Horse Landing at Crewe on February 21st. *Michael Lynam*

▶ English Electric Type 1s Nos. D8107 and D8096 whistle their way south at Church Brampton with 5Z20 09:29 Crewe H.S. to Eastleigh Arlington (Zg) on February 7th. *Derek Elston*



Charter Scene ECS and Light Engine Movements

On February 13th, a cold frosty morning greets No. 44932 as it climbs away from Carnforth with a steam special to Hull for a filming contract.
Shep Woolley





Dedicated channel provides instant accessibility help during rail journeys in industry first

Avanti West Coast has launched a dedicated communications channel to provide disabled customers with instant help during their journey in a first for the UK rail industry. Called 'Travel Companion', the channel utilises the widely used messaging app, WhatsApp, to connect passengers on the West Coast Main Line to someone with similar experience who can offer specialist support while travelling. Staffed by specialist members of Avanti West Coast's social media team who have passion and empathy for accessibility, as well as knowledge of it, Travel Companion aims to improve journeys when the unexpected happens by giving disabled customers the opportunity to chat to someone that really understands. This means they don't have to explain in detail what support they need – making it a better experience for the customer. Whether it's a lift suddenly out of order, or a wheelchair user needing help from a Train Manager while onboard, customers can reach out for extra assistance by messaging Avanti West Coast Travel Companion on WhatsApp. A member of the team will then exchange messages with the customer to check their needs and help in a way that's right for them. As part of the launch of the dedicated channel, the train operator has recruited Martin Byrne and Ricky West as Accessibility Social Media Executives, both of whom have first-hand knowledge of accessibility, to lead on

assisting people in times of need. To support blind or partially-sighted people, the intercity operator has also teamed up with technology provider, Be My Eyes – a free app offering video support at a moment's notice from sighted volunteers and professionals who lend their eyes to solve tasks. This collaboration means customers using Travel Companion have the option to use the Be My Eyes app to ask for assistance on queries that may not be easily communicated via text alone, such as their location onboard a train or at a station, which ticket to present for their journey or even reading the label on food items. By gathering all the details of the situation direct from the customer, the social media team can identify and explain the options available, so issues or questions can be resolved quickly. Staff have received disability awareness and inclusion training to help them better understand challenges faced by disabled people and consider the ways they can best support those who need extra assistance.

Travel Companion is ultimately designed to be a safety net for any disabled customers travelling on the west coast - a resource they can rely on for extra help if the unexpected happens and they cannot find assistance from a member of staff themselves. It is the latest initiative by the long-distance operator to change communication

with disabled customers and enable independent travel - by offering an opportunity for in the moment dialogue with accessible travel experts when things do not go to plan. The channel follows the introduction of the dedicated social media forum – Accessible Rail Travel with Avanti West Coast – on Facebook in 2021. This is aimed at disabled customers planning or making journeys so they can receive hints and tips, as well as interact with people who have a shared understanding. Travel Companion uses an internet connection making the dedicated support accessible to anyone, anywhere on the west coast route through WiFi at stations, onboard, or using a small amount of mobile data.

Brandon Peat, Accessibility and Inclusion Manager at Avanti West Coast, said: "We know the value of creating a dialogue with those who have a shared understanding, which is why we've launched Travel Companion to connect our disabled customers with accessible travel experts during their journey. Through the use of accessible technology, our partnership with Be My Eyes, and first-hand knowledge from our people, we want to build a rapport with our disabled customers, so we can assist them in the best possible way. By providing a dedicated channel, we hope those who may need additional assistance are reassured they can get that

bit of extra help when they need it, as well as give them more confidence to make journeys independently." Avanti West Coast will work with members of its industry leading national and regional accessibility panels to shape Travel Companion and make it as accessible as possible, while being suitable for those travelling on its network.

Tony Jennings, Co-Chair of Avanti West Coast's external Accessibility Panel, said: "Travel Companion will improve 'live' communications for disabled customers and give confidence to travel on their end-to-end journey. Knowing that trained staff can be communicated with via WhatsApp, for missed Passenger Assistance or communication with onboard staff, will be incredibly helpful. This new service can make a huge difference to a customer's experience when travelling with Avanti West Coast."

Hans Jørgen Wiberg, Founder of Be My Eyes Be My Eyes, said: "Our partnership with Avanti West Coast is a further step into a more accessible and inclusive travel experience for millions of blind and low vision individuals. This is the first time a transportation company joins Be My Eyes Specialized Help and we are all so excited about this opportunity!"

Avanti West Coast

Class 805 001 working 5Q30 Oxley
Car. M.D to Glasgow Central passes
through Leyland on February 7th.
Alan Naylor



Start of main line testing marks further milestone for Avanti West Coast's new fleet

The first of Avanti West Coast's new fleet of Hitachi trains has made its first ever test run on the West Coast Main Line. The class 805 bi-mode train, which can run under both electric and diesel power, undertook the 560-mile inaugural round trip from Alstom's Oxley depot in Wolverhampton, from where the trains will be maintained after they enter service, to Glasgow Central.

This follows two months successful dynamic testing at Network Rail's Rail Innovation and Development Centre (RIDC) at Melton Mowbray. During their time in Leicestershire the train's basic functionality was checked, including the pantograph (which provides the connection to the overhead electric wires), Wi-Fi, onboard CCTV, coupling capabilities when running as a pair and the emergency lighting. Additional noise testing was undertaken both on the train and at lineside. The two trains will now be put through their paces over the coming months, running up to their full speed of 125mph,

with a view to clocking up thousands of miles of fault-free running. In addition, several new features for customers will be assessed including improved passenger information, seat reservation system, multiple running (two trains coupled together) and selective door opening, which allows the trains to call at stations with shorter platforms.

Steve Whitewick, Head of Fleet Transition at Avanti West Coast, said: "The new trains have certainly turned heads and the anticipation is building. It's great to have the first two sets on the West Coast Main Line and we look forward to working with our partners to deliver a new fleet that will help deliver a step change in the travelling experience of our customers and colleagues."

The new Hitachi trains are set to replace our diesel-only Voyager trains later

this year on routes from London to the Midlands, Chester, North Wales and the North-West, leading to a 61% cut in carbon emissions. Quieter and roomier, with more reliable Wi-Fi, wireless charging for electric devices and a real-time customer information system, the new 23-strong fleet is the result of a £350m investment in sustainable travel.

Jim Brewin, Chief Director of UK and Ireland for Hitachi Rail said: "Seeing British-built Avanti West Coast trains running on the West Coast Main Line is a massive step towards their entry into passenger service. Everyone at Hitachi's North-East factory is proud to see the next generation intercity trains leave the production line. The 700 strong factory workforce are keen to keep the new trains coming so we can help improve connectivity between the North West, Midlands and North Wales."

Avanti West Coast

▶ On February 8th, Class 221 101 and 221 106 pass Waverton with a Chester to London Euston service. *Brian Battersby*

▶ Class 390 119, in the 'Pride' livery coasts through Winwick with 1M12 11:36 Glasgow Central to London Euston service on February 6th. *Paul Senior*

▶ Class 805 001 working 5Q31 Glasgow Central to Oxley, pauses for a crew change at Preston on February 6th. *David Hollowood*



Avanti West Coast

▶ Still carrying its unpainted front white panel, Class 390 132, waits to depart Wigan North Western, with the 11:56 Glasgow Central to London Euston service on February 9th.

Paul Senior

▶ Class 805 001 working the 5Q30 Oxley - Glasgow test run passes Moore on February 6th.

Mark Enderby

▶ Class 390 155 speeds towards Euxton Junction on February 9th with a Glasgow bound service.

John Sloane



Avanti West Coast

On February 21st, Class 390 121 and 390 141 wait their departure from Manchester Piccadilly both working services to London Euston.

Michael Lynam

On February 21st, Class 390 020 calls at Stoke on Trent with a service to Manchester Piccadilly.

Michael Lynam

Class 390 119, the 'Pride' Pendolino passes Standish with a Glasgow working on February 24th.

John Sloane



Chiltern Railways

▶ 3 car Chiltern DMU Class 168 108 arrives into Leamington Spa on February 6th, with the 14:12 Birmingham Snow Hill to London Marylebone service. *Barry Longson*

▶ February 6th sees Class 165 007 depart Leamington Spa with the 15:12 empty stock movement, then with a reversal, access platform 1 ready to work back to Birmingham. *Barry Longson*

▶ Class 68 010 'Oxford Flyer' is seen running light engine through Stafford as 0G94 12:22 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings on February 10th. *Derek Elston*



Colas Rail

▶ Class 70 801 catches the sun at Leamington Spa on February 6th, while in charge of the 11:42 Westbury Down Yard to Cliff Hill loaded ballast.
Barry Longson

▶ Class 70 814 passes Waverton on February 27th with a Penmaenmawr to Longport working.
Brian Battersby

▶ Class 56 094 has reached 'parts that others can't reach' as it heads away from Balshaw Lane Junction with a 'Land Recovery' (Carlsberg) service for Longport and passes a northbound Voyager on February 6th.
John Sloane



Colas Rail

On February 21st, Class 66 847 pauses at Swindon whilst working the 6M40 Westbury to Bescot. *Colin Pidgeon*

Class 56 090 runs around its load at Stafford, while working 6K38 10:17 Longport to Crewe Basford Hall Yard on February 6th. *Barry Longson*

Class 56 049 'Robin of Templecombe' is seen at Chester with a very late running 6Z51 16:02 (the previous day) Baglan Bay - Chirk on February 16th. *John Balaam*



Colas Rail

On February 14th, Class 70 807 leaves Scunthorpe station behind while working 6E32 Preston Docks - LOR discharged bitumen tank cars. *Steve Thompson*

Class 56 113 is seen passing through Yate with a Rugby to Westbury light engine move on February 28th. *Michael Bennett*

Class 70 803 working the 6M50 Westbury to Bescot, seen running wrong road and overtaking Class 802 018 at Swindon on February 28th. *Colin Pidgeon*



Colas Rail

▶ Class 56 096 and 56 090 pass through Oakenshaw with the lightweight task of moving two battered timber wagons from Carlisle Yard to Doncaster Roberts Road on March 4th.

Tim Saunders

▶ Class 56 094 passes Coppull with the Ravenstruther to Longport 'Land Recovery' spoil train on February 9th. *John Sloane*

▶ Class 70 806 is seen in Charnock Richard cutting with a Carlisle to Chirk log train on February 14th. *John Sloane*



Colas Rail

▶ Class 70 814 passes Euxton on February 15th with a Ravenstruther to Longport spoil train.
John Sloane

▶ On February 15th, Class 56 094 and 56 090 approach Euxton with a Carlisle to Chirk log train.
John Sloane

▶ On February 10th, Class 56 090 arrives at Stafford working 6K38 10:17 Longport LR Colas to Crewe Basford Hall S.S.M. empties.
Derek Elston



Colas Rail

On February 23rd, Class 70 814 passes through Wigan North Western with the 6M38 Ravenstruther-Longport reclaimed aggregates train. *Michael Lynam*

Class 56 105 is seen at Crewe on February 21st working 6K39 Basford Hall Yard - Longport. *Michael Lynam*



CrossCountry

▶ Class 170 101 departs platform 6 at Nuneaton, working the 12:18 Leicester to Birmingham New Street service on a bright February 6th. *Barry Longson*

▶ Class 170 620 departs Derby on February 14th, working the 13:18 Birmingham New Street to Nottingham service. *Barry Longson*

▶ Cross Country Voyagers Class 220 010 and 220 014 wait to depart from Stafford on February 14th with the 12:25 from Manchester Piccadilly to Reading service. *Lee Stanford*



DB
Cargo

Class 66 110 passes below Bennerley Viaduct working 6E89 11:52 Dowlow Briggs Sidings to Peterborough West Yard on February 26th. *Mark Pichowicz*



DB Cargo

On February 6th, Class 66 074 is ready to attack the incline through platform 6 at Nuneaton, while working 6V92 10:34 Corby BSC to Margam. *Barry Longson*

Recently repainted into DB livery, a smart Class 66 143 heads south through Stafford on February 14th working the 13:20 Trafford Park to London Gateway. *Lee Stanford*

Class 66 197 passes through Wigan North Western on February 23rd with a Seaforth - Mossend working. *Michael Lynam*



DB Cargo

▶ Workstained Class 66011 approaches Rainford with 6E26 Knowsley FLT to Wilton EfW with loaded refuse wagons on February 9th.
Brian Dobbs

▶ Class 66 070 heads through Charnock Richard cutting on a move from Carlisle to Crewe on February 14th. *John Sloane*

▶ On February 9th, Class 66 133 (still with EWS branding), passes light engine through Doncaster working 0D02 Wakefield - Belmont Yard. *Michael Lynam*



DB Cargo

▶ On a sunny winter's morning on February 13th, Class 66 179, still in EWS livery, rides the roller-coaster between Tolworth and Malden Manor as it heads the 6Y08 empties service back to Cliffe Brett Marine. *Ian Callander*

▶ Class 60 015 working the 6B33 Theale to Robeston heads through Swindon on February 14th. *Colin Pidgeon*

▶ Class 66 005 hauling the 6C03 Northolt to Severnside, heads through Swindon on February 21st. *Colin Pidgeon*



DB Cargo

On a slightly drizzly January 24th, the driver opens the throttles of Class 66 192 as it drops under the Knollmead Bridge at the head of the 6Y08 Tolworth - Hoo Junction service.

Ian Callander

Class 66 005 on the 6C03 Northolt to Severnside heads through Swindon on February 14th.

Colin Pidgeon

With the morning fog yet to clear, Class 66 055 'Alain Thauvette' looms out of the mist as it crabs across from the Tolworth aggregates facility to the 'up' line towards Wimbledon with the 6Y08 empties to Hoo Junction Yard on February 7th.

Ian Callander



DB Cargo

On February 14th, Class 66 004 passes through Scunthorpe on 6D06 Ent C - Belmont hauling 21 MBA scrap empties. *Steve Thompson*



DB Cargo

▶ Class 66 005 on the Northolt to Severnside bin liner passes Shrevenham on February 21st.
Michael Bennett

▶ Class 66 055 'Alain Thauvette' zig-zags out of the Tolworth Day Aggregates facility as it starts its return journey to Cliffe Brett Marine with the 6Y08 empties service on February 6th.
Ian Callander

▶ On February 12th, a rather grubby 'Climate Hero' Class 66 004 forges through the forestation known as E Line at Scunthorpe on 6D37 Lackenby - Entrance C with its train of empty BBA/BAA/BDA/FIAs.
Steve Thompson



DB Cargo

▶ Class 66 139 is seen at Upton Forge with 6G51 07:55 Arpley - Donnington RFT on February 23rd. *Keith Davies*

▶ Class 66 061 working 6Z98 Westbury to Cricklewood is seen on Crofton curve on February 9th. *Michael Bennett*

▶ Class 66 182 on 6M78 Tytherington to Quainton Road Rail Head passes through Swindon on February 21st. *Colin Pidgeon*



DB Cargo

▶ Class 66 111 passes through Hungerford with the 6M47 Westbury to Acton February 15th.
Michael Bennett

▶ Class 66 144 with the 6Z98 Westbury to Cricklewood, passes through Swindon on February 21st. *Colin Pidgeon*

▶ At the start of the run down to Malden Manor, Class 66 055 'Alain Thauvette' (recently, a regular visitor to Tolworth) accelerates the 6Y08 empties service to Hoo Junction Yard down the embankment from Tolworth station on February 9th. *Ian Callander*



DB Cargo

▶ Class 60 015 with the 6B33 Theale to Robeston oil empties is seen near Shrivenham on March 2nd. *Michael Bennett*

▶ On February 21st, Class 66 139 passes Acton Bridge running light engine from Arpley to Crewe. *Brian Battersby*

▶ Class 66 001 working 5Q99 Ripple Lane to Cardiff Canton with TfW's 756 103 with graffiti already on two of its coaches, heads through Swindon on February 28th. *Colin Pidgeon*



DB Cargo

▶ Class 66 090 is seen crossing Frodham Viaduct on February 27th. *Jeff Nicholls*

▶ On February 7th, Class 66 007 passes through Leyland in charge of the 4S38 Seaforth - Mossend intermodal. *Michael Lynam*

