



Railtalk Magazine

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Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 209

It would seem that if all goes to plan then the battery train could become a reality sooner rather than later.

Innovation led by Great Western Railway could transform the UK's railway as it powers forward with a FastCharge battery trial designed to help future decarbonisation of branch line services. The FastCharge technology, which has been rigorously developed by specialist engineers over the past three years, solves the problem of delivering reliable, battery-only trains capable of fulfilling timetable services on branch lines, eliminating the use of diesel traction. The system is capable of delivering charging power of up to 2,000kW – that's eight times more powerful than Tesla's Supercharger. At West Ealing, where the technology will be trialled in a real-world environment for the first time this spring, the train will charge for just 3 ½ minutes before restarting its journey on the Greenford branch line. The use of batteries for extended operation has typically been constrained by their range and meant widespread implementation has, until now, not been possible. It also negates the need for overhead electric lines which are expensive and impact the landscape. The industry-leading trial could pave the way for battery-only trains to operate on branch lines across the UK and help meet the Government and wider rail industry's target to reach net-zero carbon emissions by 2050.

GWR Engineering Director Dr Simon Green said: "This work has never been done before and we're re-leading the way to help the Department for Transport and Network Rail understand what is required to roll out this technology on the UK's rail network. Only now has there been a combination of battery capability and charging technology that enables a branch line train to operate to the same timetable as a diesel unit, and yet still charge safely and with minimal impact on the local grid power supply. Clearly our specialist engineering team have been working round-the-clock to ensure that this FastCharge system has been fully tested and that there will be sufficient charge for the train to operate to the timetable on the Greenford branch line. Each branch line will vary but this is an incredibly exciting innovation and I'm proud that GWR is at the forefront of the railway's commitment to phase out diesel-only traction by 2040."

Network Rail Interim Regional Managing Director, Rob Cairns, said: "This trial marks an important milestone in sustainable travel in the UK. Rail is already the greenest form of public transport and battery-powered trains have the potential to play an important role in our commitment to a low-emission railway, with a goal of reaching net-zero by 2050."

Unlike other charging technologies,

the FastCharge system can be installed between the running rails in a matter of hours, with minimal disruption to the existing service or, in the case of West Ealing, no disruption at all. It uses short charge rails which are fully covered by the train and are only live when the train is charging. This is very different to third-rail systems where the rail is live all the time and is arguably a safer approach to take.

The train charges from the charge rails using retractable shoe gear (electrical contact pads) fed by two track-side battery banks. These are continuously 'trickle-charged' from the grid with a 63 Amp connection akin to a domestic supply. GWR has already carried out simulations on other branch lines in the Thames Valley to explore how it could be rolled out even further in the future. This could reduce GWR emissions alone by over 1,700 tons of CO2e per year.

It is hoped the technology could one day see battery-powered trains in operation across the UK's approximately 2,000 miles of 80-plus branch lines.

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

Andy

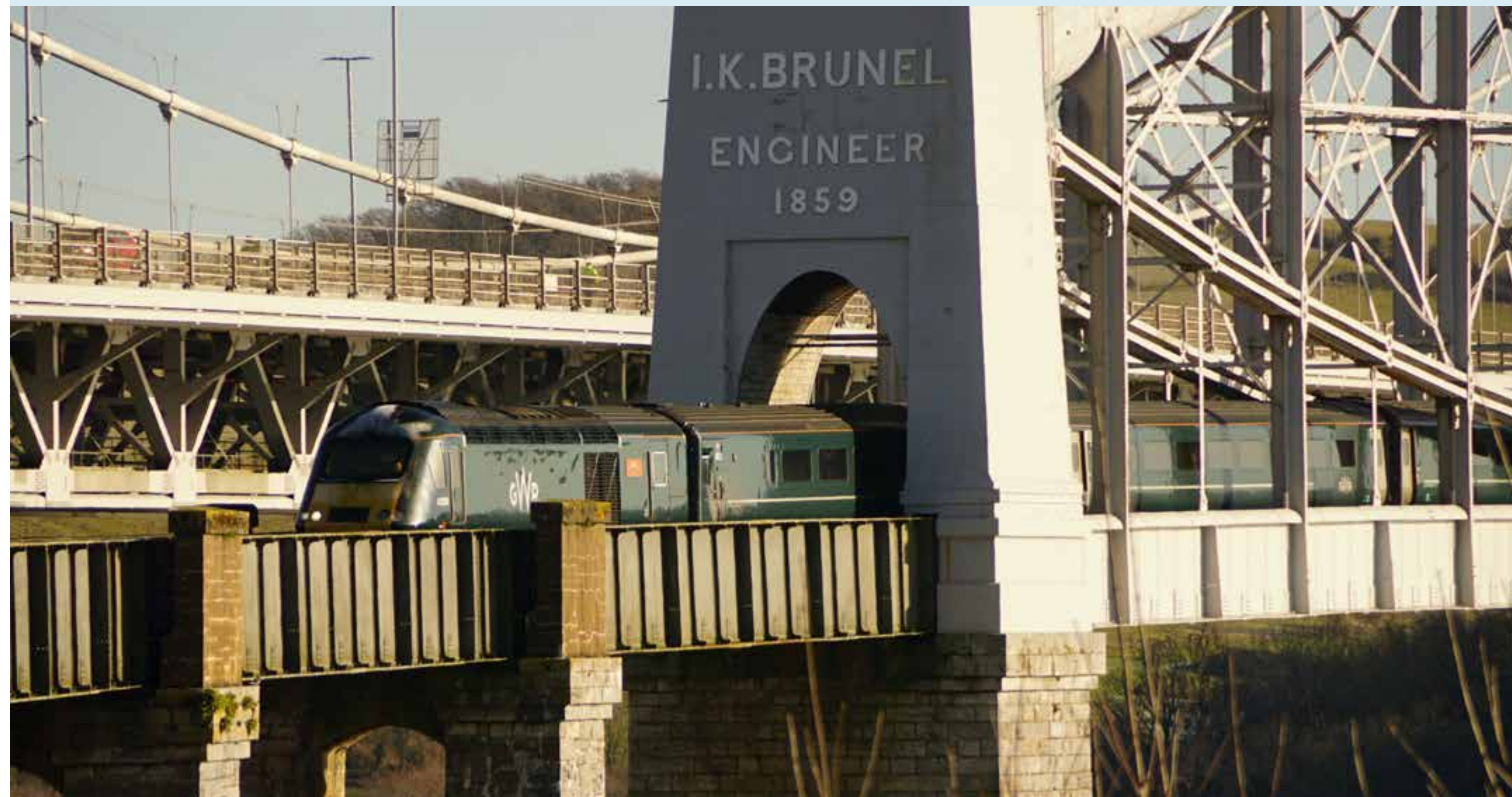
This Page

On January 19th, power car No. 43186 is seen crossing the Royal Albert Bridge with 2C65 10:42 Plymouth - Penzance approaching Saltash with 43097 on the rear.

Barry Beeston

Front Cover

Class 47 810 heads a Hereford to Appleby 'Statesman Rail' charter near Bamber Bridge on January 6th. Class 47 593 was on the rear. *John Sloane*





Class 37 425 and 37 422 with independent snowploughs Nos. ADB965203 and ADB965243 pass Standish on their way from Crewe to Kingmoor on January 20th. This was believed to be the last working for the pair of Class 37s. *John Sloane*

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HAD-PRINT
Unit 2-4, France Ind. Complex,
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info@had-print.co.uk | 01757 600211

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Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On January 27th, Class 86259 'Les Ross' departs Crewe with the first working of the 2024 season heading from London Euston to Carlisle.
Richard Hargreaves



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Class 86 259 passes Copull at the head of the ill-fated Cumbrian Mountain Express to Carlisle and the S&C route on January 27th (The service was heavily delayed at Preston on the return).