▶ Class 60 044 working the 6B33 Theale to Robeston passes Shrivenham on February 23rd. *Michael Bennett*



DB Cargo

▶ Class 66 106 with the 6C99 11:03 Exeter Riverside N.Y. to St. Blazey passes through Respryn on March 21st. *Barry Beeston*

▶ On February 16th, Class 60 010 passes through Doncaster working the 6N06 engineers from Doncaster Up Decoy - York Engineers Yard. *Michael Lynam*

▶ Having arrived with 6K75 14:59 Warrington Arpley to Crewe TMD(E), Class 66 125 runs around its consist of open flat wagons, for onward movement to the Electric Depot on February 23rd. *Barry Longson*



DB Cargo

▶ Class 60 040 with an Arpley - Tunstead working passes Moore on February 7th. *Mark Enderby*

▶ Sunny conditions greet Maritime liveried Class 66 148 as it passes Doncaster on February 23rd working the 12:52 York to Doncaster Decoy Up Yard. *Lee Stanford*

▶ On March 4th, Class 66 155 comes up to Crofton West Junction with a train of empty container flats from Wakefield Europort to Tinsley. *Tim Saunders*



DB Cargo

▶ Class 66 125 and 66 069 storm past Acton Bridge on February 21st with a Dollands Moor - Ditton working. *Brian Battersby*

▶ Four locos and one wagon, as Class 66 104 hauls 66 177, 66 078 and 66 094 as 4E23 Toton to Doncaster through Swinton on February 6th. *Steve Chapman*

▶ Class 66 084 working the 6F91 Ince & Elton - Arpley passes Frodsham Jct. on February 6th. *Mark Enderby*



DB Cargo

▶ The 6C04 Northolt to Severnside binliner with Class 66 040 is seen near Shrivenham on March 2nd. *Michael Bennett*

▶ Class 66 011 passes Acton Bridge on February 7th working a Knowsley - Wilton EfW 'bin' train. *Brian Battersby*

▶ On February 11th, the 6N01 08:51 Eastleigh to Guildford is seen arriving at Guildford behind Class 66 041. *David Lindsell*



DC Rail Freight

▶ Class 56 091 'Driver Wayne Gaskell' provides a rare opportunity of spotting a 'Grid' on the Chessington branch, seen here on January 31st, as it descends from Raynes Park station, heading the 6015 loaded aggregates from Willesden to Chessington South. *Ian Callander*

▶ Class 60 029 hauling the 6Z22 Tytherington to Appleford Sidings, passes through Swindon on February 15th. *Ken Mumford*

▶ Class 60 029 working the 6Z22 Tytherington to Appleford Sidings heads through Swindon on February 17th. *Ken Mumford*



DC Rail Freight

▶ Class 60 028 working the 6Z22 Tytherington to Appleford passes through Swindon on February 27th. *Colin Pidgeon*

▶ Class 60 028 working 6Z44 09:46 Chaddesden Sidings to Willesden DC Rail Sidings passes Church Brampton on February 7th. *Derek Elston*



Direct Rail Services

▶ Class 66 425 rounds the S bend at Rugeley Trent Valley working 4S44 12:16 Daventry to Mossend on February 8th. *Barry Longson*

▶ Class 66 428 heads away from Balshaw Lane Junction heading to Crewe on February 6th. *John Sloane*

▶ Class 66 031 passes Acton Bridge on February 7th running light engine from Dollands Moor to Ditton. *Brian Battersby*



Direct Rail Services

Completely disregarding the encroaching bushes, here is Class 37 218 arriving at Frodingham Trent Yard on 6Z19 from York Works, comprising 11 YEAs of an RDT set on February 17th. The loco returned to York light engine. *Steve Thompson*

On long term hire to DRS, Class 66 091 passes Stafford on February 14th with the 12:22 Crewe Basford Hall to Bescot engineers. *Lee Stanford*

Class 66 434 awaits repairs at Longport on February 11th. *Brian Battersby*



Direct Rail Services

On February 11th, Class 88 010 working the 4M27 Mossend - Daventry passes through a dull Stafford. *Richard Hargreaves*

Class 88 002 approaches Leyland on February 22nd with a Mossend to Daventry intermodal. *John Sloane*

Class 66 091 passes Charnock Richard with a Shap to Crewe ballast working on February 23rd. *John Sloane*



Direct Rail Services

▶ Class 88 010 passes Moore on February 6th working the 4M27 Mossend - Daventry.
Mark Enderby

▶ Viewed between two signals sees Class 37 218 pass Doncaster with the 12:44 engineers train from Decoy Yard to York on January 24th.
Lee Stanford

▶ Class 66 091 working the 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal passes Church Brampton on February 7th.
Derek Elston



Direct Rail Services

▶ The 6M67 Bridgwater to Crewe Coal sidings passes through Yate on February 28th with Class 68 004 leading 68 001. *Michael Bennett*

▶ Class 88 005 'Minerva' passes Stafford with the 4S44 12:16 Daventry International Railfreight Reception Fl to Mossend Down Yard on February 10th. *Derek Elston*

▶ Class 88 006 'Juno' appears out of the murk on February 4th at Watford Junction with 6X43 09:28 Dagenham Dock Reception to Garston Car Terminal. *Derek Elston*



Direct Rail Services

▶ Class 66 423 passes Euxton on February 15th with the 6K05 engineers service from Carlisle to Basford Hall. *John Sloane*

▶ Class 66 428 and 66 427 pass Hest Bank on February 11th working the 4S43 Daventry - Mossend intermodal. *Michael Lynam*

▶ On February 23rd, Class 88006 and Freightliner's 66 431 pass through Wigan North Western working the 6K05 engineers from Carlisle - Crewe Basford Hall, heading via the WCML on this occasion. *Michael Lynam*



Direct Rail Services

On February 14th, Class 37 419 growsl's way through Stratford with light engine move 0Z38 14:29 Willesden Brent to Stowmarket D.G.L. *Derek Elston*



Freightliner

▶ A trainload of fresh air from Crew to Coatbridge glows in the early morning sun at Winwick with Class 90 047 double heading with 90 044 on February 8th. *Jeff Nicholls*

▶ Class 66 542 on 6Z58 Oxford Banbury Road to East Usk passes through Swindon on February 21st. *Colin Pidgeon*

▶ Class 59 103 passes through Hungerford with the 7C77 Wembley to Merehead on February 15th. *Michael Bennett*



Freightliner

▶ Class 70 008 glints in the afternoon sun at Leamington Spa on February 6th, as it slows for a signal check while working 4M61 12:34 Southampton to Trafford Park liner.

Barry Longson

▶ Class 59 005 is seen near Great Bedwyn with the 6A77 Merehead to Theale on February 9th.

Michael Bennett

▶ Class 66 561 with the 6Z16 Whatley to Appleford is seen on Crofton Curve on February 9th.

Michael Bennett



Freightliner

On February 17th, Class 70 002 is seen at Donnington RFT having worked the 4G97 from Crewe Basford Hall. *Richard Hargreaves*

On February 9th, the 6M20 Whatley to Churchyard Sidings is seen on Crofton Curve with Class 66 515. *Michael Bennett*

On February 8th, Class 66 511 works 4L90 13:58 Crewe Basford Hall to Felixstowe North through a sunny Rugeley Trent Valley. *Barry Longson*



Freightliner

Class 90 004 leads sister 90 003, with the fully loaded 4M6309:12 Felixstowe North to Trafford Park at Rugeley Trent Valley on February 8th.
Barry Longson



Freightliner

On February 14th, Class 66 519 is seen at Chesterfield working 6M73 10:50 Doncaster Up Decoy to Toton North Yard engineers train, comprising new concrete sleepers.

Barry Longson

Class 70 004 is photographed at Swinton on February 6th with 4091 Southampton to Leeds liner.

Steve Chapman

Class 59 005 working the 6A19 Whatley to West Drayton is seen near Hungerford on February 15th.

Michael Bennett



Freightliner

▶ Class 59 101 working the 7A17 Merehead to Colnbrook passes through Hungerford on February 15th. *Michael Bennett*

▶ On February 14th, Class 66 617 runs through Chesterfield while in charge of the 11:48 Tunstead to Elstow Redland loaded stone. *Barry Longson*

▶ Class 66 502 passes Acton Bridge on February 7th with a Runcorn Folly Lane to Brindle Heath working. *Brian Battersby*



Freightliner

▲ A sunny midwinter afternoon at Knollmead Bridge sees Freightliner-operated but Hanson-liveried Class 59 103 'Village of Mells' storm up the rise from Malden Manor with the loaded 7002 service to Tolworth from Acton.

Ian Callander

▲ Class 66 509 passes Conisbrough on February 6th with 6X73 Doncaster to Toton departmental.

Steve Chapman

▲ Class 66 606 passes Moore on February 15th working the 6H51 Hardendale - Tunstead.

Mark Enderby



Freightliner

▶ Class 59 203 passes Hungerford working the 6C61 Neasden to Merehead on February 15th.
Michael Bennett

▶ On February 14th, Class 66 564 working 6Z40 Immingham HIT - West Burton coal heads through Scunthorpe, having resumed after a short break. The recruitment poster on the loco side has proved to be quite durable!.
Steve Thompson

▶ Class 59 205 passes Shrivenham with the diverted 7C77 Wembley to Merehead empties.
Michael Bennett





Freightliner

▶ In the afternoon of February 13th, Class 66 623, in pristine G&W livery, draws the 7002 Acton - Tolworth loaded aggregates service across from the Thameslink metals to the South Western Railway down slow road, having just passed through Wimbledon. *Jan Callander*

▶ Class 59 005 working the 6V18 Allington to Whatley empties passes Shrivenham on February 23rd. *Michael Bennett*

▶ Class 66 618 passes Ashbury crossing on February 9th working 6B11 Hayes to East Usk Yard. *Ken Mumford*



Freightliner

▶ Class 59 206 with 66 508 in mid train passes Shrivensham on March 2nd working the 7C77 Wembley to Merehead. *Michael Bennett*

▶ Class 70 002 conveying a brand new Class 197 104 to Wolverton Works is seen at Northampton on February 16th running as 6Q98 10:38 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings. *Derek Elston*

▶ Class 70 002 is seen on Battlefield Bank with 6Q98 10:23 Donnington RFT - Crewe Basford Hall on February 17th. *Keith Davies*



Freightliner

▶ Class 66 623 on the 6B11 Hays to East Usk passes Shrivensham on March 2nd. *Michael Bennett*

▶ Class 66 559 heads the 4E24 06:13 Felixstowe North Freightliner Terminal to Leeds Freightliner Terminal, through Crofton West Junction on March 4th. *Tim Saunders*

▶ Class 59 201 with the 6C48 Appleford to Whatley is seen near Shrivensham on March 2nd. *Michael Bennett*



Freightliner

▶ Class 66 562 with 66 523 dit working the 4L36 WentloogtoFelixstoweheadthroughSwindon on March 3rd. *Colin Pidgeon*

▶ On March 3rd, Class 59 005 'Kenneth J Painter' working the 6C48 Appleford to Whatley Quarry heads through Swindon. *Ken Mumford*

▶ Class 66 572 hauling the 6Z86 West Drayton to East Usk passes Shrevenham on March 2nd. *Michael Bennett*



▶ Class 66 560 passes Shrivenham with the Banbury Road to East Usk Yard on February 23rd. *Michael Bennett*

▶ On February 15th, Class 66 538 with 6C58 Oxford (Banbury Road) to East Usk Yard heads through Swindon. *Ken Mumford*

▶ Class 59 202 on 6C48 Appleford to Whatley approaches Swindon on February 14th. *Colin Pidgeon*



Freightliner

▶ Class 66 596 is seen off route between Blisworth and Roade on February 1st working the 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. *Derek Elston*

▶ Class 59 202 with the 6Z16 Whatley to Appleford heads through Swindon on February 21st. *Colin Pidgeon*

▶ On February 17th, Class 59 202 working the 6C48 Appleford to Whatley Quarry heads through Swindon. *Ken Mumford*



▶ Class 66 519 passes Church Brampton on February 7th working 4035 09:55 Crewe Basford Hall S.S.M. to Southampton M.C.T.
Derek Elston

▶ Class 90 010 and 90 049 approach Balshaw Lane Junction with the 4S54 Crewe Basford Hall to Coatbridge on February 6th.
John Sloane

▶ Class 90 011 and 90 041 approach Charnock Richard with a Crewe to Coatbridge liner on February 14th. *John Sloane*



Freightliner

On February 23rd, Class 70 017 heads through Manchester Oxford Road with the 4M95 Southampton - Trafford Park liner.

Michael Lynam

Class 90 042 and 90 043 are seen at Coppull with the 4S54 Crewe Basford Hall to Coatbridge liner on February 9th. *John Sloane*

Class 66 504 and 66 547 pass Ashbury crossing on February 9th working 0Y63 Hinksey Yard to Stoke Gifford. *Ken Mumford*



Freightliner

▶ Class 66 511 passes Blisworth working the 4L46 12:16 Lawley Street F.L.T. to London Gateway on February 1st. *Derek Elston*

▶ Class 66 420 works through Northampton on February 16th with the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. *Derek Elston*

▶ Class 66 587 'As One We Can' leads the 4035 09:55 Crewe Basford Hall S.S.M. to Southampton M.C.T. past Blisworth on February 1st. *Derek Elston*



Freightliner

▶ Class 66 567 approaches Blisworth with 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. on February 1st. *Derek Elston*

▶ Class 66 509 'Josiah's Wish' passes Church Brampton with Class 197 109 in tow en route to Wolverton Works as 6Q97 10:45 Crewe Basford Hall S.S.M. to Wolverton Centre Sidings on February 20th. *Derek Elston*

▶ Class 66 555 eases through Northampton with 4L59 08:21 Crewe Basford Hall S.S.M. to London Gateway on February 7th. *Derek Elston*



▶ On February 14th, with the fog being somewhat reluctant to clear, Class 66 739 approaches Scunthorpe station on 6Z38 Entrance C - Bredbury Tilcon, conveying fine stone loaded in HYAs from the Tarmac plant. *Steve Thompson*

▶ Class 66 756 is seen at Conisbrough on February 6th working 4M03 Doncaster to Peak Forest stone empties. *Steve Chapman*

▶ Class 66 731 approaches Swinton on February 6th with 6M61 Immingham to Ratcliffe coal. *Steve Chapman*





GB RAILFREIGHT RAISES OVER £200,000 FOR PROSTATE CANCER UK

On Friday February 17th, GB Railfreight handed over the final cheque of £200,728 to Prostate Cancer UK at its Charity Handover Event at the Leonardo Royal Hotel in London. In attendance was TV presenter and Prostate Cancer UK Ambassador, Rob Bell and Chairman of Network Rail, Lord Hendy.

During the partnership, GBRf held a number of fundraising events including a four-day charity charter across the UK rail network which raised over £140,000.

Working together with Prostate Cancer UK, a series of events were organised across the country for men to check their risk levels, for a disease which affects one in eight men across the UK.

Speaking at the event, CEO of GB Railfreight, John Smith said: "We have always had fundraising at the heart of the company's values, and I am so proud to say that over two years we have raised over £200,000 for Prostate Cancer UK. We wanted to raise as much money as possible but also to get men talking about this terrible disease.

The team at Prostate Cancer UK have been fantastic in helping us hold a series of roadshow events across the country, where we got men to check their risk levels. Please get checked. It's easy. It can save your life."

Chairman of Network Rail, Lord Hendy said: "The charity trains charters have been a huge success and have raised so much money for a charity that is looking at an issue that affects so many of us. These diseases do not discriminate, they affect all of us."

TV Presenter and Prostate Cancer UK Ambassador, Rob Bell thanked GB Railfreight for their hard work on Twitter: "Huge congratulations to GB Railfreight for this extremely successful partnership with Prostate Cancer UK – I was delighted to be part of this celebration..."



▶ Class 60076 'Dunbar' with the 6F69 Ribblehead to Tuebrook passes through Cherry Tree on February 17th. *David Hollowood*

▶ Class 66 734 'Platinum Jubilee' works 0V84 Clitheroe Cement to Bescot through Village Croft, Euxton on February 13th. *Alan Naylor*

▶ Class 66 731 working the 6G13 10:58 Eastleigh to Guildford is seen departing Woking on February 11th. *David Lindsay*



Class 66 752 'The Hoosier State' hauling the 6M28 Rylstone to Leyland Motors is seen at Pleasington on February 16th.

David Hollowood

Class 60 087 passes Acton Bridge on February 21st with a Liverpool - Drax Biomass working.

Brian Battersby

Class 60 021 'Penyghent' slows down for the restrictions at nearby Todmorden as it passes through Walsden station on a Liverpool - Drax working on February 15th. *Jeff Nicholls*



▶ Class 60 026 and 60 002 cross the world renowned Sankey Viaduct with the 11:06 Drax - Liverpool on February 19th. *Jeff Nicholls*

▶ Class 66 720 with the 6M28 Rylstone to Leyland Motors passes Pleasington on February 10th. *David Hollowood*

▶ Class 69 004 is seen outside EMD Longport on February 11th. *Brian Battersby*



▶ Class 66 778 working the 4B77 Colnbrook to Avonmouth passes Shrevenham on February 23rd. *Michael Bennett*

▶ The Huskisson Memorial at Parkside is passed by Class 66 793 on a Doncaster - Llandudno Junction working on February 6th. *Jeff Nicholls*

▶ Class 66 734 arrives at Blackburn with 6M90 Gloucester to Clitheroe running 143mins down on February 12th. *David Hollowood*



GBRf

Class 69 001, 69 003 and 69 008 were all to be found at EMD Longport on February 25th. *Brian Battersby*

OTIVE.



▶ Non-standard liveried Class 66 791 powers through Stafford on February 6th, while working the 07:38 Clitheroe to Avonmouth cement tanks. *Barry Longson*

▶ Class 66 731 'Capt. Tom Moore' working a Southampton - East Midlands Gateway intermodal passes through Eastleigh on February 15th. *Dennis Rowland*

▶ Class 66 720 passes Acton Bridge on February 21st with a Hams Hall - Mossend intermodal. *Brian Battersby*



▶ A convoy! As Class 69 003 leads classmates 69 001 and 69 006 across Chat Moss with a Peterborough - Tuebrook working on February 10th. *Jeff Nicholls*

▶ Class 66 771 runs light engine past Acton Bridge on February 21st heading from Bescot to Garston. *Brian Battersby*

▶ On a bright and cold February 6th, Class 66 776 brings its 2000 ton load towards Leamington Spa, working the 06:45 Tunstead to Banbury Reservoir. *Barry Longson*



Unique liveried Class 66 797 is seen at Stafford with the 08:29 Hindlow to Small Heath on February 14th. *Lee Stanford*

A light engine movement from Peterborough to Tuebrook sidings at Edge Hill (Liverpool) sees Class 69 003 lead sisters 69 001 and 69 006 through Heyrod on a dismal February 10th. *Lee Stanford*

On February 26th, Class 66 301 passes through Swindon with the 6G13 Warminster to Eastleigh engineers. *Ken Mumford*



On February 8th, Class 66706 has a very light load in its consist, working the 12:58 East Midlands Gateway to Liverpool Seaforth, seen passing Rugeley Trent Valley. *Barry Longson*

Class 66 775 is seen through the road bridge as it branches onto E Line with 6E57 Doncaster Down Decoy - Roxby waste on February 14th. *Steve Thompson*

Class 66 791 with an Avonmouth - Clitheroe working passes Moore on February 7th. *Mark Enderby*



▶ Class 69 003, 69 001 and 69 006 drop down Miles Platting Bank and into Manchester Victoria on February 10th, working 0Z69 08:30 Peterborough to Tuebrook, light engine movement. *Barry Longson*

▶ With the sun almost totally down the line, Class 66 738 rumbles through Chesterfield on February 14th, with the 05:52 Washwood Heath to Tunstead hoppers. *Barry Longson*

▶ On February 13th, Class 66 798 passes Wolascott working the 09:20 Avonmouth - Penyffordd empty cement tanks. *Phil Martin*



▶ Class 66 303 passes All Stretton on February 8th working the 6V75 09:31 Dee Marsh - Margam empty steel. *Phil Martin*

▶ Surrounded by new housing, Class 60 076 'Dunbar' propels its stone train towards the Hanson terminal at Ashton-in-Makerfield on February 21st. This section of line is the remains of the truncated Haydock Branch. *Jeff Nicholls*

▶ On a sunny February 13th, Class 60 021 is seen approaching Heaton Norris Junction, working the 11:10 Liverpool Biomass terminal to Drax Aes. *Barry Longson*



▶ On January 31st, Class 66 727 passes Walcot working the 6M05 10:51 Tinsley - Coton Hill stone empties. *Phil Martin*

▶ Class 66 303 and 66 304 pass Burgs Lane on February 1st working the 6V75 09:31 Dee Marsh - Margam empty steel. *Phil Martin*

▶ On a frosty January 23rd, Class 66 303 passes Kemps Eye with the 6V75 09:31 Dee Marsh - Margam empty steel. *Phil Martin*



▶ On January 20th, Class 66 798 passes Walcot working the 6M4209:20 Avonmouth-Penyffordd empty cement. *Phil Martin*

▶ On February 15th, Class 69 006 passes Moore working 0Z70 Longport - Tuebrook. *Mark Enderby*

▶ Class 66 304 with the 6V32 Tilbury to Trostre Works, heads through Swindon on February 17th. *Ken Mumford*



▶ With the West Pennine hills in the background, Class 60 076 gingerly propels its loaded stone train towards the Hanson terminal at Ashton in Makerfield on February 21st. *Jeff Nicholls*

▶ Class 66 798 passes Walcot with 4M42 09:20 Avonmouth Hanson Sidings to Penyffordd Cement Works on February 20th. *Keith Davies*

▶ Class 66 303 passes All Stretton with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on February 7th. *Keith Davies*



On February 20th, Class 66 796 having arrived with 6M05 10:51 Tinsley - Coton Hill is seen being loaded up in Coton Hill Yard, Shrewsbury. This will form the 6E97 19:58 Coton Hill - Tinsley loaded stone. *Phil Martin*

Class 66 734 working the 6M90 Avonmouth - Clitheroe passes Moore on February 23rd. *Mark Enderby*

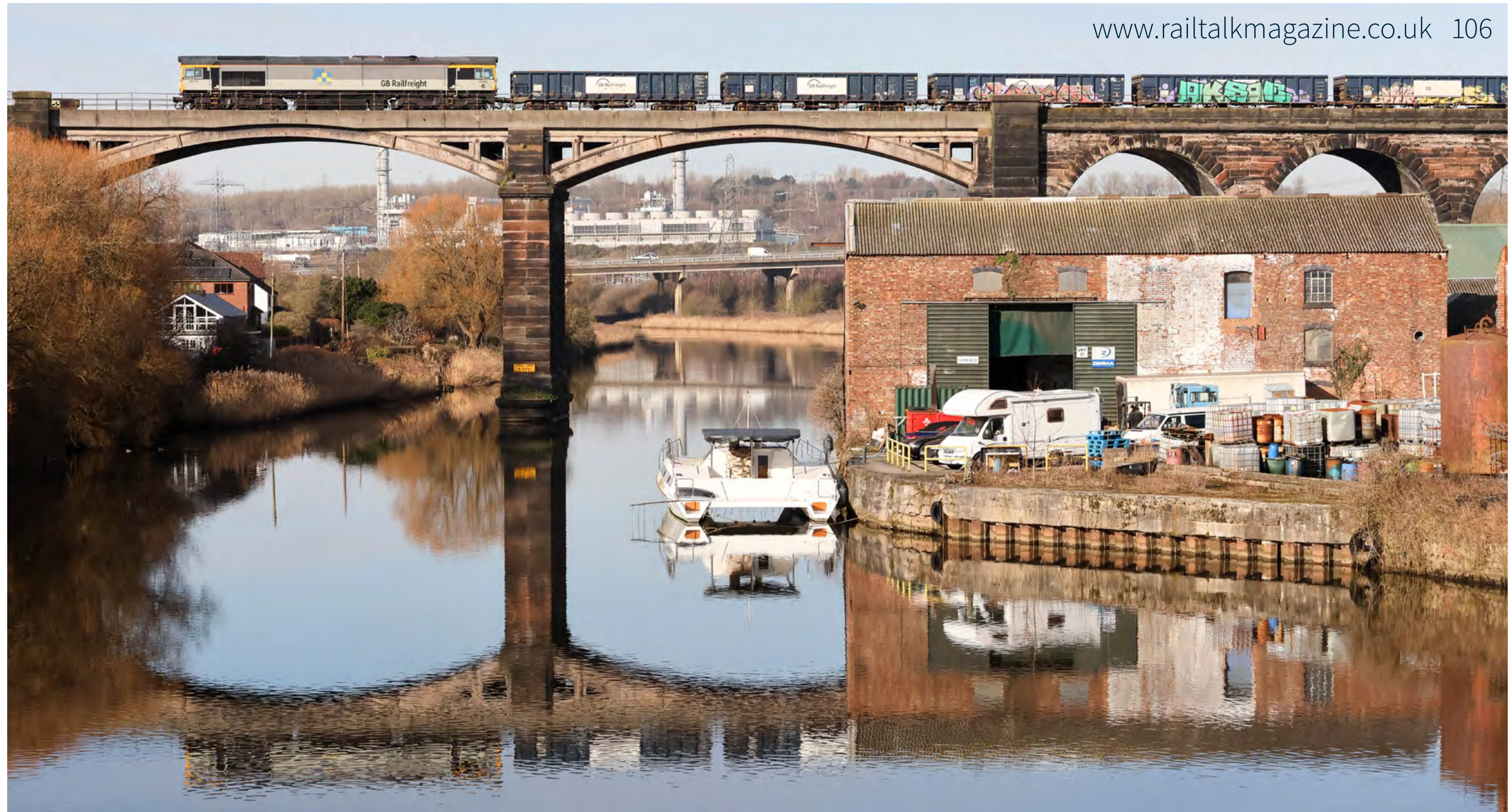
Class 66 707 passes cautiously through Wilmslow, following the departure of a stopping EMU just four minutes earlier on February 25th, while in charge of 4M18 03:15 Felixstowe North to Trafford Park. *Barry Longson*



On February 6th, Class 66 793 working 6Z58 Doncaster - Llandudno Jct. passes Frodsham Jct. *Mark Enderby*

The 6E09 07:55 Liverpool to Drax Biomass service was in the capable hands of Class 60021 on March 4th, seen here passing Oakenshaw Junction. *Tim Saunders*

On February 28th, Class 66 790 working the 4M77 Southampton to Donnington is seen arriving at its destination. *Richard Hargreaves*



▶ Class 66 718 crosses Frodham Viaduct on February 27th. *Jeff Nicholls*

▶ On February 24th, GBRf's recently acquired Class 66303 is seen passing through Scunthorpe on 6001 Frodingham Trent Yard - Eastleigh with its usual loaded RDT set. *Steve Thompson*

▶ New GBRf liveried Class 67 027 passes Micheldever with the 0Z27 Eastleigh Works to Leicester LIP on March 3rd. *Michael Bennett*



▶ Class 66 793 passes through Ilkeston on February 10th with 6M99 15:31 Rylstone to Hams Hall. *Mark Pichowicz*

▶ Class 66 742 runs through Charnock Richard cutting at the head of the 4S57 Hams Hall to Mossend intermodal on February 8th. *John Sloane*

▶ Class 66 752 passes Bradley with a Ribblehead to Tuebrook stone train on February 16th. *John Sloane*



▶ Class 66 703 approaches Euxton on February 9th with a Rylstone to Leyland stone train. The working had reversed at Blea Moor and was to reverse again at Springs Branch. *John Sloane*

▶ Class 66 734 'Platinum Jubilee' runs into Leyland with a Clitheroe to Avonmouth cement working on February 22nd. *John Sloane*

▶ Class 66 742 passes Bradley hauling a Hams Hall to Mossend intermodal on February 16th. *John Sloane*



▶ Class 47 727 leads EMR EMU No. 360 120 at Northampton as it returns the unit to EMR metals running as 5Q97 10:29 Northampton Emd to Cricklewood South Sidings on February 7th. *Derek Elston*

▶ Class 60 002 'Graham Farish 50th Anniversary 1970-2020' arrives into Northampton light engine as 0Z60 13:30 Tuebrook Sidings to Tuebrook Sidings on February 20th. *Derek Elston*

▶ On February 21st, Class 66 736 heads through Crewe with a rake of empty boxwagons working 4H61 Small Heath - Hindlow. *Michael Lynam*



▶ Class 60 026 passes through Warrington Bank Quay on February 23rd working the 6E10 Liverpool - Drax Biomass. *Michael Lynam*

▶ On February 9th, Class 73 963 is seen stabled in Doncaster West Yard. *Michael Lynam*

▶ Class 66 769 'LMA League Managers Association Paul Taylor Our Inspiration' working 4H61 10:35 Small Heath Lafarge GBRf to Hindlow GBRf passes through Stafford on February 10th. *Derek Elston*



On February 16th, Class 66 778 passes through Doncaster with the Biffa waste train from Renwick Road - Scunthorpe Roxby Gullet..

Michael Lynam

Class 66 720 passes Coppull with a Hams Hall to Mossend intermodal on February 20th.

John Sloane

Class 66 706 'Nene Valley' crawls through Peterborough with a lightly laden 4L03 05:20 Doncaster iPort GBRf to Felixstowe North GBRf on February 28th. *Derek Elston*



Greater Anglia

Class 720 119 and 720 121 depart Northampton working mileage accumulation run 5Q27, the 08:45 Wembley InterCity Depot to Rugby Udt Signal RN4184 on February 7th. *Derek Elston*



Great Western Railway

▶ Class 166 206 passes Millbrook on February 10th with the 12:30 Cardiff - Portsmouth Harbour service. *John Goodrich*

▶ Class 802 012 with its 'Railway Children' branding is seen at Swindon on February 26th. *Ken Mumford*

▶ Class 166 220 working the 2M12 Swindon to Frome service sits in the sunshine at Swindon on February 26th. *Ken Mumford*



Great Western Railway

Class 802 020 is seen on the rear of the 1C77 London Paddington to Exeter St. Davids on February 9th rounding Crofton curve.

Michael Bennett

Class 800 011 working the 1G15 London Paddington to Cheltenham service approaches Swindon on February 14th. *Colin Pidgeon*

Class 802 104 working a service to London Paddington is seen at Swindon on February 14th. *Ken Mumford*



Great Western Railway

Having reversed at Malvern Wells signal box Class 800 012 heads to Great Malvern to form a service to London Paddington on February 27th. *Neil Pugh*

Class 165 131 stands at Bristol Temple Meads on February 4th after arriving with 2K15 09:01 from Severn Beach. *Derek Elston*

Class 802 011, 66 526, 800 317 and one unidentified IET causing a 'Full House' in the station at Swindon on February 28th. *Colin Pidgeon*



Great Western Railway

On February 8th, power cars Nos. 43198 leading 43160 working 2C06 08:47 Plymouth to Penzance are seen exiting the Royal Albert Bridge at Saltash.

Barry Beeston



Great Western Railway

▶ On February 19th, power car No. 43092 leads 43189 with 2N05 14:25 Newquay – Par across Goss Moor. *Barry Beeston*

▶ Class 165 101 is seen standing in Malvern Wells down loop on February 24th. *Neil Pugh*

▶ Power car No. 43009 leading 43042 with 2U14 07:40 Penzance – Cardiff Central, while 43156 sits on the rear with 43029 leading 2C05 05:40 Bristol Temple Meads – Penzance are seen at Bodmin Parkway on February 24th. *Barry Beeston*



Great Western Railway

On February 15th, power car No. 43005 waits to depart Penzance with 2U24 12:50 Penzance - Cardiff Central service and 43029 has just arrived on the rear of 2C65 07:52 Bristol Temple Meads - Penzance. *Barry Beeston*



Great Western Railway

▶ The 1B33 London Paddington to Swansea worked by Class 802 013 and 802 002 is seen near Shrivensham on March 2nd.