John Sloane



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On January 27th and atrocious conditions greet No. 34067 'Tangmere' as it works 'The Winter Cumbrian Mountain Express' through Salterwath on the climb to Shap and onto Carlisle. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Trying its best to recover time, 'Tangmere' speeds through Kirkby Stephen with the return leg of 'The Winter Cumbrian Mountain Express' to Preston on January 27th. *Shep Woolley*



Charter Scene Intercity

The Ayr Extension

Class 87 002 brings up the rear of 'The Ayr Extension' charter from Crewe to Barassie Jct. as it heads for Balshaw Lane Junction on January 13th. Class 86 101 was leading.

John Sloane



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 No. D1924 is seen at Battlefield on January 6th with 1Z5607:57 Hereford - Appleby charter. *Keith Davies*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 810 heads an excursion returning from Appleby to Hereford as it passes Farington Junction on January 6th. Class 47 593 was on the rear. *John Sloane*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 593 is pictured at the rear of the Hereford to Appleby excursion on January 6th as it heads past Bamber Bridge crossing box.

John Sloane



Charter Scene ECS and Light Engine Moves

Bubble Car No. 55022 passes Upton Forge with 5P55 12:42 Coton Hill - Crewe H.S on January 22nd. *Keith Davies*



Charter Scene ECS and Light Engine Moves

Class 37 521 and 37 409 approach Balshaw Lane Junction with a Crewe to Carlisle stock working on November 30th. *John Sloane*



On January 22nd, LSL's Bubble Car No. 55022 'Flora' heads through Wellington with a 5P55 Crewe to Crewe test run. *Richard Hargreaves*



Charter Scene ECS and Light Engine Moves

On January 3rd, just after dark, an unusual visitor in the shape of Class 57 012 passed through Scunthorpe station on 6Z57 Grindleford - Frodingham, hauling a crane and attendant support vehicles. *Steve Thompson*



Charter Scene

ECS and Light Engine Moves



On January 24th, ScotRail liveried Class 37 409 passes Bradley whilst running from Carlisle to Crewe. *John Sloane*



Class 47815 'Great Western' with 47245 'V.E. Day 75th Anniversary' and 33029 DIT working 5M43 the 10:19 Southall to Carnforth Steamtown ECS move, pass through Northampton on January 30th. *Derek Elston*



Avanti West Coast

▶ PridePendolino, Class 390 119 awaits departure time from Wigan North Western on January 30th, while working the 10:52 Edinburgh to London Euston service. *Barry Longson*

▶ Avanti West Coast newbie Class 805 005 is seen on the blocks at Northampton after arriving as 5Q90 07:11 Oxley Car. M.D. to Oxley Car. M.D. test run on January 12th. *Derek Elston*

▶ Class 390 152 approaches a lightly snow covered Charnock Richard on January 18th with a service to Glasgow Central. *John Sloane*



Avanti West Coast

Following on the heels of a pair of Voyagers, new AWC bimode Class 805 009 runs past Rugeley T.V. on January 15th, working 5Q32 09:32 Merchant Park to Oxley ECS.
Barry Longson



Avanti West Coast

▶ Get them while you can, as class 805 bimodes are slowly being sent to Oxley for acceptance. AWC Voyagers Class 221 102 and 221 109 pass Rugeley T.V. on January 15th, working the 13:02 London Euston to Chester service.

Barry Longson

▶ Unbranded Class 807 002 is seen near Euxton Junction on a delivery run from Hitachi at Newton Aycliffe via Edinburgh to Oxley on December 20th. *John Sloane*

▶ The Avanti Pride liveried Pendolino, Class 390 119 passes Coppull Moor on December 27th. *John Sloane*



Avanti West Coast

▶ Class 390 104 heads north past Bradley on January 24th. *John Sloane*

▶ Avanti West Coast newbie Class 805 005 arrives into Northampton working 5Q90 07:11 Oxley Car. M.D. to Oxley Car. M.D. test run on January 12th. *Derek Elston*

▶ Unbranded Class 805 004 heads south through Acton Bridge on January 30th with a test run. *Brian Battersby*



On January 14th, Class 56 105 is seen at Warrington Bank Quay having rescued 56 049 and 56 098 on 6J37 after the pair had failed at Whalley the day before. *Mark Enderby*



Colas Rail

▶ The regular Carlisle to Chirk log train passes Hellifield on a cold January 11th headed by Class 56 049 and hired in large logo liveried 56 098. *Lee Stanford*

▶ On January 8th, Class 56 098 and 56 049 are seen at Warrington Bank Quay working the 6J37 logs to Chirk. *Mark Enderby*

▶ Class 66 846 working the 6V27 13:10 Eastleigh East Yard to Hinksey Sidings engineers train is seen from Monxton Bridge near Andover on the afternoon of January 12th. *David Lindsell*



Colas Rail

▶ Class 56 105 and 56 049 pass Coppull Moor with the Carlisle to Chirk log train on January 22nd.
John Sloane

▶ The 6D79 LOR - Neville Hill tank train is always fun to see, rarely loading to anything more than a couple of TEAs, and on January 31st producing only one! Class 70 817 is doing the honours, hardly breaking sweat!
Steve Thompson

▶ Class 56 049 approaches Euxton on January 31st with the Carlisle to Chirk log train.
John Sloane



Colas Rail

▶ Catching the winter sun on January 17th, Class 66 848 is not exactly over-worked with just two empty tanks on 6D80 the 14:25 Neville Hill Fueling Point to Lindsey Oil Refinery.

Tim Saunders

▶ Approaching Crofton West Junction, Class 70 810 works 4Z40 14:05 Dewsbury to Longport Land Recovery on January 17th. *Tim Saunders*

▶ On January 10th, Class 56 078 is seen passing through Scunthorpe station on 6D78 Lindsey OR - Neville Hill, conveying a bigger load than usual!. *Steve Thompson*



Colas Rail

▶ Class 70 812 catches the low sun at Crewe on January 15th as it passes through the station running light from Carnforth to the new servicing facility at Colwick. *Lee Stanford*

▶ Class 70 009 recently transferred on hire to Colas and 70 805 working OM50 Westbury Yard to Swindon Transfer head through Swindon on January 12th. *Colin Pidgeon*

▶ On January 10th, Class 56 049 and 56 098 pass through Hellifield with the Carlisle - Chirk log train. *Michael Lynam*





CrossCountry

▶ Class 220 031 working 1V58 10:07 Edinburgh - Penzance waits time at Bodmin Parkway on January 8th. *Barry Beeston*

▶ To celebrate 20 years of Voyager operation in 2021 CrossCountry named Class 220 016 'Voyager 20' and on a sunny January 15th the unit was seen departing from Stafford working the 13:00 Manchester Piccadilly to Bristol service. *Lee Stanford*



“It’s behind you!” as Class 66 003 inches out of the Day Aggregates headshunt at Tolworth on January 4th, at the start of its 2-hour run back to Hoo Junction, having delivered one of the first loads of the new year. *Ian Callander*



After the first overnight snow fall of the year, former French Class 66 179 passes Pemberton foot crossing, with 6E26, the 10:50 Knowsley to Wilton loaded domestic and industrial waste train, on January 16th.
Paul Senior



DB Cargo

Class 66 179 is seen at Bickerstaffe with the 6E26 Knowsley FT to Wilton EfW refuse train on January 19th. *Brian Dobbs*



DB Cargo

On November 30th, Class 66 131 has just emerged from Upholland tunnel whilst working the morning Knowsley to Wilton binliner train.
John Sloane

January 9th, and an unusually bright morning sees Class 66 186, still wearing full EWS livery, drawing the 6Y08 Tolworth - Hoo Junction empties away from the Tolworth Day Aggregates facility.
Ian Callander

Having brought a trio of wagons from Peak Forest for repair, Class 66 094 crosses the murky waters of the Mersey at Twelve Arches on its way back to the Peak District on January 13th.
Jeff Nicholls



DB Cargo

On a bright January 4th, Class 66 055 approaches Stockport with the diverted and lightly loaded 13:20 Trafford Park to London Gateway intermodal service. *Lee Stanford*

Class 66 120 trundles across Twelve Arches with a short Trafford Park - Arpley Yard consist of wagons for repair on January 13th. *Jeff Nicholls*

Class 66 179 hauling the 6E26 Knowsley - Tees passes Moore on January 20th. *Mark Enderby*