Michael Bennett

▶ Power car No. 43009 'Nunney Castle' stands at Newport with 2U18, the 13:18 Taunton to Cardiff Centra service on February 4th with No. 43042 'Tregenna Castle' on the rear.

Derek Elston

▶ Class 158 750 approaches Malvern Wells signal box where it will reverse and form a service from Great Malvern to Warminster on February 13th. *Neil Pugh*



Great Western Railway

Power car No. 43092 'Cromwells Castle' prepares for departure from Bristol Temple Meads with 2C81 15:00 Cardiff Central to Penzance service on February 4th.
Derek Elston



L.N.E.R.

▶ Commemorative liveried Class 91 111 arrives into platform 4 at Doncaster on February 23rd with the 09:03 London King's Cross to Leeds service. *Lee Stanford*

▶ LNER operated Class 801 229 approaches Peterborough on February 8th working the 11:19 from Edinburgh to London King's Cross. *Lee Stanford*

▶ The graceful lines of Class 91 106 are seen to good effect as it departs from Peterborough on February 8th with the 14:03 London King's Cross to Leeds service. *Lee Stanford*





LNER LAUNCHES NEW PODCAST SERIES 'THE FAST TRACK'

London North Eastern Railway (LNER) is proud to launch a brand new podcast series called 'The Fast Track' which offers a unique insight into life at LNER.

The series will showcase LNER's people, places and pioneering approach when it comes to delivering customers the best possible experience, from dedicated colleagues determined to make a difference, to digital innovation making rail travel simpler and smarter.

The first episode celebrates LNER's proud past and looks to the future. This year, 2023, marks one hundred years since the LNER brand first came into being following the grouping in 1923 after the Railway Act of 1921.

Podcast host, broadcaster David Dunning, is joined by Bob Gwynne, the National Railway Museum's Associate Curator and David Flesher, LNER's Commercial Director. They share some of the greatest achievements of the past century and look at how LNER continues to push boundaries to create even greater feats of engineering, speed, comfort and customer service.

David Flesher said: "We're delighted to be launching our new podcast 'The Fast Track'. Our Azuma trains call at dozens of destinations between the Scottish Highlands and London that are just waiting to be discovered. In LNER's centenary year we are prouder than ever of our 956-mile East Coast route. There are so many interesting people and stories to share.

Our podcasts will offer listeners a fascinating insight into life at LNER, from our colleagues working to deliver the best possible experience, to our commitment to the communities we serve, and how digital innovation is

helping to revolutionise rail travel."

'The Fast Track' is available to listen on LNER's social channels and website, with future episodes planned.



GETTING CAREERS ON TRACK: LNER CELEBRATES APPRENTICESHIPS SUCCESS

London North Eastern Railway (LNER) marked National Apprenticeship Week 2023 by celebrating the contribution of more than 150 apprentices who currently work across the business.

LNER is also launching a special video to spotlight the vital role apprenticeships play in supporting the development of existing employees and attracting fresh talent into the rail industry.

LNER offers a wide range of apprenticeships from train driving and engineering to HR, Finance and Customer Experience. The company was awarded UK Top Employer status earlier this year for a fourth consecutive year.

Claire Ansley, People and Customer Experience Director at LNER, said: "At LNER we are delighted to support apprentices across the business to gain new skills, as well as a recognised qualification. An ideal apprentice is someone who is passionate about development and learning new skills with a huge variety of roles available in the railway industry."

Train Manager, Rahnum Ishtiaq has recently completed his apprenticeship and is now working onboard services between London and Newcastle, Leeds and Lincoln. Rahnum said: "The apprenticeship with LNER has given me the opportunity to do the job that I really wanted to do and was passionate about securing. I had the opportunity to shadow someone who was experienced and to learn from them, one-to-one about how to provide our customers with the best possible experience. Showing empathy, showing you care and listening are all key skills, as well as learning to deal with incidents by yourself. Learning from experienced

colleagues has really helped enhance those skills in addition to our formal training."

Megan Cooke used to work in hearing care before becoming an Apprentice Train Driver at LNER. Speaking ahead of National Apprenticeship Week, Megan said: "By the time I get through the apprenticeship training, I will have every tool needed to be an LNER Azuma train driver. I know that when I'm given my key to the cab and told to go out there by myself for the first time, that I will have earned it."

Loram Rail Operations

Class 37 418, 'Caroline' and DR98008
pass through Derby on February 14th,
working 6Z01 14:19 from Derby RTC
to York Skelton Yard. *Barry Longson*



Loram Rail Operations

▶ Class 37 418 works 6Z37 Derby to Gascoigne Wood through Swinton on February 6th, conveying new wagons to temporary store.
Steve Chapman

▶ Class 37 418 'An Comunn Gaidhealach' powers past Blisworth with 'Caroline' in tow running as 2Z02 12:20 London Euston to Crewe on February 1st. *Derek Elston*



▶ Class 73 962 and 73 963 pass Weyhill on February 22nd with a test train working on the Andover - Ludgershall branch.

Dennis Rowland

▶ Class 37 607 passes Woolascott with 3Q01 13:32 Shrewsbury - Cardiff Taff Vale test train working on February 14th. *Keith Davies*

▶ On February 22nd, Class 73 962 and 73 963 top'n'tail 977974, 977997, 72639 and 9481 working the 1Q99 11:08 Woking CS to Woking CS via Marchwood and Ludgershall, seen passing Daisy Dell footbridge, Andover.

David Lindsell



Network Rail

On February 14th, Class 97 304 leads 37 405 across Barmouth Bridge with saloon No. 6233 on 2Z68 08:11 Shrewsbury - Barmouth private charter. *Phil Martin*



▶ Class 97 302 passes Duncote Mill on February 5th hauling the 6C70 08:45 Newtown - Bescot returning engineers. *Phil Martin*

▶ Class 37 254 top and tailing with 37 610 approaches Hambleton West Junction on February 6th working 1Q60 Derby to Barlby Loops test train. *Steve Chapman*

▶ Power cars Nos. 43272 and 43290 working the 1Q15 Derby RTC to Swansea, pause at Swindon on February 14th. *Colin Pidgeon*



▶ Class 37 099 and 37 612 make an unexpected appearance in Derby station, during a light engine movement from the RTC on February 14th. *Barry Longson*

▶ Class 97 302 passes Upton Forge with 6C70 08:45 Newtown (Powys) - Bescot Up Engineers Sidings on February 5th. *Keith Davies*

▶ Purple liveried No. 43274 leads a test train with 43251 at the rear as it runs north of Coppull on a working from Derby to Carlisle on February 14th. *John Sloane*



Rail Operations Group

▶ Class 37 800 runs light engine through Conisbrough on February 6th on its way from Derby to Ely via Doncaster. *Steve Chapman*

▶ On March 1st, Class 37 884 working 5Q76 Ely Papworth Sidings to Newport Docks with 317 507 and 317 510 approaches Swindon. *Colin Pidgeon*

▶ Class 37 884 with 5Q76 Ely (Papworth Sidings) to Newport Docks (Sims group) hauling Class 317s for scrap heads through Swindon on February 15th. *Ken Mumford*



Rail Operations Group

On February 16th, Class 37 800 seen arriving at Doncaster with ex Greater Anglia unit 321 402 to run round its train on a move from Gasgoine Wood - Millerhill. *Michael Lynam*



TransPennine Express

On February 21st, Class 68 022 propels an empty stock train working from Longsight - Gascoigne Wood. *Michael Lynam*

A Class 397 passes Standish working a Liverpool to Glasgow service on February 11th. *John Sloane*

Class 397 001 heads past Balshaw Lane Junction with a Liverpool Lime St. to Glasgow service on February 6th. *John Sloane*



TransPennine Express

▶ Class 68 028 passes through Earlestown on February 8th with a service to Scarborough.
Jeff Nicholls

▶ Class 185 108 passes Glazebrook on February 8th with a service to Liverpool Lime St.
Jeff Nicholls

▶ Class 185 148 leads class doyen 185 101 at Doncaster on February 23rd with the 13:24 Cleethorpes to Meadowhall service.
Lee Stanford



Transport for Wales

▶ Class 175 104 and 175 010 are seen heading through Frodsham on February 27th.
Jeff Nicholls

▶ Class 197 002 departs Helsby on February 27th with a service to Manchester. *Jeff Nicholls*

▶ Class 197 007 is dwarfed by the wind turbines of Ince Marshes as it crosses Frodsham Viaduct with a Llandudno Junction - Manchester Airport service on February 27th. *Jeff Nicholls*



Transport for Wales

▶ Class 158 818 crosses Barmouth Bridge on February 14th working the 2124 13:38 Pwllheli - Machynlleth service. *Phil Martin*

▶ Class 67 017 passes Kempsey with 1V46 14:49 Wilmslow to Cardiff Central on February 21st. *Keith Davies*

▶ On February 23rd, Class 67 015 is seen at Hadnall with 1V46 14:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*



Transport for Wales

Class 67 029 'Royal Diamond' heads Transport for Wales
11:25 Cardiff - Holyhead over Chirk Viaduct crossing the
Vale of Ceiriog on February 20th. *Chris Morrison*



Transport for Wales

On February 9th, Class 158 822 and 150 281 pass Walcot working the 1114 09:26 Holyhead - Birmingham International service.

Phil Martin

DVT No. 82226 leads Class 67 029 at Kempsey with 1V46 14:30 Manchester Piccadilly - Cardiff Central on February 22nd. *Keith Davies*

DVT No. 82200 and Class 67 013 pass Woolascott working the 1V96 11:33 Holyhead - Cardiff Central service on February 14th. *Keith Davies*



Transport for Wales

▶ Class 175 007 and 175 010 pass All Stretton on February 8th working the 1V38 09:30 Manchester Piccadilly - Carmarthen service.

Phil Martin

▶ Class 67 020 and DVT No. 82227 working the 1W55 08:49 Cardiff Central - Manchester Piccadilly pass Burgs Lane on February 13th.

Phil Martin

▶ Class 158 822 is seen stabled at Shrewsbury on February 16th. *John Balaam*



Transport for Wales

▶ In the early weeks of class 67 diagrams on the Cardiff to Manchester services, it has been rare for their use on a Saturday, but on February 25th, Class 67 029 is seen departing Stockport, with the 12:30 from Manchester Piccadilly back to the Welsh capital. *Barry Longson*

▶ Class 197 009 sits in the sidings at Chester, awaiting its next turn of duty on February 23rd. *Barry Longson*

▶ Having had attention at Wabtec Doncaster (note the refurbished bogies), Class 158 833 is seen passing through Crewe on 5Z31 12:31 Doncaster West Yard to Shrewsbury Foregate Sidings on February 23rd. *Barry Longson*



Transport for Wales

On January 31st, Class 150 227 passes Walcot working the 1J19 14:08 Birmingham International - Aberystwyth service, the Class 150 unit would only work as far as Shrewsbury.

Phil Martin

Class 158 820 and 158 841 working the 1D14 13:06 Birmingham International - Holyhead pass Walcot on January 20th.

Phil Martin

Class 197 009 is seen at Warrington Bank Quay on February 20th.

Mark Enderby



Transport for Wales

▶ In excellent winter lighting, Transport for Wales liveried Class 67 017 approaches Stockport on February 13th with the 14:30 Manchester Piccadilly to Cardiff. *Lee Stanford*

▶ On February 9th, Class 158 822 and 150 281 pass Hartshill Park working 1114 Holyhead to Birmingham International service. *Richard Hargreaves*

▶ Class 67 029 'Diamond Jubilee' heads through Heaton Chapel on February 22nd and towards journeys end at Manchester Piccadilly with the 10:49 from Cardiff. *Lee Stanford*



Transport for Wales

Despite several being introduced into service, there's an abundance of Class 197s still parked up at Donnington RFT awaiting commissioning, as viewed on February 8th. *Richard Hargreaves*

Class 197 008 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*

Class 153 318 is seen at Kempsey on February 22nd with 2M08 13:42 Llanwrtyd - Shrewsbury service. *Keith Davies*



Transport for Wales

▶ A black loco on black stock sees TfW liveried Class 67 020 power through Heaton Chapel on February 13th working the 08:49 Cardiff to Manchester Piccadilly. *Lee Stanford*

▶ On February 23rd, Class 197 002 departs Warrington Bank Quay working a Manchester Airport - Llandudno Junction service. *Michael Lynam*

▶ On February 21st, Class 67 017 departs Crewe working a Cardiff - Manchester Piccadilly service terminating at Wilmslow due to late running. *Michael Lynam*



Units: DMUs and EMUs

West Midlands Railways' Class 172 345 approaches Great Malvern station with a Hereford to Birmingham New Street service on February 11th. *Neil Pugh*

Running almost half an hour late, West Midlands Railways' Class 170 507 crosses Malvern Common with a Birmingham New Street to Hereford service on February 27th. *Neil Pugh*

South Western Railway's 2G37 14:03 London Waterloo to Guildford via Effingham Junction arrives at Guildford with Class 455 730 leading 455 832. *David Lindsell*



Units: DMUs and EMUs

▶ Northern's Class 319 381 makes a spirited departure from Wigan North Western, with the 14:04 Blackpool North to Liverpool Lime Street service on February 9th. *Paul Senior*

▶ Seen at journeys end, Northern's Class 323 228 arrives into Crewe with the 14:36 from Manchester Piccadilly on a bright February 23rd. *Barry Longson*

▶ West Midlands' Class 196 101 passes Upton Forgewith 2G1509:40 Shrewsbury-Birmingham New St. service on February 5th. *Keith Davies*



Units: DMUs and EMUs

SWR's Class 458 503 is halted at a signal at Millbrook on February 10th as it returns to Wimbledon from Bournemouth Depot after an overhaul. *John Goodrich*

Northern's Class 319 368 traverses the Lowton Curve from the Chat Moss route towards the WCML with the 09:13 Manchester Victoria - Wigan service. Not one single passenger was noted on board on February 8th!. *Jeff Nicholls*

Merseyrail's Class 508 122 is seen at Ormskirk on February 18th having arrived on a service from Liverpool Central. *Richard Hargreaves*



Units: DMUs and EMUs

Southern's Class 313 206 arrives at Bishopstone with a Brighton - Seaford service on January 28th. *Chris Morrison*



Units: DMUs and EMUs

Southern's Class 313 216 departs Bishopstone with a Seaford - Brighton service on January 28th.

Chris Morrison



Units: DMUs and EMUs

▶ Northern's Class 319 375 passes Charnock Richard cutting with a Blackpool to Liverpool service on February 14th. *John Sloane*

▶ Northern's Class 319 368 approaches Balshaw Lane and Euxton as Class 70 814 creeps up beyond with a Longport spoil train on February 15th. *John Sloane*

▶ Northern's Class 319 369 passes Charnock Richard with a Liverpool service on February 23rd. *John Sloane*



Units: DMUs and EMUs

On February 18th, West Midlands Trains' Class 196 104 stands at Wellington with a service to Shrewsbury. *Richard Hargreaves*

West Midlands Trains' Class 196 112 passes Walcot on February 9th with 5T51 11:07 Tyseley TMD - Shrewsbury. *Keith Davies*

Twilight at Kirkdale as Merseyrail's Stadler built Class 777 009 waits to depart with the 17:09 to Kirkby on February 11th. *Paul Senior*



Units: DMUs and EMUs

West Midlands' Class 172 101 arrives into Leamington Spa on February 6th, with the 14:37 terminating service from Nuneaton.

Barry Longson

Northern's Class 195 003 and 195 002 pass Astley signal box on Chat Moss with a Leeds - Chester working on February 10th.

Jeff Nicholls

On February 18th, Merseyrail's Class 507 010 departs Kirkdale with a service to Kirkby.

Richard Hargreaves



Units: DMUs and EMUs

Merseyrail's Class 777 018 arrives at Rice Lane with a Liverpool Central - Kirkby service on February 18th. *Chris Morrison*

Merseyrail's Class 507 002, in the Liverpool Hope University livery, waits to depart Hamilton Square with the 15:26 service to Liverpool Central on February 11th. *Paul Senior*

Running alongside the Leeds - Liverpool Canal, Northern's Class 156 422 catches the last of the day's sunshine as it approaches Rufford station with the 16:42 from Ormskirk to Preston on February 9th. *Jeff Nicholls*



Units: DMUs and EMUs

▶ Northern's Class 150 114 and 150 137 emerge from the short Winterbutlee Tunnel, near Todmorden with the 10:20 Blackburn - Rainford service on February 15th. *Jeff Nicholls*

▶ Northern's Class 156 422 passes the canal boats at Rufford on February 9th. *Jeff Nicholls*

▶ South Western Railway's Class 450 116 passes Millbrook on February 10th with the 14:02 Bournemouth - Winchester. This is one of a dwindling number of Class 450s in their original blue livery. *John Goodrich*



Units: DMUs and EMUs

▶ Northern's Class 195 128 crosses a sunny Gauxholme Viaduct with a Manchester Victoria - Leeds service on February 15th. *Jeff Nicholls*

▶ Northern's 08:32 Manchester Airport - Liverpool Lime St. stopper passes the Huskisson Memorial at Parkside with Class 323 223 in charge on February 8th. *Jeff Nicholls*

▶ West Mids' Class 196 105 stands at Shrewsbury on February 16th working a service to Birmingham New St. *John Balaam*



Units: DMUs and EMUs

On February 18th, Merseyrail's Class 777 018 calls at Kirkdale with a service to Liverpool Central. *Brian Battersby*

Merseyrail's Class 508 126 waits to depart James Street with the 14:22 service to New Brighton on February 11th. *Paul Senior*

Seen at at Castleton, Northern's super unit Class 150 136 working a Rainford to Blackburn service, this unit monitors the movement of embankments and if lights are on or off at stations and lots of other issues that might affect Northern routes. *Russell Clarke*



Units: DMUs and EMUs

▶ South Western Railway's Class 701 051 is seen passing Millbrook on a test run from Poole to Staines shortly after 15:00 on February 10th. The unit was delivered to Eastleigh on January 20th. *John Goodrich*

▶ On February 9th, West Midlands' Class 196 101 passes Walcot working the 2G13 11:40 Shrewbury - Birmingham New Street service. *Phil Martin*

▶ Northern's Class 155 344 passes Hambleton West Junction on February 6th while working the 13:45 York to Bridlington service. *Steve Chapman*



Units: DMUs and EMUs

▶ Northern's Class 195 112 is seen near Frodsham on February 27th with a Chester - Leeds service.
Jeff Nicholls

▶ Seen through a 400mm lens, LNWR's Class 350 237 leads an unidentified sister towards its Crewe stop working the 15:33 Liverpool Lime St. to Birmingham New St. service on February 23rd.
Barry Longson

▶ Former Thameslink unbranded Class 319 372 and still working for Northern, waits to depart Wigan North Western, with the 14:51 service to Liverpool Lime Street on February 24th.
Paul Senior



Units: DMUs and EMUs

▶ Northern's Class 158 910 arrives at Sheffield on February 8th with the 10:24 from Adwick service. *Lee Stanford*

▶ Northern's Class 323 235 passes Church Brampton as 5Q70 09:29 Allerton Depot to Wolverton Centre Sidings on February 7th. *Derek Elston*

▶ The new order is seen at Shrewsbury on February 17th as West Midland's Class 196 101 arrives with the 12:56 from Birmingham New Street. *Lee Stanford*



Units: DMUs and EMUs

▶ LNER's Class 350 113 and an unidentified class member pass Church Brampton with 1Y34, 11:06 Birmingham New Street to London Euston service on February 7th. *Derek Elston*

▶ c2c's Class 720 608 and 720 604 depart a foggy and cold Watford Junction with 5Q91 10:18 DB Cargo Fan A and B Sidings to Crewe on February 14th. *Derek Elston*

▶ Royal Mail's Class 325 015 passes Church Brampton through a temporary slack running as 5A91 11:30 Crewe T.M.D. (E) to Willesden PRDC on February 20th. *Derek Elston*



Units: DMUs and EMUs

▶ On February 4th, Northern's Class 156 424 departs Pleasington working a Preston - Colne service. *Michael Lynam*

▶ New c2c Aventura EMU, Class 720 610 passes Church Brampton running as 3Q74 13:05 Rugby to DB Cargo Fan A and B Sidings mileage accumulation run on February 7th. *Derek Elston*

▶ Merseyrail's Class 777 049 is seen waiting to depart Liverpool Central on February 2nd with a service to Kirkby. *Michael Lynam*



Scotrail

▶ Power cars Nos. 43126 and 43152 stand side by side at Edinburgh Waverley on February 28th.
Derek Elston

▶ Class 158 716 and 158 731 await their departure time at Edinburgh Waverley with 1L87, the 14.40 service to Perth on February 28th.
Derek Elston

▶ Class 170 429 is seen as it departs Edinburgh Waverley with 1L85, the 13.34 service to Perth on February 28th.
Derek Elston



Scotrail

▶ Class 158 735 and 170 470 depart Edinburgh Waverley with the 2G73 13:49 to Glenrothes with Thornton as 158 738 arrives on the 1L76 12:11 from Perth on February 28th.

Derek Elston

▶ Power cars Nos. 43125 with 43126 leading and already in the tunnel, depart Edinburgh Waverley as 5B24 13:53 ECS to Haymarket Depot on February 28th. *Derek Elston*



On February 11th, The Branch Line Society sponsored 'The Wolf Hall Thunderer' is seen arriving at Woking behind Class 37 403 with 50 008 'Thunderer' on the rear.

David Lindsell



Fast-charging battery trial to resume after GWR agrees deal to purchase Vivarail assets

Great Western Railway has completed the purchase of a number of assets from emission-free battery and hybrid trains manufacturer Vivarail, which entered administration last December.

GWR has agreed contracts to buy intellectual property, rolling stock and equipment relating to the development of high-performance battery and FastCharge technology designed to support wider introduction of battery-powered trains on the UK's rail network.

The deal secures the future of planned trials of the technology in a real-world environment, which GWR was supporting between West Ealing and Greenford.

The company has also employed nine former Vivarail staff to support the trials and project development.

GWR Engineering Director Simon Green said: "We've been working closely with the Vivarail team on this exciting project for some time, and we are delighted we have been able to step in and make sure its important work can continue. There have clearly been some setbacks that mean we will need to review the existing plans and timescales, but we will continue to work with Network Rail and the Department for Transport to get the project back on track.

This work is a key part of our commitment to reduce the carbon emissions of our train fleet with a view to removing all diesel-only traction from the network by 2040, in line with the Government's Transport Decarbonisation Plan."

Fares Advice with RailUK

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

Absurd prices for medium distance trips from the SW

Q: I'm looking at some travel options from Axminster and am astonished at the prices I'm seeing.

Axminster to Salisbury - direct train, 1hr 10, 110km, £14 for an advance, or an offpeak for an astonishing £29! That's almost 30p per km!

To London the advances start at about £40, but the one that really blows my mind: the ~240km trip from Axminster to Birmingham: 115.60 (offpeak; no advances)! That's 50p a km!

Exeter to Birmingham there are Advances starting at "just" £88.30!

Even by British rail standards that's absolutely obscene. Have they started installing Champagne bars on the trains or something?

Conversely, I can get the bus for £16.20 from Exeter, less than 1/5th the price! And the bus is only 1hr slower. (I'll be taking the bus then...)

A: There are not many services on those routes and the trains that do run are generally low capacity, the exception being peak weekday Salisbury - London Waterloo services. The trains that do run will have relatively high load factors, except for some very early departures, where its generally judged better to keep prices very high and let the seats go unoccupied in order to protect the yield on the peak time travel market. In summary, using the bus is wise. I wouldn't call driving wise but it's the obvious choice for nearly everyone for journeys like this.

Manchester - London on TfW and LMR

Q: The super offpeak return from Manchester to London on TfW and LMR only has a niche following, as a walk-up ticket at only £23.95 (with railcard). The restrictions include "Not valid on trains timed to depart Manchester Piccadilly after 04:29 or before 10:30..." Since the last timetable change, a TfW service is scheduled leave Manchester at 10:30 instead of 10:31. I would have thought a 10:30 train was not

"before 10:30". But the unpublished restrictions state "NOT VALID TO DEPART MANCHESTER PICCADILLY 04:30 - 10:30", and booking sites now don't offer this train and ticket combination.

How should the restriction be interpreted? And is this change, effectively making the first available train an hour later, deliberate?

A: It might make sense to contact TfW and ask them why the timetable change has not been reflected in the restrictions.

There is also the issue that despite the ticket apparently being valid from 19:30 from Euston on the return, the unpublished restriction applies until 19:46, the exact departure time of the last train from Euston on which a connection at Crewe on TfW to Manchester is possible

This isn't a deliberate change, it's just yet another example of the complete lack of integration and forethought in the industry. Evidently nobody in TfW's planning department saw fit to tell their or West Midlands Trains' pricing department that departures from Manchester are now generally at xx30 rather than the previous xx31, and thus many xx30 departures now unintentionally come under various time restrictions.

As the wording of this particular time restriction is "not before 10:30", the 10:30 service is indeed valid, but the electronic time restrictions prevent booking sites from offering this train in conjunction with the Super Off-Peak Return. Thus customers are, once again, overcharged!

Ticket Advice for All

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

National Rail

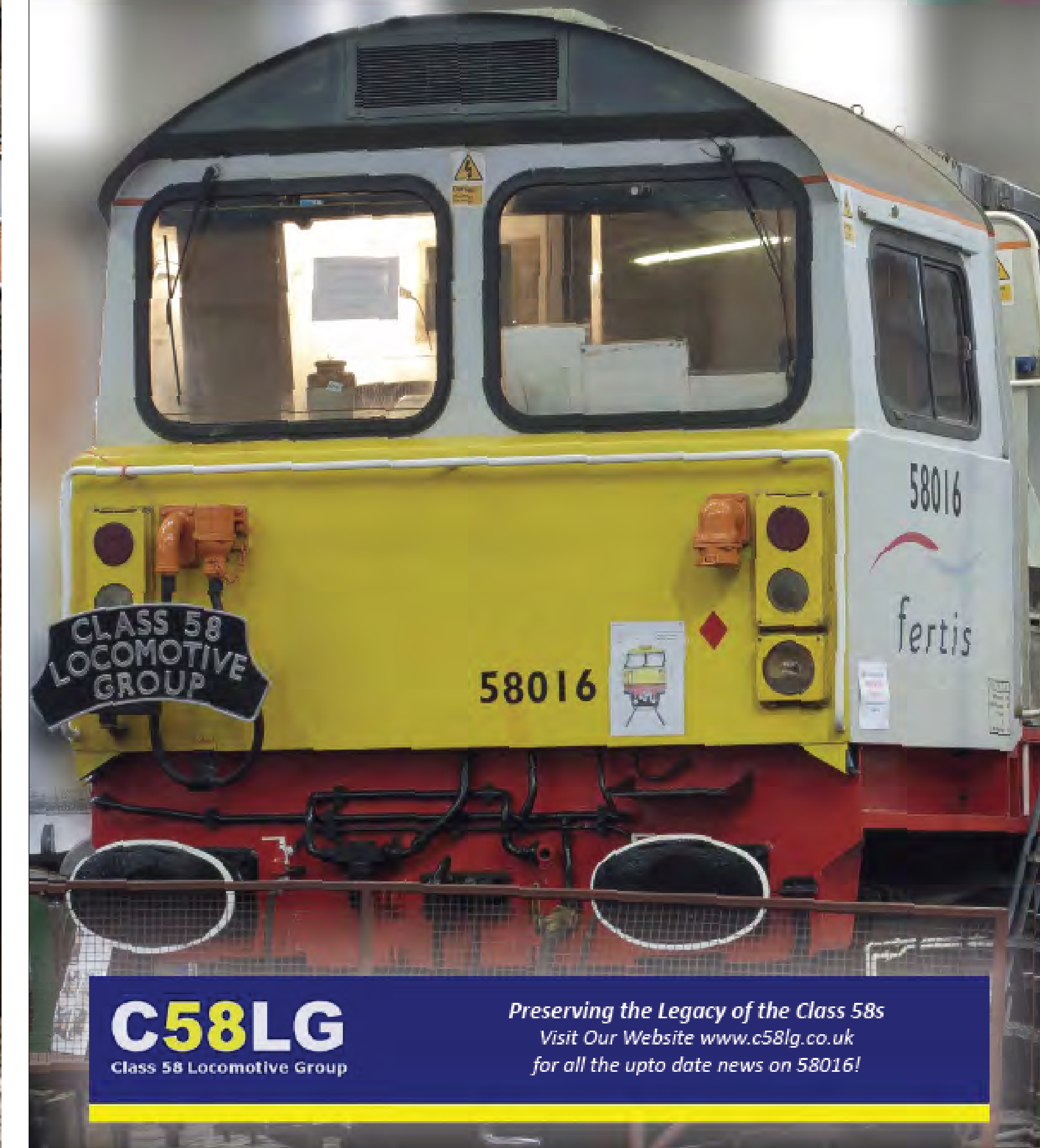
On February 24th, Rail Adventure's HST power cars Nos. 43484 and 43465 are seen hauling a pair of Matisa tampers through Scunthorpe on 6Q75 from Doncaster Belmont to the Volker Rail depot, the former Frodingham loco shed. This had originated from Dollands Moor the previous day, stabling at Wembley and Belmont along the way. *Steve Thompson*



Join The **Class 58 Locomotive Group** and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise



C58LG
Class 58 Locomotive Group

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

Retro style signage installed at award-winning Norfolk railway station

New signage has been installed at Brundall Gardens station combining a modern twist with a nod to the past. Brundall Gardens station on the Wherry Lines between Norwich, Great Yarmouth and Lowestoft has been cared for by adopter and nearby resident, Greg Chandler for almost 20 years and his efforts have seen the station recognised with awards and a special wildlife friendly accreditation. Over the past few months, the station has received substantial investment by train operator, Greater Anglia, which has included the resurfacing of platforms and a new lighting scheme. The recent works have enabled some changes to the station planting and this has enabled new station name signs known within the rail industry as Running in Boards to be installed. The new signs have been funded by the Wherry Lines

Community Rail Partnership and are a modern twist on the original signage in place when the station opened as a halt in the 1920s. Construction of the signage has been a family affair with Greg building the frames and his son, a cabinet maker, creating the mahogany architrave. Greater Anglia's project delivery site manager, Phil Hogg who has been overseeing the station improvement scheme assisted with the installation.

Station Adopter Greg Chandler said, "I've wanted to reinstate the traditional Running in Boards at the station for several years, having seen them pictured in old photographs. When the project to install new lighting at the station began, it was necessary to remove some of the hedging and this gave the opportunity to create

a little more space, enabling the installation of the new signs. They are a modern take on the original signage and I am grateful to Phil Hogg at Greater Anglia for his assistance in installing them and to the Wherry Lines Community Rail Partnership for providing the funding."

Martin Halliday, Community Rail development Officer added; "We were delighted to assist Greg with funding for new signage at Brundall Gardens. Based upon original designs from the 1920s, these splendid additions include a modern element that will make them more friendly for passengers. We are continually looking to improve station signage across the area and where possible incorporating larger signs which are also helpful for those with dementia."

As part of Greater Anglia's upgrade of the station, the project team has also installed a specially constructed composting unit donated by principal contractor Braybrook and will be assisting with new planting in the spring.

Phil Hogg, project delivery site manager at Greater Anglia said; "We have worked closely with Greg and Gillian to carefully undertake improvements to the station infrastructure, the work involved removing a substantial amount of hedging, new lighting, and re-surfacing and we were pleased to be able to support efforts to install this excellent new signage."

National Rail

London NorthWestern Railway's Class 350 121 and 350 240 arrive at Northampton with 1Y26 09:06 Birmingham New Street to London Euston service on February 7th.
Derek Elston



Network Rail fly as well! G-NLSE Aerospatiale AS355 F2 Ecureuil 2 surveying the infrastructure from the air over Doncaster. *Michael Lynam*



Railway line to be reinforced near former mineral mine in Telford

Passengers are being advised of work to protect the railway between Wolverhampton and Shrewsbury from abandoned underground mine workings. Network Rail will infill one mine shaft in the Hadley area very close to the important route for passengers and freight.

The railway in this part of Shropshire was developed in 1849, not to move local people, but predominantly to move the minerals mined in the area to be taken to trade. In fact, the geography of the railway lines reflect where the largest mineral reserves were found during the industrial revolution.