DB Cargo

▶ Class 66 172 passes through platform 4 at Swindon heading westbound with 6C03 Northolt Sidings to Severnside Sita working on January 15th. *Ken Mumford*

▶ On February 1st, another rake of BBAs for scrapping, this time at the hands of Marple & Gillott at Attercliffe, with Class 66 035 seen working 6Z83 from Entrance C approaching Scunthorpe station with another 15 wagons in tow. *Steve Thompson*

▶ Class 66 025 approaches Manchester Oxford Road with a Trafford Park to London Gateway intermodal on January 24th. *John Sloane*



DB Cargo

▶ On February 1st, Class 66 098 working 0D02 10:30 Wakefield Europort to Doncaster Belmont Down Yard waits its turn to cross Crofton West Junction towards Hare Park whilst 6M36 09:54 Drax to Liverpool Biomass Terminal is brought through from Crofton East by GB Railfreight's 66 724. *Tim Saunders*

▶ On January 4th, Class 60 074 is seen at Swindon during shunting of the 6V15 Boston Docks to Swindon Stores. *Colin Pidgeon*

▶ Class 66 053 on the way to Wakefield Europort is seen at Doncaster on January 17th heading into a smokescreen made by Class 37 407. *Bryan Roberts*



DB Cargo

▶ Class 66 197 has struggled through Upholland tunnel on January 22nd with a Tees to Knowsley empty binliner. *John Sloane*

▶ On January 25th, Class 66 129 heads south through Acton Bridge working a Knowsley Freight Terminal - Wilton EfW Bin train. *Michael Lynam*

▶ A poor photo in rapidly failing light on January 29th, but it shows, as far as I'm aware, the first train worked by Class 66 026 since its repatriation from Europe. It is seen passing through Scunthorpe station on 6Z82 Ent C - Belmont, conveying 10 empty MBAs. *Steve Thompson*



DB Cargo

DB Cargo are having a bit of a clear out of wagons destined for scrapping at the moment, one such movement is seen here on January 31st as Class 66 161 approaches Scunthorpe station on 6Z84 Trent Yard - Kingsbury EMR, conveying 15 BBAs. These wagons have given sterling service over the past 45 years and must be worn out!. *Steve Thompson*

Euroshed Class 66 179 heads south through Acton Bridge on January 23rd working the Knowsley to Wiliton bin train. *Brian Battersby*

On January 31st, Class 66 106 passes through Scunthorpe on 4R49 Drax - Immingham Biomass empties while 66 778 goes the other way on 6D75 Ent C - Up Decoy loaded RDT set. *Steve Thompson*



After its hire to Colas ended, Class 56 098 is now on hire to DCR and on February 4th is seen hauling the Middleton Towers to Ravenhead sand after overnighting at Dallam due to OHE problems at Winwick. *Mark Enderby*



DC Rail Freight

On February 2nd, the 6Z60 Willesden DC Rail Sidings to Merehead with Class 60 055 in charge is seen passing Little Bedwyn. *Michael Bennett*



DC Rail Freight

Class 56 301 is seen arriving into Northampton working 4Z43 07:44 Chaddesden Sidings to Acton T.C. empties on January 11th. *Derek Elston*



Direct Rail Services

On January 10th, Class 66 430 passes through Hellifield with the daily 6K05 Carlisle - Crewe engineers. *Michael Lynam*



Direct Rail Services

On January 9th, Class 68 003 is the leading loco working 01:00 Crewe - Winfrith nuclear flask flats. It was running over 2 hours late at this point. Had it been on time the train would have passed before sunrise and Class 88 002 is on the rear which is thought to be the first visit of the class to Eastleigh. *John Goodrich*

Class 37 425 and 37 422 pass Moore on January 20th working 7Z96 12:33 Crewe to Carlisle snowplough move. *Mark Enderby*

A rare working passing Hest Bank on January 20th as Class 37 425 and 37 422 sandwiched between snowploughs as 7Z96 12:33 Crewe to Carlisle. ADB965203 is the leading plough. *Colin Kennington*



Direct Rail Services

▶ Class 66 427 is seen near Euxton Junction with the 4M27 service from Mossend to Daventry on November 30th. *John Sloane*

▶ Class 57 308 is seen in the little used bay at Stafford on January 20th. *Richard Hargreaves*

▶ Class 66 428 passes Euxton station on December 19th with the 4S44 intermodal service from Daventry to Mossend. *John Sloane*



Direct Rail Services

▶ Class 66 122 speeds through Wigan North Western on January 30th, working 6K06 12:11 Shap Quarry to Crewe Basford Hall, running 50 minutes early. *Barry Longson*

▶ Class 68 018 passes Acton Bridge on January 25th with a Daventry - Coatbridge intermodal. *Michael Lynam*

▶ Class 88 007 'Electra' passes Coppull with the 4S44 intermodal from Daventry to Mossend on January 9th. *John Sloane*





Direct Rail Services Announces Retirement of Class 37 Locomotives

Direct Rail Services (DRS) is to retire its iconic Class 37 locomotives, marking the end of an era for these stalwarts of the rail industry. The decision comes as part of DRS's commitment to the environment, fleet modernisation and adapting to evolving operational needs.

Since their introduction, the Class 37 locomotives have played a vital role in DRS's operations, from nuclear flask trains to freight services, snow clearing and much more. These locomotives have become synonymous with versatility and are a distinctive presence on the UK rail network.

DRS extends its deepest gratitude to the dedicated rail enthusiast community whose passion and support have made the Class 37 locomotives cultural icons. The "Tractors," as affectionately known, have garnered a special place in the hearts of enthusiasts, and their contributions to the rail heritage will always be remembered.

The decision to retire the Class 37 locomotives is driven by the need to modernise their fleet, embracing newer technologies, and meeting the environmental and operational challenges of the future. This move aligns with DRS's commitment to providing efficient and sustainable rail services.

DRS is part of Nuclear Transport Solutions (NTS), a subsidiary of the Nuclear Decommissioning Authority (NDA), who are committed to environmental improvements and meeting net zero targets.

The Class 37s currently operated by DRS will be sold through a competitive tendering process, as with the previous locomotives offered for sale, and are –

37407
37419
37422
37424
37425
37716

Gottfried Eymmer, NTS Managing Director – Rail, said: "It is the end of an era for the Class 37s at DRS, they have been a firm favourite with staff and enthusiasts alike, but the time is right to focus on more modern and efficient engines such as our excellent Class 68 and 88s."

Direct Rail Services

Class 68 005 and 68 004 pass Coppull with a Shap to Crewe stone train on January 17th.

John Sloane

Class 37 425 and 37 422 working the 7Z96 Crewe Coal Yard to Carlisle Kingmoor snowplough move passes through Crewe on January 20th.

Richard Hargreaves

Class 66 031 and 66 425, with 68 028 at the rear, work a special freight of a single flask past Charnock Richard on January 18th.

John Sloane



Direct Rail Services

On January 18th, TPE liveried Class 68 029 and a Mk5 set was used on 5Q94 08:55 Longsight to Long Marston for storage. Unfortunately there was a failure on Stockport Viaduct where the train sat awaiting collection. Class 57 308 was sent to rescue the set and the ensemble are seen passing Cheadle Hulme running some 175 minutes late. *Barry Longson*



Direct Rail Services

On January 15th, due to problems on the slow line north of Rugeley TV, all services crawled through the station before crossing to the down fast. Here Class 88 006 is seen working 4S44 12:16 Daventry to Mossend approaching a single amber at low speed. *Barry Longson*

Class 37 425 and 37 422 pass Coppull on January 17th on a Crewe to Kingmoor move to collect two independent snow ploughs and to bring them back to Crewe. *John Sloane*

On January 17th, a bitterly cold day, Class 37 407 was seen struggling to start up at Doncaster. *Bryan Roberts*



Freightliner

▶ A smart looking Class 66 541 speeds towards Cheadle Hulme taking two wagons from Guide Bridge to Crewe on January 4th.