Over hundreds of years, hundreds of mines have been excavated and then left abandoned.

Now Network Rail engineers need to protect the railway from the risk of ground movements posed by the

instability of the historic mine shafts. During the essential work, trains will not be able to run and a rail replacement bus service will be in operation between Wolverhampton and Shrewsbury from:

Saturday March 18th until Monday 20th
Saturday March 25th until Monday 27th

Passengers planning on travelling through the area on those weekends are being encouraged to plan ahead by visiting www.nationalrail.co.uk so they know exactly what to expect from their journey.

Janahan Manickavasagar, scheme project manager at Network Rail, said: "The railway was originally built in this part of Shropshire to move the many minerals mined underground by the Victorians, but the labyrinth of workings left by our predecessors can pose a risk to

the modern railway. So they don't cause unexpected delays in future, we're carrying out this essential work to secure the mineshaft near Hadley. I'd like to thank passengers in advance for their patience and urge people to check National Rail Enquiries as we will have to stop running trains so we can complete the essential work safely."

Jonny Wiseman, West Midlands Railway customer experience director, said: "I'd like to thank our passengers for their patience and urge them to plan ahead of these essential engineering works impacting journeys between Wolverhampton and Shrewsbury. Rail replacement transport will be in operation over two separate weekends while the improvements are completed. Essential works such as this are vital for the upkeep of the railway and will ensure there are fewer disruptions for our passengers in the future."

Colin Lea, Transport for Wales' planning and performance director, said: "We're pleased to see Network Rail is investing in improving the resilience of the railway between Wolverhampton and Shrewsbury. This investment sits alongside our own in transforming services throughout Wales and Borders, including brand new trains for the route in the years to come. We'd like to thank customers for their patience while the line is closed for work to take place. Replacement bus services will operate in place of trains over both weekends, and it's important to check before you travel. You can do this on the TfW website www.tfw.wales, our social media channels or on the TfW app."

Network Rail has written to residents living nearby to explain that engineers will try to cause the least disruption as possible, but that some of the work could be noisy.

National Rail

A Network Rail track machine is seen at Helsby on February 27th heading to Chester.
Jeff Nicholls



Network Rail builds bridges with Ukraine Rail



Loco Fleet List Ten

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

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

Features:

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

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

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

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



Network Rail, working with rail industry partners under the banner UKRailforUkraine, have once again delivered large quantities of aid in support of rail colleagues in Ukraine.

The rail industry has come together to offer support because of the key role the railway has played in delivering people to safety and providing vital supplies to the front line.

Network Rail has supplied eight railway bridges and 30 bridge support tower and tunnel repair systems, with a special focus on the country's essential routes.

Network Rail's Peter Gibbons said: "We have been on the ground in Ukraine to see the work in progress. We have seen the difficult conditions that the Ukrainian Railway is working under. They have already lost 300 colleagues during this conflict and the personal stories from their employees are heartbreaking."

The first aid train left Britain on a special DB Cargo service bound for Poland where it was received by organisations working on the ground.

UK Rail for Ukraine is a rail industry initiative, set up by volunteers in early February 2022, to facilitate the delivery of large quantities of aid items to those affected by the crisis in the country.



New, bigger sea wall to protect railway and town of Dawlish reaches final stages as Colonnade underpass reopens to the public

Work on the construction of the £80m new, bigger sea wall to protect the railway in Dawlish has reached its final stages as a new link bridge and stilling basin nears completion at Colonnade viaduct. Removal of heavy machinery from the beach means step-free access to King's Walk promenade and beach from Colonnade underpass has now re-opened.

Work on the 415 metre second section of new sea wall – stretching from Coastguard breakwater northeast of Dawlish station to Colonnade breakwater – with its wider, safer public promenade, began in November 2020. This followed the completion and opening of the first section of new sea wall in July 2020, which runs for 360 metres from Colonnade to Boat Cove. The second section of new sea wall reached a major milestone last August with the installation of all 164 wall panels, 203 pre-cast blocks and 189 recurve units, which return waves back out to sea. Since then, Network Rail's contractors BAM Nuttall have focused on joining the two sections of wall with a link bridge that runs parallel to Colonnade viaduct, and building a new stilling basin where Dawlish Water runs under the viaduct and into the sea.

Step-free access from Colonnade underpass to King's Walk promenade along the completed first section of new sea wall has been temporarily closed since Autumn last year to keep everyone safe while the team has been working night and day in the confined space.

But with heavy machinery now removed from the beach and new paving installed, Network Rail will be reopening the first span underneath the viaduct to allow the public onto this section once more. The new link bridge, stilling basin area and promenade, and beach between Colonnade and Coastguard breakwaters will remain closed for now while work continues in this area.

Alina Wolfe-Murray, Network Rail senior sponsor, said: "It's great to see the new public areas really taking shape – we are making good progress. We have faced some considerable challenges during construction; not least the discovery of an uncharted gas main last summer which pushed our programme back by several weeks. We faced further delays over the winter when heavy rain, wind and freezing temperatures – which caused widespread disruption across the country including on the rail network – slowed down or prevented activities such as pouring concrete and grouting paving. The recent better weather has allowed us to push forward with creating the new public area around the stilling basin, where 140,000 granite blocks that make up the surface are being laid by hand. We're pleased to say step-free access to King's Walk and the beach was reopened on Saturday February 25th and we'd like to thank everyone for their patience while it has been closed. There's still work to do and we are working to get it completed as soon as we can, depending on the weather. We're looking forward to opening up more of the public areas later this Spring."



Alan Cox, Managing Director, Transport, for BAM Nuttall said: "Our work with Network Rail at Dawlish is proof that great things can come from adversity. It's a project that has exhibited incredible ingenuity and collaboration from everyone involved right from the outset back in February 2014. The physical challenges of the site have really tested the problem-solving skills of our engineers but the results are there for all to see.

I'm particularly proud of the innovation that has been demonstrated, from the use of the WaveWalker to

install piling to the use of low carbon concrete in the construction of the sea wall itself. Our work in Dawlish was always going to bring us into close contact with the local community and the efforts made by our team to communicate with and keep our neighbours informed about developments have been nothing short of exemplary. It's a job that will leave a lasting legacy for the town, for the Great Western Railway and its customers. Like me, I am sure that it's a project that the team will look back on with a great deal of pride and satisfaction."



Passengers to plan ahead as 26 days of upgrades in Stalybridge get underway

Passengers travelling between Manchester and Leeds are being reminded to plan ahead as the Transpennine Route Upgrade pushes ahead with its biggest piece of work so far in Stalybridge.

From Saturday March 11th to Wednesday April 5th, services between Manchester and Leeds will be diverted via the Calder Valley route, with supporting rail replacement buses on hand to keep passengers on the move.

Passengers travelling across the Pennines should allow extra time and plan ahead using the National Rail Journey Planner or their train operator's website.

Engineers will work around the clock over 26 days to deliver a package of upgrades to the railway line in Stalybridge. This is the largest phase of work delivered by the programme so far and includes remodelling track, installing over 2km of new track and 23 new signals, upgrading 13 crossovers and fitting new overhead line equipment, which will improve journeys along this key route.

All this forms part of the multi-billion-pound Transpennine Route Upgrade, which is set to revolutionise rail travel in the North, better connecting towns and cities through more frequent, faster trains, running on a cleaner, greener and more reliable railway.

Hannah Lomas, Industry Programme Director for Transpennine Route Upgrade, said: "These upgrades at Stalybridge will mark a significant milestone for the entire programme, bringing us one step closer to faster, greener and more reliable journeys across the North of England."

We have worked closely with train operators on the route, Northern and TransPennine Express, to make sure that there is a robust plan in place to keep passengers on the move. There will be rail diversions and a mix of express and stopping rail replacement buses between Manchester and Huddersfield, so we're asking passengers to plan ahead and check before travelling."

Chris Nutton, Major Projects Director for TransPennine Express, said: "These upgrade works are a vital step towards delivering faster, more reliable and sustainable services between Manchester and York."

Whilst the engineering work takes place around Stalybridge there will be a number of changes to TransPennine Express services across our network - and we'd advise our customers to check carefully for the latest advice before they travel on our website www.tpexpress.co.uk/travel-updates/changes-to-train-times. Updates will also be available on our social media channels. Our teams across from across the industry will be on hand at stations to assist customers with their journeys."

Rob Warnes, Strategic Development Director for Northern, said: "We'd like to thank our customers for their patience whilst Stalybridge station is closed for this work. These upgrades will pave the way for Northern to run faster, greener electric trains to Stalybridge in the future. We're working hard to keep our customers moving throughout the duration of the closure, and we'd like to remind customers to check before they travel."

Additional preparation work will also take place before and after the 26 days, including on April 15th/16th, April 22nd/23rd, April 29th/30th and May 20th/21st. Passengers should check before they travel for the latest updates.

Following completion of this phase of work, trains will be able to move through Stalybridge station faster and more reliably. This is just one component of the wider Transpennine Route Upgrade, which will electrify the whole route between Manchester and York via Huddersfield and Leeds, bringing the line into the 21st century with 70 miles of fully electric, digital railway.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



Wabtec's Class 08 853 is seen in operation at Doncaster on February 9th. *Michael Lynam*



A very tatty looking former LNER power car No. 43290 back on its old territory at Edinburgh Waverley as it departs on the rear of 1Q26 06:13 Derby R.T.C.(Network Rail) to Edinburgh on February 28th. *Derek Elston*



Sending all the right signals: 130-year-old North Wales signal box gets £140,000 upgrade

Network Rail has finished an all-encompassing refurbishment of a mechanical signal box that plays an important role in the safe running of rail services on the Cambrian Line.

Pwllheli signal box, or 'ground-frame', was constructed in 1893 for the Elan Valley Junction in Rhayader and then recommissioned for the Pwllheli West sidings, near Pwllheli station, in 1903.

After years of service in the often harsh North Wales climate, the box was in need of some TLC. Engineers from Network Rail and contractors, MPH Construction, began work in October and have spent the last few months restoring this historic box to its former glory, inside and out.

The teams have meticulously refurbished the windows and the stairs leading up to the box, as well as replacing the surrounding gantry walkway, with materials much stronger than its previous iteration.

Hidden timber elements, lintels and roof tiles have also been replaced, in addition to a new paint job and guttering drainage and the removal of a wall of ivy that was damaging the exterior. These upgrades mean the box can continue to play its important role on the Cambrian

Line Railway for decades to come.

Unlike other signal boxes that allow trains to move between different sections of track on the railway, this box provides access to sidings – areas that are essential for train and railway maintenance. Signallers will now be much more comfortable when at work, ensuring trains and track are maintained in this area to ensure the railway can run smoothly and safely.

Elliot Murray, project manager at Network Rail, explained what it is like to restore this historic structure: "It's always a challenge to work on old structures like these on the railway – no two are the same. When you get up close and see how unique the original design was and start thinking about how we can get it back to that, it becomes such an enjoyable experience."



"It's also great to be a part of improving our colleagues working conditions. With all the changes that we've made to this structure, we can rest easy knowing that our signallers can comfortably operate this ground-frame and grant essential access for maintenance for years to come."

Network Rail worked with contractors, MPH Construction, to restore Pwllheli signal box. This isn't the first time the two companies worked together, teaming up in 2021 to restore the Severn Bridge Junction signal box in Shrewsbury.

Gareth Ellis, contracts manager at MPH Construction, added: "Every signal box restoration scheme provides a unique and challenging experience and the successful outcome would not have been achieved without the cooperation of Network Rail, TfW and the MPH Team."

"We are all so proud of the final result and are happy that we were involved in another bespoke restoration of a century-old building that still plays a vital role in the railway today."

Network Rail joins Samaritans to remind public that small talk saves lives

Samaritans survey shows only half of the nation feel confident approaching someone they are concerned about in public.

So, to boost public confidence, the rail industry has teamed up with Samaritans volunteers for the Small Talk Saves Lives campaign, hosting station outreach events to speak to passengers and empower them to act if they see someone who needs help by starting a conversation. New campaign film reassures the public that a little small talk like 'where can I get a coffee?' can set someone on a path to recovery.

Network Rail has joined Samaritans to remind the public that we all have the potential to be lifesavers by simply striking up a conversation, as part of Samaritans' latest Small Talk Saves Lives campaign.

The new campaign comes after new research from Samaritans revealed that only 50% of UK adults said they would feel confident approaching and speaking to someone they don't know if they were concerned about them in public. The survey also suggested that we're more comfortable behind a screen as a nation, as people would much prefer chatting to someone they don't know on the phone (33%) or by email (18%), compared to face-to-face (9%).

Of those who said they wouldn't feel confident approaching someone they don't know, the top reasons holding them back were 'worrying the person wouldn't welcome their approach' (44%) and 'worrying they'd make things worse' (29%), whilst a quarter said 'not knowing what to say' was also a concern.

So, Samaritans is relaunching its Small Talk Saves Lives campaign, in partnership with Network Rail, British Transport Police and the wider rail industry, to empower the public to trust their instincts and start a conversation if they think someone needs help on the railways or in other public settings. As part of the launch, a new film across digital and social media reassures the public that a little small talk like 'where can I get a coffee?' can be all it takes to

interrupt someone's suicidal thoughts and help set them on a path to recovery. In a campaign first, Samaritans volunteers across the country will also be heading to their local stations to host outreach events. Working in partnership with Network Rail, British Transport Police and the wider rail industry to promote Small Talk Saves Lives, the volunteers will be highlighting the power of talking and providing myth-busting leaflets.

Julie Bentley, Samaritans CEO Samaritans said: "It's normal to feel anxious about starting a conversation with someone you don't know in person, but at Samaritans we know first-hand how life-changing that conversation could be. Suicidal thoughts are often temporary and there's no evidence to suggest that you will make the situation worse – it's about trusting your instincts, starting a conversation, and showing you care. We know it's been a really challenging time for people's mental

health over the last few years, so we hope the Small Talk Saves Lives campaign builds that confidence and remind the public of the difference they can make. Let's continue to look out for one another – it could save a life."

Ruth Busby, people and transformation director (regional) for Great Western Railway and Network Rail Wales and Western, said: "We're really proud to be working in partnership with Samaritans again on this important campaign to help raise awareness of the power of small talk. We've worked with Samaritans since 2010 to encourage life-saving conversations with both our staff and the public. It's so important we continue look out for one another, as we all have the simple skills which could save a life."

Launched in 2017, Small Talk Saves Lives was developed

after research showed the positive part the public could play in suicide prevention. The campaign is backed by suicide prevention expert Dr Lisa Marzano from Middlesex University.

She said: "In our latest research we spoke to those who had made and received interventions themselves and they really echoed the main Small Talk Saves Lives message. We heard how powerful it can be to use small talk or to ask simple questions, in a calm manner. We also found reassuring results around teamwork and the fact that you don't have to manage this alone – you could speak to a member of staff or call 999 in an emergency too."

For more information and tips, visit [Samaritans.org/smalltalksaveslives](https://www.samaritans.org/smalltalksaveslives) or join the conversation on social media using #SmallTalkSavesLives

A little small talk like...

"Hi, where can I get a coffee?"

can be all it takes to start someone on a journey to recovery.

If you think someone needs help, trust your instincts and start a conversation. You could save a life.

Join thousands of people looking out for one another.

Find out more at [samaritans.org/smalltalksaveslives](https://www.samaritans.org/smalltalksaveslives)

#SmallTalkSavesLives



in partnership with



National Rail

On February 10th, Class 69 006 leads 69 003 and 69 001 past Diggle with a Peterborough to Tuebrook light engine move. *Russell Clarke*



On February 9th, former LNER Mk4 No. 12202 is seen departing Wabtec works on a Allelys low loader, heading to the scrap yard. *Michael Lynam*



Work progresses to preserve and refresh the Island Line's historic Ryde Pier on the Isle of Wight



Esplanade. The station will re-open by Saturday April 1st. From Sunday April 2nd, two trains per hour will operate between Ryde Esplanade and Shanklin, with a rail replacement bus service from Ryde Esplanade to Ryde Pier Head.