Lee Stanford

▶ Class 70 010 is in charge of 4L99 09:52 Lawley Street to Felixstowe North at Northampton on January 8th. The train terminated short at Wembley Yard on this date. *Andy Pratt*

▶ Class 66 596 catches a brief burst of sunshine as it leads 6M89 09:50 Dewsbury Blue Circle to Earles Sidings between Oakenshaw and Crofton West Junctions on February 1st.

Tim Saunders



▶ Class 66 623 'Lest we Forget', in the Freightliner Genessee and Wyoming tango livery, passes Winwick, with 6H51 the 11:07 Hardendale Shap Quarry to Tunstead Stone on January 30th.

Paul Senior

▶ On January 15th, Class 59 001 'Kenneth J. Painter' with 7B12 Merehead Quarry to Royal Wootton Bassett passes through Swindon.

Ken Mumford

▶ Class 66 557 on 4L36 Wentloog to Felixstowe heads through Swindon on January 4th.

Colin Pidgeon



▶ Class 66 516 working the 4S49 Daventry - Mossend passes Moore on January 20th.
Mark Enderby

▶ On January 12th, the 4M65 heads through Andover worked by Class 66 528 'Madge Elliot MBE' hauling a very long rake of empty freightliner flats destined for Lawley Street.
David Lindsay

▶ Class 66 502 passes through Northampton at the head of 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal working on January 8th.
Andy Pratt





Freightliner

▶ Class 66 540 'Ruby' speeds north at Winwick Quay with a lightly loaded 4S49 11:09 Daventry to Grangemouth intermodal on a sunny January 6th. *Paul Senior*

▶ Class 66 503 waits for the road to Trafford Park at Manchester Oxford Road on January 24th. *John Sloane*

▶ Class 66 415 is seen at Crewe on January 15th in ideal lighting conditions as it runs round an unidentified engineers train in platform 12. *Lee Stanford*



Freightliner

▶ Class 66 503 rounds the S bend at Rugeley on January 15th, working 4M81 the 08:01 Felixstowe North to Crewe Basford Hall.
Barry Longson

▶ Class 66 414 leads the 4M94 05:50 Felixstowe North F.L.T. to Lawley Street F.L.T. through Northampton on January 30th. *Derek Elston*

▶ On January 25th, Class 66 561 passes Acton Bridge with a Felixstowe - Garston liner.
Michael Lynam



Freightliner

With the festivities over, it was back to business with the second of the current tranche of Freightliner loco exports. This time, it was the turn of Class 66 529, on January 3rd, seen here being hauled through Scunthorpe by 66 617 as OD66 Midland Road - Immingham Nordic Terminal. Of note, 66 617 itself failed at Immingham and had to be rescued the following day by 66 413 and 66 591. *Steve Thompson*

Class 66 603 working the 6G67 Tunstead to Small Heath heads through Stafford on January 20th. *Richard Hargreaves*

Class 66 542 hurries through Coppull on December 9th at the head of a Daventry to Grangemouth working. *John Sloane*



Freightliner

▶ Class 59 206 working the 6V31 Wembley Reception to Merehead empties passes Little Bedwyn on February 2nd. *Michael Bennett*

▶ Class 59 203 hauling the 7A60 Merehead to Colnbrook Foster Yeoman passes Little Bedwyn on February 2nd. *Michael Bennett*

▶ On January 13th, Class 66 615 speeds through platform 4 at Swindon working 6Z92 Theale Foster to East Usk Yard. *Ken Mumford*



Freightliner

▶ Class 66 536 passes through platform 4 at Swindon with 6V53 Oxford (Banbury Road) to East Usk Yard on January 15th. *Ken Mumford*

▶ Class 90 005 and 90 007 ease through Northampton working an empty 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on January 24th. *Derek Elston*

▶ Class 66 623 'Lest we Forget' passes Bradley with a Hardendale to Tunstead working on January 29th. *John Sloane*





Freightliner

▶ Class 66 623 approaches Charnock Richard on January 13th at the head of a Hardendale to Tunstead working. *John Sloane*

▶ Class 66 516 passes Standish with a Daventry to Grangemouth liner on January 20th. *John Sloane*

▶ On January 25th, Class 66 509 passes Acton Bridge with an empty bin train from Runcorn - Brindle Heath. *Michael Lynam*





Freightliner

▶ Class 70 005 eases through Northampton on January 11th with 4035 09:52 Lawley Street F.L.T. to Southampton M.C.T. *Derek Elston*

▶ Class 66 502 'Basford Hall Centenary 2001' works through Northampton with 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal on January 11th. *Derek Elston*

▶ On January 25th, Class 66 568 heads south through Acton Bridge with a liner from Ditton heading to Felixstowe. *Michael Lynam*



Freightliner

Having arrived into Northampton Castle Yard, Class 66 564 proceeds to shunt 6B71 07:19 from Tunstead Sidings for unloading on January 30th. *Derek Elston*

Class 66 563 working 4L46 11:48 Lawley Street F.L.T. to London Gateway heads through Northampton on January 24th. *Derek Elston*

Class 66 563 working 4L46 11:48 Lawley Street F.L.T. to London Gateway heads through Northampton on January 24th. *Derek Elston*



▶ Class 66 790 heads past a frosty Kempseye on January 18th working the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC.
Keith Davies

▶ Class 66 305 passes Upton Forge with 6G54 07:10 Kineton MOD - Donnington RFT on January 22nd. *Keith Davies*

▶ On January 16th, Class 66 790 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



▶ Class 66 722 comes out of the sun at Euxton whilst working an Avonmouth to Clitheroe empty cement tank train on November 30th.

John Sloane

▶ On January 17th, Class 60 047 lifts 6E09, the 07:26 Liverpool Biomass Terminal to Drax, up the grade from Calder Bridge Junction towards Crofton West Junction. *Tim Saunders*

▶ On January 17th, Class 69 009 was used on a driver training run, working 0Z09 10:27 Crewe Basford Hall to Heaton Norris Junction and back. The loco is seen passing Cheadle Hulme on the return journey. *Barry Longson*





▶ Class 66 713 passes Eastleigh on January 9th in the winter sunshine after re-starting the 02:29 Trafford Park - Southampton Western Docks from Eastleigh Yard. *John Goodrich*

▶ Still carrying the livery of its former operator, Class 66 303 is greeted with sunny conditions at Stafford on January 15th as it hauls the 08:29 Hindlow to Small Heath loaded stone train. *Lee Stanford*

▶ Class 66 765 and unbranded 66 305 pass Coppull Moor on December 27th during a move from Carlisle to Bescot. *John Sloane*



On January 4th, Class 47 749 heads through Swindon working 5Q86 Eastleigh TRSMD to Long Marston with Class 701 524 and 701 518 for storage. *Colin Pidgeon*

Still looking somewhat grubby, on February 1st, Class 69 003 passes through Scunthorpe station on the late-running 6D74 Up Decoy - Entrance C empty RDT. Out of sight on the rear was a single FEA loaded with concrete sleepers, which would go forward on 6001 to Eastleigh later that morning. *Steve Thompson*

Class 66 703 passes Farington Junction at the head of the Hams Hall to Mossend intermodal on January 6th. *John Sloane*



On a bitterly cold January 16th and in a light covering of snow, Class 66 725 heads towards Heaton Norris Junction with the 07:26 Liverpool to Drax loaded hoppers.
Lee Stanford



▶ Class 60 087 powers past Alder Lane Winwick, with 6E17 the 12:32 Liverpool Biomass Terminal to Drax, on a sunny January 6th.

Paul Senior

▶ Class 66 711 is seen at Kempsey with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on January 26th. *Keith Davies*

▶ Class 69 001 'Mayflower' arrives in Doncaster after a run out to Barnetby on January 17th. The driver must have found it hard to see the road ahead, what with the low sun and the dirt on the windscreen. *Bryan Roberts*



On December 21st, wearing what modellers would no doubt call a 'weathered' appearance, which to me is just plain mucky, Class 69 003 passes through Scunthorpe station on 6D75 Ent C - Up Decoy, comprising a loaded RDT set.
Steve Thompson

Unbranded Class 66 304 passes Coppull with a Donnington to Longtown MOD train on January 9th.
John Sloane

Class 66 779 passes Kempsey on January 5th with a short 6V75 09:31 Dee Marsh Reception Sidings - Margam TC.
Keith Davies



On January 16th, Class 69 009 is seen in undercoat at Stockport as it worked down from Wakefield early morning to Crewe then worked 0H09 Crewe to Heaton Norris Jct.

Russell Clarke

On January 24th, Class 69 006 worked this week's route learning special from Wakefield to Crewe and an out and back to Stockport then returning back to Wakefield as 0Z10, seen here at Diggle Jct. showing signs of its recent RHTT duties.

Russell Clarke

Class 73 963 is seen being brought out of the works at Doncaster by resident shunting loco Class 08 669 on January 10th.

Steve Thompson



▶ Class 57 305 and 47 749 'City of Truro' top'n'tail the 05:11 Leicester - Bournemouth Depot stock move on January 29th. Seen here passing Millbrook running 83 minutes late.

John Goodrich

▶ On January 30th, Class 60 047 working the 6M74 Doncaster - Tuebrook empty stone heads through Warrington Bank Quay. *Mark Enderby*

▶ On January 30th, Class 66 760 is seen on the approach to Wigan North Western, with a very light load on 4S57 10:58 Hams Hall to Mossend. *Barry Longson*



▶ Class 60 076 working the 6E10 Liverpool - Drax Biomass heads through a sunny Warrington Bank Quay on January 30th. *Mark Enderby*

▶ Class 60 047 'Faithful' passes Winwick Quay with 6M74 09:09 Doncaster Decoy GBRf, to Tuebrook Sidings stone on January 30th. *Paul Senior*

▶ Class 66 759 working the 6Z59 Tytherington Quarry to Appleford Sidings heads through Swindon on January 4th. *Colin Pidgeon*



▶ Class 66 302 passes Coppull with a Donnington to Longtown MOD working on January 29th.
John Sloane

▶ On February 2nd, Class 66 784 is seen passing Scunthorpe West Jct. on 4R01 Peterborough North Yard - Barnetby Receptions, conveying 5 HTAs. *Steve Thompson*

▶ Class 66 739 is seen between Coppull and Charnock Richard with the Hams Hall to Mossend intermodal on January 18th.
John Sloane



On January 10th, Class 66 765 passes through Hellifield working Avonmouth - Clitheroe empty cement tanks. *Michael Lynam*

Class 66 797 stands in Northampton's bay platform 4 being manoeuvred around it's next working, the 6055 15:00 Northampton Down Goods Loop to Dollands Moor Sidings on January 24th. *Derek Elston*

Class 60 047 passes through Acton Bridge on January 30th with a Peak Forest - Tuebrook working. *Brian Battersby*





GB RAILFREIGHT NAMES CLASS 66 LOCOMOTIVE 'IPSWICH TOWN'

GB Railfreight has named a Class 66 locomotive 'Ipswich Town' during a ceremony at Ipswich Station. The locomotive will now be used to pull a wide range of goods, including construction materials, fuel and many items found in shops across the country.

To mark the occasion, GB Railfreight Chief Executive, John Smith, Mediterranean Shipping Company's (MSC) Managing Director, Dan Everitt and Ipswich Town's Chairman, Mike O'Leary and Chief Executive, Mark Ashton unveiled the name plate of the locomotive at Ipswich Station. Also present at the ceremony, were current Ipswich club legend and former manager George Burley.

GB Railfreight has a number of football themed locomotives – 66725 is named 'Sunderland' to reflect the fanatical support of its Chief Executive, John Smith and 66738, 'Huddersfield Town' was unveiled in 2017 by Huddersfield fan and train enthusiast, Sir Patrick Stewart.

Football fans and train enthusiasts will be able to see the locomotive across the network in the coming months. Locomotive 66307 was acquired by GB Railfreight in 2023 from Akiem in mainland Europe and is currently undertaking its final fit out after being converted for service on the network in Great Britain.

John Smith, Chief Executive – GB Railfreight, said: "We're delighted to be naming a locomotive 'Ipswich Town'. Not only does it extend GB Railfreight's tradition of naming locomotives after football clubs, it also acknowledges that the Port of Felixstowe and East Anglia have been central to our success. In that time, we've developed a strong relationship with MSC, that will continue to thrive as we seek to grow the business further, driving jobs and growth across the region."

Danny Everitt, Managing Director – Mediterranean Shipping Company (MSC), said: "Our relationship with GB Railfreight has always been special, spanning over 22 years from when we established our very first contract

train from the Port of Felixstowe. This partnership has grown from strength to strength and together with Ipswich Town, we can continue to support our customers nationwide whilst reducing co² from the supply chain."

Mark Ashdown, CEO – Ipswich Town Football Club, said: "We are honoured GB Railfreight have named a locomotive after Ipswich Town Football Club. To know a locomotive will be transporting the Club's name around the country, alongside valued partner MSC, is something we can all take a great deal of pride in."

On January 30th, Class 66 773 is seen at Stockport on route learning duties from Crewe.
Michael Lynam

Class 60 076 heads south through Acton Bridge on January 30th with a Liverpool BT - Drax working.
Brian Battersby

Class 69 008 crawls through Northampton with 360 107 it tow on January 30th, running as 5Z61 12:50 Kettering Stabling Sidings to Northampton Emd where the EMU will be serviced.
Derek Elston



▶ Class 69 010 still requires painting as passes through Northampton with Class 360 119 in tow as 5Z61 12:57 Kettering Stabling Sidings to Northampton Emd on January 23rd.

Derek Elston

▶ Class 66 731 'Captain Tom' heads through Acton Bridge on January 23rd with a Hams Hall to Mossend intermodal.

Brian Battersby

▶ On January 25th, Class 66 751 passes Acton Bridge with a Biomass train from Liverpool Docks - Drax P.S.

Michael Lynam





GB LAUNCHES NEW RAIL FREIGHT SERVICE CONNECTING LONDON GATEWAY TO IPORT DONCASTER

GB Railfreight (GBRf), one of the country's leading rail freight providers, has started a new intermodal service in January, connecting London Gateway with iPort Doncaster.

This new service by GBRf will be utilising their brand-new FEA-G intermodal wagons, each of the new high-density twin wagons can carry six twenty-foot equivalent units (TEUs) on each service, significantly increasing the volume of cargo that can be transported on each journey.

GBRf will be running five trains a week from DP World London Gateway with iPort Doncaster providing a

regular service between two strategically important locations for rail freight.

Julie Garn, Head of Intermodal at GB Railfreight said: "We always aim to innovate our service to best meet the needs of our customers. We believe this new service will unlock a lot new markets and help us reduce our carbon emissions. Every time one of our trains runs, we remove up to 129 HGVs from our congested roads and help move us closer to net zero."

John Trenchard, UK Commercial & Supply Chain Director at DP World, said: "DP World is delighted with the announcement of the new GB Railfreight service

between London Gateway and iPort Doncaster. Not only does this demonstrate DP World's support for the Government's modal shift ambitions, the service will complement our growing range of port-to-port capabilities and our focus on providing low carbon solutions.

At a time when the pressure to manage costs, maintain reliability and improve speed has never been greater, helping our customers stay competitive is vital, and this new GB Railfreight service will help our customers do just that."

Steve Freeman, Managing Director at iPort Rail said: "I am delighted to see the new arrival of a daily service connecting London Gateway and iPort Rail Doncaster. The introduction of this service is further proof of the strategic positioning of the iPort Terminal on the UK logistics map. It is also testimony to the strong relationship the Port has built with GBRf, which continues to grow, in providing the UK supply chain with excellent connectivity and service levels."

Great Western Railway

▶ Class 800 317 brings up the rear of a Hereford to London Paddington service heading towards Great Malvern station on January 6th.

Neil Pugh

▶ Power car No. 43097 working 2P16 13:15 Penzance - Plymouth approaches Hayle on January 8th with 43186 on the rear.