Mark Killick, Network Rail's Wessex route director, said: "We've been faced with several weather-related challenges on the Isle of Wight but with the worst behind

us we're pleased to see that progress has been made at Ryde Pier. I'd like to thank customers for bearing with us whilst we carry out this complex renewal to give Ryde Pier a new lease of life. We recognise that winter is a challenging time of year to carry out work due to the unpredictable weather, but at the same time if we were to carry this work out during the summer period, it would cause more disruption to customers and tourism on the Isle of Wight. Apart from the weather, one of the major challenges we faced is that our time on site is limited by the fact that we have to work around the tides. Even though the programme had to be extended, we are confident that we'll be able to reopen the line by late spring."

Engineers working to improve Ryde Pier have provided a progress update after battling through winter storms to give the Victorian pier a new lease of life. The railway line between Ryde Esplanade and Ryde Pier Head has been closed since October 2022 to allow engineers to strengthen the 686-metre-long Victorian pier that was built in 1880. The strengthening work is part of a wider programme of maintenance and improvements on Ryde Pier. South Western Railway (SWR) will soon begin platform improvements at Ryde Esplanade along with vital track maintenance, as part of the joint project.

Over the course of the winter, engineers continued refurbishing and strengthening the structure and were faced with several challenges, meaning that the programme has been extended further into the spring. Part of the challenges of working in a marine environment came from the severe weather conditions through December and January, which caused safety concerns meaning that work had to temporarily be paused. This also had a knock-on effect to the installation of scaffolding, which meant the project has been pushed back slightly. Despite the revised programme timescales, there is good news for Island Line customers as from Sunday April 2nd, SWR will operate two trains per hour between Ryde Esplanade and Shanklin, fulfilling a long-term franchise commitment.

The work aims to extend the life of the structure for decades to come, improving the overall reliability of the line, allowing SWR to run trains on the Isle of Wight long into the future.

Island Line services will operate as follows: Ryde Pier will remain closed until the completion of the programme in late spring, with a minibus connecting to Island Line train services. Ryde Esplanade will be closed from Monday March 13th with buses replacing trains between Ryde Pier and Ryde St Johns via Ryde

Mark Dunn, South Western Railway's Island Line general manager, said: "Strengthening work on the pier has been harder than anticipated due to the exceptionally difficult weather conditions, however, we have seen some good progress in recent weeks. We know just how important Easter is for customers and businesses on the Island, so we will continue working hard with Network Rail to ensure we reopen Ryde Esplanade by Saturday April 1st. We're very pleased to confirm that when we re-open Ryde Esplanade we will begin operating two trains per hour to Shanklin. A lot of hard work has gone into reaching this milestone, delivering on what is an important, long-term commitment to the Island Line."

National Rail

Class 50 007 'Hercules' is seen passing through a cold and murky Watford Junction working 5Q26 11:22 Clapham Yard to Widnes Transport Tech with Class 458 505 in tow on February 14th. Class 50 049 was on the rear. *Derek Elston*



143-year-old bridge gets a new lease of life to support passengers on Esk Valley line

Network Rail has given a 143-year-old bridge in the North Yorks Moors a new lease of life to improve reliability for rail passengers travelling on the Esk Valley line for the next 120 years. Over the weekend (Saturday February 18th and Sunday 19th), engineers removed the centuries-old bridge near Comondale station and installed a brand-new concrete bridge deck, along with 160 metres of renewed track and supporting ballast and sleepers.

Colin Freeburn, Asset Engineer for Network Rail said: "This bridge has reliably served passengers travelling between Whitby and Middlesbrough for the past 143 years, but it's time for its next chapter. Replacing the bridge and the tracks will allow people to enjoy on time, reliable journeys along the picturesque Esk Valley line well into the future and help to maintain this route which is so well-loved by the community."

The new bridge will help to offer more reliable, on time journeys for passengers travelling along the Esk Valley line between Whitby and Middlesbrough for the next 120 years and mean that less maintenance work is needed.

North Yorkshire County Council's executive member for highways and transportation said: "We are very pleased to see enhancements on the Esk Valley Rail Line and will continue to work with the rail industry and local stakeholders to ensure further improvements are implemented."

Kerry Peters, Regional Director at Northern said: "All investment in rail infrastructure that improves the customer experience is very much welcomed. The new bridge at Comondale will serve the local community for many years to come and I'd like to thank passengers for their patience while the work was carried out."

Improved journeys for Bakerloo line and London Overground passengers

Passengers are now benefiting from major improvements to the Bakerloo line and London Overground which will provide more reliable journeys between London Euston and Watford Junction in the future. Engineers worked between Saturday February 11th and Sunday 19th to overhaul track, signalling and power supplies for electric trains on a 17-mile stretch of railway and upgrade five stations in north London.

The railway reopened for passengers after a nine-day closure which saw Network Rail and Transport for London (TfL) work together to carry out the large-scale improvement projects, supported by using London Underground equipment, trains, drivers and resources.

The investment included:

Installing 4,000 modern concrete sleepers in place of wooden ones dating back to the 1950s.

Replacing 28km of cabling for signals – traffic lights for trains.

Structural improvements to five stations including platform resurfacing and roof canopy maintenance.

Renewing the track at Willesden.

Upgrading the power supply for London Underground and Overground trains.

Carrying out signal improvement works at Watford

Junction.

Stations at Carpenders Park, Headstone Lane, Kenton, North Wembley, South Kenton saw a combination of roof repairs, canopy renovations, guttering clearance, platform resurfacing and the installation of tactile paving to improve safety for blind and partially sighted people.

The track work will bring improved journey reliability while the essential weather proofing and tactile paving at the stations will make travelling safer for passengers. The full railway closure meant construction teams could carry out multiple complex projects at once which would otherwise have taken years of weekend closures and overnight working. The latest upgrades follows on from similar work which took place in December 2022.

James Dean, Network Rail's West Coast South route director, said: "Thanks again to passengers for their patience while we closed the railway so we could carry out these essential projects and improve future journeys between London Euston and Watford Junction. It enabled us to update sections of track with new equipment which is much more reliable so people can travel in confidence. We were also able to safely

deliver work at five stations during this closure - which although may not be visually obvious to passengers from platform level - was important to protect the structures from bad weather."

Rory O'Neill, TfL's general manager for London Overground, said: "We would like to thank customers again for their continued patience while Network Rail and TfL made these vital infrastructure improvements designed to increase train reliability and customer

comfort. Our goal is always to provide our customers with the safest and most reliable service possible, and these major improvements will help to ensure we can do just that."

Now complete these improvements will help tackle flooding and reduce the number of power and signal failures which often lead to train cancellations, helping provide confidence for passengers using London Overground and Bakerloo line services in future.



National Rail

Class 66 048 and 56 009 are seen in the yard at EMD Longport on February 11th. *Brian Battersby*



Work underway to help more trains run on time between Manchester and Sheffield

The first pieces of track have been installed to relieve a long-standing bottleneck on the Hope Valley railway line, providing faster and more reliable rail journeys for passengers. Engineers working at Bamford on the Hope Valley line, laid the first 340 metres of track for a new 'passing loop' that will allow slower trains to switch to the new track, while faster trains continue past at a higher speed. The work is part of the Hope Valley Railway Upgrade, which will alleviate several bottlenecks along the route between Manchester and Sheffield and provide upgrades to stations. 340 metres of track have been installed between Bamford and Hathersage stations to create the start and end points of the new passing loop. The line through the Hope Valley was closed during the installation of the track, with engineers working around the clock using machinery including heavy lift excavators, a dozer and a tamper.

Rail Minister, Huw Merriman said: "These vital improvements will transform journeys on the historic Hope Valley line, making services faster and more reliable for passengers in the North. Backed by £137 million Government funding, the upgrades will boost connections between two thriving Northern cities while ensuring our stations are inclusive and accessible for all."

Graeme Whitehead, Senior Sponsor for Network Rail said: "Installing the first pieces of track for this important passing loop is a major milestone for the Hope Valley Railway Upgrade. The upgrade of this popular route will help to alleviate historic bottlenecks, bringing faster and more reliable travel to local passengers and long-distance travellers."

Chris Nutton, Major Projects Director for TransPennine Express said: "The work at Bamford was a key step in the Hope Valley Route Upgrade. I would like to thank customers for their cooperation whilst the important work took place."

Since the start of the year, more than 700 metres of new track has been installed in Dore & Topley, also as part of the Hope Valley Railway Upgrade. Work to extend a bridge has also been completed to facilitate the second line of track through Dore & Topley station, along with a new platform and accessible footbridge. The Hope Valley Railway Upgrade will bring benefits to passengers from the area and for those travelling through on longer journeys. The upgrade will mean more reliable trains and more accessible stations.

Network Rail begins multi-million-pound upgrade of historic Chepstow Viaduct

The 170-year-old bridge over the river Wye is undergoing a major refurbishment as part of a wider package of work to secure the future of the Severn Estuary line.

Rail passengers travelling on the Severn Estuary Line can look forward to crossing the historic Chepstow Viaduct for many years to come as Network Rail begins its £4.6m refurbishment.

The Grade II listed bridge carries passenger and freight trains over the river Wye between South Wales and the West Country, Midlands and north of England.

This investment is part of a larger package of work Network Rail is delivering on this section of the Wales and Borders route, with intensive resilience upgrades also taking place towards Lydney as part of the Severn Estuary Resilience Programme.

Engineers will carry out steelwork repairs, waterproofing, masonry repairs, as well as strengthening and re-constructing the abutments on Chepstow Viaduct.

The historic viaduct was designed by Brunel and opened in 1852. Although the majority of the structure has since been changed, Brunel's original tubular supports are still in-place. It is considered one of Brunel's major achievements and became the basis of design for the iconic Royal Albert Bridge, which links Devon and Cornwall.

Lee Ackerman, scheme project manager at Network Rail, said: "It's a privilege to be upgrading a historic piece of railway engineering. This bridge has played an important role in linking Wales and England for more than 150-years, and we plan on ensuring that it can continue to do that for many more to come. As always, we are aiming to complete this project as safely and as quickly as possible while keeping disruption to an absolute minimum."



National Rail

Class 91 101 'Flying Scotsman' arrives into Doncaster working a London King's Cross - Leeds service on February 9th. *Michael Lynam*



Network Rail and TfL announce major new partnership - London set for thousands of new homes

The agreement is the first of its kind between the organisations and is a major step forward in the delivery of new homes, workspace and neighbourhoods for London's communities. The two organisations are aiming to use their estates to deliver more than 20,000 new homes over the next decade. Network Rail (NR) has announced a strategic collaboration with TTL Properties, which is Transport for London's (TfL's) wholly owned commercial property company, aimed at accelerating the delivery of regeneration and development activity across London. The agreement is the first of its kind between the organisations and is a major step forward in the delivery of new homes, workspace and neighbourhoods for London's communities. The two organisations are aiming to use their estates to deliver more than 20,000 new homes, including a significant proportion of affordable housing, over the next decade. This will be supported by this new strategic collaboration, with dozens of sites being considered within the partnership across London and the wider south-east region.

NR and TfL are among the largest landowners in Greater London with more than 600 stations between them in addition to extensive retail, office and operational portfolios. Collectively, NR and TfL own almost 14,000 acres of land across the capital. While a significant proportion of this is operational, there are also brownfield opportunities across London boroughs and surrounding counties that both NR and TfL want to unlock to make a stronger contribution to providing new housing as well as supporting the wider economic growth of the capital. The new partnership will also look to deliver improvements to NR and TfL stations and services through development and ensure the transport destinations continue to drive economic benefits in local areas. Developments will also be designed to be in-keeping with the local environment and heritage, and aim to use modern, low-carbon construction methods.

Birmingham New Street station set to be Raging Bull's new home

Plans are being finalised to make Birmingham New Street station the new home of the Commonwealth Games' Raging Bull. Wednesday February 8th was exactly six months since the end of the games, Birmingham 2022 and Network Rail have revealed plans for the star of the spectacular opening ceremony to arrive at Britain's busiest station outside London on a one-way ticket this summer. A photomontage of how the Bull could look when in place under Birmingham New Street's atrium roof has also been released. Network Rail has worked closely with Birmingham 2022, Birmingham City Council and the West Midlands Combined Authority to make New Street the beloved Bull's permanent home right in the heart of the city centre. While the Raging Bull is having a winter makeover to ensure it's fit for its new home and to turn it into a static sculpture, final details are being worked through to make sure the design is compliant with building and fire regulations. Then the huge task of relocating the Raging Bull can be set in motion, aiming for a summer 2023 arrival.

Peter, Lord Hendy of Richmond Hill, chair of Network Rail, said: "As soon as the Raging Bull appeared in the Commonwealth Games' opening ceremony it captivated the nation, cementing itself as an icon for host city Birmingham. When the opportunity came to provide a permanent home for this brilliant artwork, there could be no better place than Birmingham New Street's huge concourse and atrium, which welcomed 1.4m people

during the multi-sport event last summer. When the Raging Bull is proudly in place, tens of thousands of people every day will be reminded of the time the best of the West Midlands was on show to the world, as a lasting legacy to the unforgettable Birmingham 2022 Games."

Ian Reid, CEO of Birmingham 2022 said: "The response to the Raging Bull both in Birmingham and beyond was incredible and all Games partners have been keen to ensure that we were able to permanently display this Birmingham 2022 icon in the host city. We would like to say a big thank you to Network Rail for taking on ownership and responsibility for the Raging Bull and we hope that his presence will be an ongoing reminder of the superb summer of 2022 and that he will continue to be a key attraction for visitors to Birmingham for years to come."

Cllr Ian Ward, Leader of Birmingham City Council, said: "It's fantastic that we have been able to find a home for the Raging Bull in the heart of the Proud Host City for Birmingham 2022. There were many stars during our unforgettable summer of sport and culture - but none were bigger and bolder than the bull. We had five million visitors to the city centre during the period of the Games and the interest has remained at a high level ever since. We are shaping plans to recreate the same exciting atmosphere we enjoyed last year because culture is a key part of the Games legacy and we will be announcing

more details soon. I can't wait to see the Bull back in Birmingham in such a prominent place. Congratulations to everyone who has made this happen."

Andy Street, Mayor of the West Midlands, said: "The Birmingham 2022 Commonwealth Games were a spectacular moment of collective celebration right across our region and nothing captured public imagination quite like that magnificent Bull. That's why it's such wonderful news that it will soon be making its triumphant return to Brum - taking pride of place within our iconic New Street Station. My thanks go to Network Rail for helping to make this possible and I look forward to this now beloved Bull being enjoyed, marvelled at and photographed by local people and visitors alike in the months and years ahead."

The Raging Bull, a homage to the West Midlands' contribution to the Industrial Revolution, wowed crowds at last year's opening ceremony and over the summer while on display in Birmingham. Since taking pride of place in the city centre's Centenary Square for several weeks, and latterly a temporary storage facility in Ladywood, the Bull is currently in a workshop in south east England. It was never intended to be used after the games so designers are currently working on modifications to make the artwork more robust so it can be enjoyed by up to 800,000 people who pass through Birmingham New Street station every week. New Street

station could not be a more fitting place for the beloved Bull, with the station originally built 172 years ago and fundamental to the city's industrial growth during the later stages of the Industrial Revolution. The artwork was made from machinery from Birmingham and West Country factories, and was designed, built, and mechanised by a team of over 50 people from a UK-based special effects company. More details of the Raging Bull's return will be revealed over the coming months, with the sculpture set to be in its new home later this year.



National Rail

Despite the stored Class 56 locos being moved for conversion to Class 69s some classic heritage locos can still be found at Leicester depot. On a sunny February 8th, from left to right, locos on view were 47 727, 47 749, 56 098, 58 023 and 27 059. *Lee Stanford*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

It's all about the numbers!

What links these numbers 5395, 2290, 4886, 8458, 7209, 1249?

The official cost of building 2290 was £8458 [loco was £7209 and its tender was £1249. There were two boilers almost indistinguishable except 5395 [the original boiler] had washout doors only along the top of the 'shoulders of the Belpaire firebox' whereas 4886 [built spare in 1922] had a noticeable row of washout *plugs* on each side. It is interesting that most photographs show 'Big Bertha' with boiler 5395 - the boiler with which 2290 [ultimately 58100] was cut up. These boilers were normally exchanged roughly once a year [in 1944], this Bromsgrove Banker began and ended carrying boiler 5395 *though* from early February to mid-December [year unknown] this loco had boiler 4886.