Barry Beeston

▶ Power car No. 43188 working 2P08 08:50 Penzance - Plymouth is seen approaching Saltash with 43042 on the rear on January 19th.

Barry Beeston



Great Western Railway

▶ Power car No. 43042 working 2C36 18:30 Plymouth - Penzance with 43188 on the rear is seen waiting time at Bodmin Parkway on January 8th. The Castle set was working in place of the usual DMU working. *Barry Beeston*

▶ Power car No. 43004 departs Hayle on January 8th with 2C68 11:42 Plymouth - Penzance with 43156 on the rear. *Barry Beeston*

▶ No. 43098 working 2C22 13:43 Plymouth - Penzance waits under the semaphore signals at Lostwithiel with 43156 on the rear on January 20th. Both train and signals will all too soon be confined to history. *Barry Beeston*



Great Western Railway

▶ Class 165 124 working a Great Bedwyn to Newbury service passes Little Bedwyn on February 2nd. *Michael Bennett*

▶ On January 13th, Class 387 171 working the 1A45 to London Paddington is seen at Swindon. *Ken Mumford*

▶ Class 800 081 working the 5Q81 London Paddington to Westbury ECS passes Little Bedwyn on February 2nd. *Michael Bennett*



Great Western Railway

▶ On January 19th, a frost covered power car No. 43186 is seen exiting off the Royal Albert Bridge with 2C65 10:42 Plymouth - Penzance approaching Saltash with 43097 on the rear.
Barry Beeston

▼ On January 8th, power car No. 43097 working 2E26 18:15 Penzance - Exeter St. Davids with 43186 on the rear, is seen sat waiting time at Bodmin Parkway.
Barry Beeston



Great Western Railway

▶ Power car No. 43156 working 2P27 18:50 Penzance-Plymouth with 43004 on the rear, sits waiting time at Bodmin Parkway on January 8th. *Barry Beeston*

▶ Class 57 602 working 5Z71 12:55 Exeter St. Davids - Penzance T&RSM is seen passing through Scorrier heading towards Penzance on January 23rd. *Barry Beeston*

▶ No. 43188 working 2P90 13:15 Penzance - Plymouth is seen arriving into Lostwithiel with 43042 on the rear on January 20th. *Barry Beeston*



Great Western Railway

▶ Class 800 006 is seen at Kemble on January 16th. working the 1L76 service. Note curving off to the right is what was once the branch line to Cirencester. *Ken Mumford*

▶ Class 802 103 working the 1A28 Bristol Temple Meads to London Paddington service is seen at Swindon on January 16th. *Ken Mumford*

▶ On January 16th, the 1B21 London Paddington to Carmarthen service stands at Swindon announced as a 5 car set to Carmarthen but was actually Class 800 003 as far as Swansea with 800 010 continuing, after reversal at Swansea, to Carmarthen. *Ken Mumford*





Locomotive Services

On January 27th, recently repainted into Scotrail livery, Class 37 409 'Loch Awe' is seen outside the LSL depot at Crewe.
Richard Hargreaves



Locomotive Services

Class 90 001 'Royal Scot' and 90 002 'Wolf of Badenoch' are seen stabled at Crewe on January 13th. *Derek Elston*



On January 10th, Class 91 119 with DVT 82225 on the rear, working 1D09 London King's Cross - Leeds service is seen at Doncaster. *Steve Thompson*



LNER AND ITS CUSTOMERS RAISE A FURTHER £20,000 FOR PARTNER CHARITY 'CALM'

LNER and its charity partner, suicide prevention charity Campaign Against Living Miserably (CALM), have reached another donation milestone with help from customers and colleagues, announcing that more than £550,000 has now been raised towards CALM's vital work.

LNER and CALM marked five years of their partnership with the launch of a special liveried train named 'You Belong', which now travels the length of its 956-mile route raising further awareness about the charity. The name was chosen as creating a sense of belonging is a key part of protecting everyone across the UK against suicide.

This new fundraising milestone follows LNER's match-funding of £10,000 between October and December 31st 2023 of donations made by customers from their 'Delay Repay' compensation and credit earned through the Perks loyalty scheme. While customers continue to show their generosity and support, LNER colleagues have raised money by taking part in the Great North Run, and CALM's Lost House Walk. Heritage LNER nameplates, including Highland Chieftain, also raised thousands of pounds at auction.

This year will see the successful partnership enter a sixth calendar year.

David Horne, Managing Director at LNER, said: "We would like to say a big thank you to our customers and colleagues for their continued support for CALM. Each week, 125 lives are lost to suicide and CALM is there for anyone who's struggling, providing life-saving services every day of the year to ensure no-one ever feels like there's nowhere to turn. We are proud to support their work and helpline which offers crucial support when people need it."

Simon Gunning, CEO at Campaign Against Living Miserably, said: "We receive 28,000 calls into our helpline every month. That means we answer a call for help every 59 seconds. And demand keeps growing. With LNER's

continued support, which has now seen over £550,000 raised during our partnership, our lifesaving helpline can be there for those that need us. That's enough to answer 68,750 potentially lifesaving calls. Thank you to everyone at LNER and their incredible customers"

LNER customers can continue to donate to CALM using their LNER Perks credit or Delay Repay compensation all year round

L.N.E.R.

On January 10th, the arrival of the freshly done Class 91 105, renumbered 91 000 to commemorate the 1000th issue of a certain railway periodical, making its first run out of London King's Cross. With DVT No. 82214 on the rear, it is seen arriving on 1D10 to Leeds.

Steve Thompson

On January 10th, Class 91 110 and DVT No. 82202, are seen at Doncaster working 1A26 Leeds - London King's Cross.

Steve Thompson

Colourful Class 801 226 calls at Doncaster on January 17th.

Bryan Roberts





LNER LAUNCHES PIONEERING PILOT TO FURTHER SIMPLIFY FARES

LNER is proud to launch a new Simpler Fares pilot scheme for selected journeys along the East Coast route, further enhancing its customer experience.

The trial offers a clearer choice of tickets and aims to make buying them even easier. It will include journeys between London King's Cross and Newcastle, London and Berwick-upon-Tweed and London and Edinburgh, for travel with LNER.

This next step of Simpler Fares builds on the successful roll out of Single Leg Pricing across most of the LNER route, providing customers with far greater flexibility to mix and match their fares and reducing the number of different products on the market for customers to understand.

Simpler Fares comprises two significant changes. Firstly, fares will be made simpler. The pilot will see the removal of complicated ticket types and replacement

with three straightforward options on the trial routes. The changes also mean journeys will be priced more closely to demand, helping to smooth demand for services over the course of the day, all aimed at making rail travel even more attractive.

LNER will introduce a new type of semi-flexible ticket. For the pilot markets, the new fare structure will go on sale on January 16th for travel from February 5th:

Advance (Fixed) – the best value fare, booked in advance for a fixed journey with a guaranteed reserved seat for travel with LNER.

'70min Flex' (Semi-Flexible) – a new type of ticket offering customers the flexibility to travel on other LNER services, which can be 70 minutes before or after their original booked journey.

Anytime (Fully-Flexible) – this ticket can be used at any time of day.

Off-Peak and Super Off-Peak fares, which now only represent 11 per cent of journeys included in the pilot, will be removed from February 5th.

David Horne, Managing Director at LNER, said: "LNER remains at the forefront of rail reform. Simplifying fares is vital in making rail travel more attractive. Customers tell us they find fares confusing. This exciting new pilot is the next step in our plans to overhaul complicated and outdated ticketing options and we look forward to hearing feedback from our customers. We believe that making fares simpler, smarter, and fairer, while introducing value for money and modern flexibility, will encourage more people to choose to travel by rail, the most sustainable travel choice."

The pilot will run for two years and LNER will continue to collaborate with industry partners to understand how it is working for customers, also ensuring a wide range of affordable tickets are available.

Rail Minister, Huw Merriman, said: "We are delivering on our commitment to reform the railways, working with operators to provide passengers with simpler and more flexible tickets that better suit their needs."

Stewart Fox-Mills, Fares, Ticketing and Retail Programme Director at GBRTT said: "It is great to see this next step in the simplification of rail fares. This pilot will move the dial towards simpler and better fares for customers. The cross-industry Fares, Ticketing and Retail Programme is bringing the railway together to coordinate introducing simpler fares packages, building on the great work LNER is delivering."

On February 2nd, the most exciting event of the year so far, a test run for the snow plough! Well-presented (if you discount the state of the middle cab window at one end) Class 37 407 is seen propelling a single plough through Scunthorpe on 7Z40 from Doncaster West Yard to Frodingham Trent Jct., which actually only went as far as the Up Goods at Frodingham Jct.. After reversal, the return journey is seen passing Scunthorpe station. I'm pleased to report that the test was a complete success, there was no trace of any snow after it had passed! *Steve Thompson*







Network Rail

On January 28th, the NMT passes through Selby working 1Q33 Derby RTC - Hull and crossing the swing bridge at the east end of the station. Leading the way was power car No. 43062, making a welcome return to service, with 43257 on the rear, returning as 1Q35 Hull - Slateford. *Steve Thompson*



Network Rail

On January 25th, power cars Nos. 43013 and 43321 arrive at Chester working the 1Q30 Derby - Holyhead test train.
Mark Enderby



Network Rail

▶ Colas liveried power car No. 43277 leads sister 43272 on 5Z32 09:43 Derby RTC to Preston, through Rugeley TV on a bright but freezing January 15th, running 131 minutes late.

Barry Longson

▶ Harry Needle's Class 37 612, still in the unbranded DRS blue of its previous owner, sits in the goods loop at Stockport on January 26th, while working 0Z55 11:40 Manchester to Northwich South Junction. *Barry Longson*

▶ Network Rail's Class 153 385 is seen arriving at Doncaster West Yard on January 17th.

Bryan Roberts



Network Rail

▶ Power car No. 43277 leads the Network Rail measurement train as it speeds through the slow lines at Euxton Balshaw Lane station on December 19th. *John Sloane*

▶ On January 10th, the 'Yellow Peril' Class 95001 working 2Q08 heads through Doncaster returning to Derby RTC after sampling the delights of Drax. *Steve Thompson*

▶ On December 27th, Class 37 610 propels 3Q50 track recorder, led by driving trailer No. 9701, through Scunthorpe en route from Derby RTC to Barton on Humber. *Steve Thompson*



Rail Adventure

▶ Power cars Nos. 43465 and 43468 are seen stabled at Kidderminster on January 6th.
Richard Hargreaves

▼ A pair of Rail Adventure power cars with Class 20 007 and 20 142 top'n'tail a couple of barrier vehicles through Acton Bridge on January 9th.
Brian Battersby



Rail Adventure

Power cars Nos. 43468 and 43480 lead the 6Q77 13:30 Wembley Receptions 1-7 to Walton Old Jct. M.S.C. Sidings through Northampton with Merseyrail Class 777s in tow on January 24th. *Derek Elston*



Rail Operations Group

Well over 2 hours late, Class 37 510 gets the feather at Crofton West Junction on its way back to Derby having delivered a Class 730 unit to Gascoigne Wood on February 1st.
Tim Saunders

On December 1st, Class 37 611 is seen at Euxton with Northern's 331 006 on a stock transfer movement from Allerton to Skipton.
John Sloane



Rail Operations Group

Stadler Rail tri mode loco Class 93 001 was moved from Worksop to Crewe for tests on January 8th and is seen standing in platform 12 as the train loco (37 901) runs round before heading to Crewe South Yard. *Lee Stanford*



Rail Operations Group

▶ The almost new CAF built Mark 5 stock is no longer used by TransPennine Express and on January 4th, Class 37 601 was captured approaching Cheadle Hulme taking set TP03, complete with 68 032 on the rear, to Long Marston for storage. *Lee Stanford*

▶ Class 37 611 approaches Balshaw Lane Junction whilst hauling Northern's 331 009 on a stock transfer move from Allerton to Skipton on November 30th. *John Sloane*

▶ On January 31st, Class 37 800 speeds through Euxton on its way back to Leicester from Carnforth following wheel turning. *John Sloane*



TransPennine Express

At Doncaster on January 10th, Class 185 104 on 1B75 Cleethorpes - Liverpool Lime Street while across on platform 4 were 185 111 and 185 123, the former carrying its recently applied charity embellishments, working 1B72 Liverpool Lime Street - Cleethorpes.

Steve Thompson

Although Trans Pennine have stopped using their Nova3 trains there are still frequent moves to Longsight depot for warranty servicing of the Mark 5 stock. On January 16th, Class 68 021 waits at Stockport with one such working from Crewe Basford Hall. *Lee Stanford*

Although the wires have been up at Stalybridge for a few months, the system has not yet been energised. Here bi-mode IEP Class 802 214 arrives with the 12:54 Liverpool to Newcastle service on January 18th. *Barry Longson*



TransPennine Express

▶ Class 397 003 speeds away towards Balshaw Lane Junction with the 12:04 from Glasgow Central to Liverpool Lime St. on December 19th. *John Sloane*

▶ Class 397 006 calls at Manchester Oxford Road on December 13th with a service to Edinburgh. *John Sloane*

▶ Class 397 011 passes Euxton with the 12:04 Glasgow to Liverpool Lime St. service on December 20th. *John Sloane*



TransPennine Express

▶ Class 397004 whisks through Charnock Richard cutting with a Liverpool to Glasgow service on January 13th. *John Sloane*

▶ A pair of Class 397s working Manchester Airport - Glasgow and vice versa services stand at Manchester Oxford Road on January 24th. *John Sloane*



Transport for Wales

▶ DVT No. 82229 and Class 67 022 pass Upper Battlefield working the 1V42 12:30 Manchester Piccadilly - Cardiff Central service on January 30th. *Keith Davies*

▶ DVT No. 82226 and Class 67 029 are seen at Kempsey with the 08:49 1W55 Cardiff Central - Manchester Piccadilly service on January 26th. *Keith Davies*

▶ Class 197 111 passes Bayston Hill with 1W16 07:02 Milford Haven - Manchester Piccadilly service on January 19th. *Keith Davies*



Transport for Wales

▶ Class 150 227 working the 2J52 Crewe to Shrewsbury local service waits departure time at Crewe on January 20th. *Richard Hargreaves*

▶ Class 150 278 passes Bayston Hill with 2V08 11:22 all stations Shrewsbury - Swansea service on January 9th. *Keith Davies*

▶ Class 153 968 and 197 108 are seen stabled at Crewe on January 20th. *Richard Hargreaves*



Transport for Wales

▶ The use of loco hauled stock on the Manchester to Cardiff axis has been sporadic during the early days of 2024 but on January 4th, Class 67 008 was found approaching Cheadle Hulme working the 12:30 Manchester to Cardiff service.
Lee Stanford

▶ Class 158 837 and 158 829 pass Upton Forge on January 22nd with 1L14 09:26 Holyhead - Birmingham International service.
Keith Davies

▶ Class 197 048 is seen at Bayston Hill with 1V38 09:30 Manchester Piccadilly - Cardiff Central service on January 16th.
Keith Davies





Transport for Wales

On January 30th, Class 67 010 is seen departing Stockport propelling a Manchester - Cardiff service. *Michael Lynam*

Class 197 109 is seen as it departs Crewe with 1W54 05:54 Carmarthen to Manchester Piccadilly service on January 13th. *Derek Elston*

Class 197 048 speeds through Cheadle Hulme on January 9th, working the 08:49 Cardiff Central to Manchester Piccadilly service. *Barry Longson*



Transport for Wales

Class 158 833 stands at Chirk on January 11th working the 1D16 17:08 Birmingham International - Chester service. *Phil Martin*



Units: DMUs and EMUs

▶ New London Northwestern EMU Class 730 205 sits at Stafford on January 15th, while working the 11:53 Crewe to Nuneaton test run.