Attention Daily Mirror readers

R?E?M?E?M?B?E?R?



BUT Did YOU Know?

- [1] A chime whistle was borrowed from a 'CLAN' Pacific for this trip.
- [2] The "artistry" was reportedly carried out by Gorton Works, amid rumours that Derby had refused to do it.
- [3] After the trip 41101 quickly disappeared to Derby for cutting up. A photo appeared in Trains Illustrated (10/59) of the 41101 on Newton Heath shed [26A in 1961] carried the heading, "Sacrilege"

August 3rd 1959 - 41101 [an LMR 4-4-0 Compound type locomotive shortly due to be withdrawn] was specially repainted in the **DAILY MIRROR** colours - a garish yellow boiler and tender, bright red cab, splashers, white wheels and a black smokebox PLUS *Daily Mirror, Andy Capp and Blackpool Special* painted on the tender sides to haul this newspaper's 'ANDY CAPP' special from Manchester to Blackpool and return.

On a late '50s visit to Crewe Works behind 3440 'City of Truro', Compound 4-4-0 No. 41000 was in the Paint Shop waiting to be painted as the preserved Compound No. 1000

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A Different View

Stabled LSL Class 90 001 is dwarfed by Crewe Alexandra's main stand. The fans are watching their team lose 3-0 to Grimsby in Football League Division Two on February 4th. *Chris Morrison*



A Different View

Northern's Class 156420 and 150134 cross Gauxholme Viaduct near Todmorden with a Manchester Victoria - Blackburn service on February 12th. *Jeff Nicholls*



A Different View

With the sun already low in the sky, late afternoon on February 8th, Freightliner-operated (but still wearing DB red) Class 59 201 drops away from the Chessington branch line into the somewhat-corrugated headshunt of the Tolworth aggregates facility, towing the 6002 service, as it arrives to discharge its load. *Ian Callander*



£85,000 APPEAL TO COMPLETE SIX-YEAR RESTORATION SO UNIQUE VICTORIAN LOCO CAN STEAM FOR FIRST TIME SINCE 1948



An £85,000 appeal has been launched to complete the ambitious and meticulous restoration of a unique and iconic Victorian locomotive to full working order so it can return to steam for the first time since 1948.

Bound for a scrapyard after being one of the finest express passenger train locomotives of the Victorian era, the T3 was saved from being cut up so it could be used to help celebrate the centenary of London's Waterloo station in 1948.

Dating from 1893, and the last survivor of its class, London and South Western Railway T3 No. 563 had travelled a total of more than 1.5 million miles when it

was withdrawn from service by the Southern Railway Company in August, 1945.

It is hoped to have the 81-tonne T3 locomotive back in steam, for the first time in 75 years, during the spring of this year - 2023 being the centenary of the Southern Railway and the 185th anniversary of the London and South Western Railway's formation.

To achieve that milestone, the Swanage Railway Trust's 563 Locomotive Group has launched an appeal to raise £85,000 so the locomotive's restoration can be completed and the T3 can steam for the first time since 1948.

The ambitious and meticulous restoration project costing a total of £600,000 was started in November, 2017, with work on the Victorian locomotive being carried out by specialist contractors at the Flour Mill workshops in the Forest of Dean, Gloucestershire, and at the Swanage Railway's Herston engineering works on the outskirts of Swanage.

The T3 is being painted in the locomotive livery of the London and South Western Railway - Drummond Green with brown borders and a lining of black and white - which it carried between 1893 and the formation of the Southern Railway in 1923.

Chairman of 563 Locomotive Group, Nathan Au, said: "It's very exciting to see the finishing line for the

challenging and meticulous restoration of a unique Victorian steam locomotive come into sight - we are on the final sprint and almost there. The T3's working life was over before many of the other steam locomotives that we operate on the Swanage Railway had been built.

The unique and iconic No. 563 will offer something new and exciting to everyone on the Swanage Railway - enabling our visitors, members, volunteers and locomotive crews to enjoy an evocative taste of Victorian train travel."

"We are very grateful to the National Railway Museum which donated the T3 to the Swanage Railway Trust in 2017," added Nathan who is a volunteer Swanage Railway driver.

563 Locomotive Group treasurer Steve Doughty explained: "I would like to thank everyone who has so generously supported the restoration of the T3 which is thought to have hauled a Dunkirk evacuation train in the summer of 1940. We understand times are challenging financially for people but we hope the last push to raise £85,000 to complete the restoration will see No. 563 back in steam for the first time since 1948. Seeing the T3 hauling trains through the beautiful Isle of Purbeck and past the dramatic ruins of Corfe Castle will be an amazing sight not seen in the area for almost a century."

"No. 563 is a direct link to the Swanage Railway's past - right back to the early days of the London and South Western Railway when holidaymakers first visited Purbeck by train," added Steve.

A series of fascinating behind the scenes fund-raising videos by the Swanage Railway about the history of the T3, and its ambitious and meticulous restoration, can be found at [youtube.com/SwanageRailwayOfficial](https://www.youtube.com/SwanageRailwayOfficial).

To make a donation - or start a standing order - to complete the T3's restoration, visit [563locomotivegroup.co.uk](https://www.563locomotivegroup.co.uk) which details the unique and iconic steam locomotive's ambitious and meticulous overhaul as well as its fascinating history.

Photo: T3 No. 563 restorers at the Flour Mill workshop in the Forest of Dean, Gloucestershire. © NATHAN AU

RARE CHANCE FOR PUBLIC TO DRIVE HISTORIC STEAM LOCOMOTIVE THAT HAULED KING GEORGE VI FUNERAL TRAIN IN 1952



She is an impressive and historic leviathan of steam – an iconic and powerful 95-ton express locomotive that had the honour of hauling the funeral train of King George VI from King’s Lynn in Norfolk to London during February, 1952.

Now, in a premiere hour-long driver experience opportunity, the public is being given the chance to experience the exciting once in a lifetime opportunity of driving No. 70000 ‘Britannia’ on the Swanage Railway with a full train of carriages in tow.

Twelve driver experience slots are available across three days – March 27th, 28th and 29th - with participants having to be 18 years or older and complete a health and safety declaration.

No. 70000 ‘Britannia’ will be starring in the Swanage Railway’s three-day Spring Steam Gala from Friday to Sunday, March 24th to 26th inclusive.

With one driver experience participant on ‘Britannia’s spacious footplate – and under the guidance of an experienced locomotive crew – the public can experience the excitement of being at the regulator of No. 70000 on an 11-mile, one-hour, return journey from Swanage, past the dramatic ruins of Corfe Castle and on to Norden.

Robert Patterson, the volunteer chair of the Swanage Railway Company - which runs the trains for the Swanage Railway Trust - said: “This is an amazing opportunity for the public to drive an historic leviathan of steam that had the sad honour of hauling the funeral train of King George VI, from King’s Lynn in Norfolk to London, during February, 1952, and there are currently only 12 slots available across three days. It’s like

offering people the chance to pilot the iconic Concorde or drive a classic Formula One racing car – the stuff that amazing memories are made of.

Unlike the Swanage Railway’s usual driver experience trains, this exciting premiere ‘Britannia’ taster driver experience offers the participant double the driving miles and double the driving time at the regulator of No. 70000 through the beautiful Purbeck countryside,” added Robert who is also a volunteer station porter on the popular heritage line.

Built at Crewe, and completed in January, 1951, No. 70000 ‘Britannia’ was the first British Railways Standard design locomotive and the first of 55 Britannia class locomotives to be built.

The powerful Class 7 locomotive was withdrawn from British Rail service in May, 1966, after 15 years of service on main line express trains out of north London to the east coast and across the London Midland Region of British Railways.

Swanage Railway Trust volunteer chair Gavin Johns explained: “No. 70000 ‘Britannia’ is historically important because it was the first steam locomotive of the new early 1950s range of standard designs to be built by British Railways aimed at taking our country’s railway network through the 1950s and the 1960s and replacing worn out steam locomotives from the late Victorian and Edwardian era.

“The early 1950s saw British Railways design a range of standard steam locomotives, of varying power classifications, that shared common parts with the new steam locomotives being cheaper to run and maintain. “The last of the British Railways standard design of steam locomotives worked right up to the final day of steam traction on British Rail, in the north of England, during August, 1968,” added Gavin who is a volunteer signaller on the Swanage Railway.

The rare double mileage, double distance and double driving time opportunity at the regulator of No. 70000 ‘Britannia’ is reflected in the price of £550 per person.

To book a place on No. 70000 ‘Britannia’, visit swanagerailway.co.uk/events/view/britannia-driving-experience.

Photo: ‘Britannia’ on the Swanage Railway.
© ANDREW PM WRIGHT

Swindon and Cricklade Railway

▶ On February 26th, GWR 0-6-2T No. 5637 is seen under overhaul. *Ken Mumford*

▶ The backs of Polish-built Tkh 0-6-0T locomotive No. 3135 'Spartan' and the 'Taffy Tank' No. 5637 are seen under repair. *Ken Mumford*

▶ Polish-built Tkh 0-6-0T locomotive No. 3135 'Spartan' is seen outside the shed on February 26th. *Ken Mumford*



On March 4th, there was a Vintage Trains raitour to Didcot hauled by GWR No. 5043 'Earl of Mount Edgcumbe' and No. 7029 'Clun Castle' for the four castles event where the pair would be on show alongside No. 4079 'Pendennis Castle' which was in steam and static No. 5051 'Dryslwyn Castle'. *Andrew Jenkins*



GWS Didcot

On March 4th, GWR Nos. 6697, 5043, 6106 and 3738 are seen on display in the yard.

Andrew Jenkins

Two Castles Nos. 7029 'Clun Castle' and 5043 'Earl of Mount Edgecombe' pass Didcot North Junction heading the Vintage Trains' special from Birmingham to Didcot for the Didcot Railway Centre's Four Castles Event.

Andrew Jenkins

GWR No. 5322 was one of twenty GWR 2-6-0s built in Swindon in 1917, during the Great War, and sent when new to France. Seen here on display inside the steam shed.

Andrew Jenkins



▶ GWR Large Prairie No. 4144s is seen in steam and operating at Didcot on March 4th.
David Lindsell

▶ Nos. 4079, 5043, 5051 and 7029 are seen lined up at Didcot on March 4th. *David Lindsell*

▶ Two Castles Nos. 7029 'Clun Castle' and 5043 'Earl of Mount Edgecombe' drift past Didcot North Junction on time heading the Vintage Trains' special from Birmingham to Didcot for the Didcot Railway Centre's Four Castles Event.
David Lindsell



Epping Ongar Railway

Hawthorn & Leslie 0-4-0ST No. 3437 'Isabel'
is seen working brake van rides at the line
on February 19th. *Derek Elston*



Epping Ongar Railway

Class 47 635 'Jimmy Milne' is seen departing North Weald with the 11:10 service to Ongar on February 19th.

Derek Elston



Museum of Liverpool

The Liverpool and Manchester Railway's No. 57 'Lion' is an early 0-4-2 steam locomotive built by Todd, Kitson & Laird of Leeds in 1838. The loco is most known for the title subject of the 1953 film 'The Titfield Thunderbolt'. *Richard Hargreaves*



Museum of Liverpool

The Liverpool Overhead Railway, opened in 1893, was the first elevated electric railway in the world. It ran the length of the Liverpool docks – around six and a half miles. Motor coach No. 3 is one of a batch built between 1892–1899. *Richard Hargreaves*



Battlefield Line

Class 20087 and D8110 stand at Shackerstone on the Battlefield Line after arriving with the last train of the day on February 18th.
Mark Pichowicz



Great Central Railway

Urie S15 is seen back on shed at Loughborough at the end of the second day of the winter steam gala on January 28th.
Mark Pichowicz



Severn Valley Railway

The lines Class 14 is seen here on P-Way duties at Bridgnorth on February 25th.
Richard Hargreaves



Severn Valley Railway

No. 34027 'Taw Valley' is now in black livery and numbered 21C127, seen here at Bridgnorth on February 25th.
Richard Hargreaves



SOUTHERN

From the Archives

▶ 'Fryston No. 2' (Hudswell Clarke works No. 1883/56) is seen during a break in shunting at Fryston Colliery on September 8th 1969.

John Sloane

▶ LNER/BRV2 Class No. 60919 is seen at Aberdeen waiting to depart for Glasgow with the 'St. Mungo' service on September 4th 1962.

John Sloane

▶ Stanier Class 5MT No. 45156 'Ayrshire Yeomanry' and Stanier Class 8F 2-8-0 No. 48491 are seen at Patricroft shed on June 29th 1968.

John Sloane



From the Archives

▶ BR Class 4MT No. 75078 runs light engine through Eastleigh in July 1961. *Dennis Rowland*

▶ No. 6201 'Princess Elizabeth' passes Edge Hill shed on June 29th 1980. *John Sloane*

▶ Was this really nearly 13 years ago! Virgin Trains' Class 57 309, with 57 305 at the rear, work a Taunton to Cardiff service calling at Newport on October 17th 2010. *John Sloane*



From the Archives

▶ The shunter leans on his pole waiting to change the points at Baggeridge Colliery in August 1967. The colliery, near Dudley in the West Midlands was to close the following year. The photographer enjoyed several exhilarating rides in the brake van next to the locomotive!

Jeff Nicholls

▶ Great Western's No. 7327 is seen between Hampstead Norris and Compton on the DNS Railway, working an ECS to Didcot in September 1960. *Dennis Rowland*

▶ Class 66 726 hauls 87 022, 87 002 and 87 028 past Didcot on January 1st 2008.

Dennis Rowland



From the Archives

West Country Class No. 34044 'Woolacombe' is seen passing Eastleigh in July 1961.
Dennis Rowland

Class 50028 'Tiger' departs London Paddington heading to Old Oak Common on April 4th 1984.
Michael Bennett

Class 37065 and 37886 head an engineers train out of Andover Yard on September 14th 1997.
Dennis Rowland



From the Archives

▶ Hymek No. D7008 is seen departing Salisbury in July 1965. *Dennis Rowland*

▶ Class 60 050 brings observation coaches into Andover from Ludgershall on a murky January 5th 2001. *Dennis Rowland*

▶ British Railways steam locomotive Bulleid 'Austerity' Class Q 5F 0-6-0 No. 33027 is seen at Eastleigh in July 1961. *Dennis Rowland*



From the Archives

▶ A Banana special passes Burghclere on the DNS Railway hauled by Class 33 No. D6583 in the early 1960s. *Dennis Rowland*

▶ Class 73 109 hauling a Class 442 'Wessex' unit passes through Eastleigh on October 4th 2001. *Dennis Rowland*

▶ Class 50 025 'Invincible' passes through Sonning Cutting with an Oxford to London Paddington service in the mid eighties. *Michael Bennett*



From the Archives

▶ Class 50 021 'Rodney' makes a stop at Basingstoke with a London Waterloo to Exeter service in the eighties. *Michael Bennett*

▶ GWR No. 6924 'Grantley Hall' heads through Salisbury in June 1961. *Dennis Rowland*

▶ Class 91 027, 91 022 and 91 015 are seen at Doncaster on July 10th 1996. *Paul Hewertson*



From the Archives

▶ The loco is still with us but it is doubtful that the rusty Vauxhall Chevette still is! Class 89 001 is seen on test at Crewe on April 4th 1987.

Jeff Nicholls

▶ Eurostar's Nos. 3021, 3206 and 3229 are seen lined up at London Waterloo on May 17th 1996.

Paul Hewertson

▶ Having been withdrawn from Croes Newydd depot a few months earlier, GWR 0-6-2 tank No. 5605 has made it as far as Oxley depot on its way to Cashmore's scrap yard, Great Bridge on September 17th 1966. *Jeff Nicholls*



From the Archives

Merseyrail EMU No. M28354M passes Kirkdale depot sidings on October 9th 1977.

John Sloane

Class 47 No. 1818 and Class 50 No. D401 are seen Wigan Springs Branch depot on November 22nd 1969. *John Sloane*

Class 24 091, 24 081 and a Class 08 shunter are seen at Chester West shed on October 8th 1977. *John Sloane*