Barry Longson

▶ Recently transferred from Neville Hill to Allerton, Northern's Class 331 101 finds itself at Wigan North Western, whilst working the 13:05 Blackpool to Liverpool service on a bright but cold January 30th. *Barry Longson*

▶ Recently transferred from the West Midlands, Class 323 208 sits in Manchester Piccadilly on January 9th, ready to work the 13:06 Crewe service via Stockport. *Barry Longson*



Units: DMUs and EMUs

▶ West Midlands Railway's Class 196 104 passes over Malvern Common with a Birmingham New Street to Hereford service on January 6th.
Neil Pugh

▶ Although the first of class, West Midlands Class 730 001 was still under test on January 15th, seen passing Rugeley TV on 5Q66 12:26 Crewe to Nuneaton.
Barry Longson

▶ Former Greater Anglia EMU Class 321 341 is seen stabled at Crewe on January 27th.
Richard Hargreaves



Units: DMUs and EMUs

Merseyrail's Class 507 001 arrives at Liverpool South Parkway with an evening Southport - Hunts Cross service on January 20th. *Chris Morrison*



Units: DMUs and EMUs

Merseyrail's retro liveried Class 507 001 calls at Aigburth on a Hunts Cross - Southport train on January 20th. *Chris Morrison*



Units: DMUs and EMUs

Merseyrail's Class 507 023 calls at Cressington with a Hunts Cross - Southport service on January 20th.
Chris Morrison



Units: DMUs and EMUs

▶ South Western Railway's Class 455 unit No. 5727 passes a cold and almost deserted Eastleigh station shortly before midday on January 15th with the 10:01 Wimbledon - Bournemouth Depot stock move. *John Goodrich*

▶ South Western Railway's Class 455 units Nos. 5858 and 5868 pass Millbrook slowly as they prepare to stop at the next signal on January 29th whilst working the 10:01 Wimbledon Depot - Bournemouth Depot stock move. On this occasion the Up Fast was being used as a reversible line. *John Goodrich*

▶ Northern's Class 331 018 is seen departing Crewe on January 27th with a service to Manchester Piccadilly. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Northern's Class 319 384 is seen near Euxton Junction with a Blackpool to Liverpool Lime St. service on November 30th. *John Sloane*

▶ On January 9th, dual voltage unit Class 377 208 departs Eastleigh with 09:26 Southampton - Brighton. This is one of two of Southern's Southampton to Brighton trains routed via Eastleigh for route knowledge purpose. *John Goodrich*

▶ Merseyrail's Class 507 014 departs from Sandhills on January 9th with a service from Southport to Hunts Cross. *Lee Stanford*



Units: DMUs and EMUs

Northern's Class 156 422 and 150 124 depart Rainford with the 2K65 Blackburn to Headbolt Lane service on January 9th. *Brian Dobbs*



Units: DMUs and EMUs

Two of Northern's Bi mode Class 769 units catch the winter sunshine at Southport on January 9th as they wait to depart for Manchester Oxford Road and Stalybridge respectively.

Lee Stanford

Northern's Class 150 118 approaches Wigan Wallgate on December 1st. *John Sloane*

South Western Railway's Class 450 118 arrives at Eastleigh on January 9th as the trailing unit on 08:59 Portsmouth Harbour - London Waterloo service. This is one of the last Class 450 units in blue livery. *John Goodrich*



Units: DMUs and EMUs

Now operated by Northern but retaining the livery of its previous operator, Class 323 208 is seen getting used to its new surroundings as it departs Manchester Piccadilly on January 9th with the 10:36 service to Crewe.

Lee Stanford

A solitary passenger waits to board Merseyrail's Class 507 016 at Birkdale on January 9th as it arrives with a service bound for Hunts Cross.

Lee Stanford

Northern's Class 158 759 approaches Wigan Wallgate on December 1st prior to working a service to Leeds.

John Sloane



Units: DMUs and EMUs

▶ The new order for Northern as Class 323 225 waits to depart Wigan North Western, with the 12:53 service to Liverpool Lime Street, on January 11th. *Paul Senior*

▶ Northern's Class 158 759 and 158 908 stand at Wigan Wallgate station with services to and from Leeds respectively on December 1st. *John Sloane*

▶ Royal Mail's Class 325 008 working a Sheildmuir to Daventry mail service passes Coppull Moor on December 27th. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 150 145 and 150 120 are seen at Bickerstaffe with 2N97 Headbolt Lane to Blackburn on February 2nd. *Brian Dobbs*

▶ On January 4th, Merseyrail's Class 507 018 and 507 011 are seen at Southport working services to/from Liverpool Central. *Michael Lynam*

▶ West Midlands Class 730 017 prepares to depart from Crewe 30mins late with 5Q00 07:34 Soho L.M.D. to Wolverhampton on January 13th. *Derek Elston*



Units: DMUs and EMUs

Merseyrail's Class 507 021 is seen at Hooton on January 14th. *Brian Battersby*

Merseyrail's Class 507 001 and 507 011 are seen at Southport on January 4th. *Michael Lynam*

Merseyrail's Class 508 104 stands at Ellesmere Port on January 14th. *Brian Battersby*



Units: DMUs and EMUs

Merseyrail's Class 507 014 departs Ainsdale, in the suburbs of Southport, with the 13:37 Southport to Hunts Cross service on January 9th. *Paul Senior*



Units: DMUs and EMUs

▶ On January 15th, strong shadows from the framework of the now unglazed canopy at Crewe station cover West Midlands operated Class 730 001 as Northern's 323 227 sits behind waiting to depart for Manchester Piccadilly.
Lee Stanford

▶ On January 25th, Merseyrail's Class 777 013 arrives at Chester with a service from Liverpool Central.
Mark Enderby

▶ West Midlands Class 730 001 stands alongside TfW's Class 197 047 at Crewe on January 27th.
Richard Hargreaves



Units: DMUs and EMUs

On January 30th, Northern's Class 150 105, 150 114 and 150 124 are all seen waiting for their next turn of duty at Buxton station.

Michael Lynam

Merseyrail's Class 507 003 stands at Capenhurst on January 11th. This was its first evening out after exam! *Brian Battersby*

Northern's Class 331 109 passes Bradley working a service to Liverpool Lime St. on January 24th. *John Sloane*



Units: DMUs and EMUs

▶ A Northern Class 769 is seen heading between Parbold and Appley Bridge on January 15th.
John Sloane

▶ Northern's Class 150 113 approaches Parbold on January 30th, passing an about to be replaced semaphore signal.
John Sloane

▶ Northern's Class 331 021 catches the sun as it passes Coppull with a Blackpool to Liverpool working on January 17th.
John Sloane



Units: DMUs and EMUs

On January 22nd, Northern's Class 150 136 has emerged from Upholland tunnel on a working to Headbolt Lane. *John Sloane*

Northern's Class 769 450 is seen at Manchester Oxford Road with a Southport service on January 24th. *John Sloane*

On January 30th, Northern's Class 150 140 passes the about to be replaced semaphore signal at Chapel Lane Crossing, Parbold. *John Sloane*



Class 08 No. D3948 (08 780) and Blue Pullman power car No. 43055 are seen outside the LSL depot building at Crewe on January 20th. *Richard Hargreaves*



Burnham On Crouch rail station platform canopy to be restored

Work is due to start to restore the platform canopy at Burnham-on-Crouch rail station, Essex. Greater Anglia is investing £500K in the scheme to repair the canopy which has deteriorated and become rotten through water damage. The work is due to commence in early February.

There will be no inconvenience to passengers during the works, with access arrangements to and from the platform remaining unchanged, and the waiting room remaining open.

The work will involve removing all old roof coverings and timbered getrimms from the canopy, including adjoining lead flashings, fascias, ceiling soffit boards and substructure ceiling supports, then repairing and replacing them as required.

The canopy's gutter will also be replaced, and new roof coverings, facias and mouldings installed to return the canopy to its former glory.

The work is due to be completed in the spring.

Greater Anglia's Asset Management Director, Simone Bailey, said: "We are pleased to be restoring the canopy at Burnham-on-Crouch to improve the facilities for station users and the appearance of the station for the local community.

"Investing in upgrades to stations across the network is extremely important to Greater Anglia, demonstrating our commitment to providing excellent facilities and service standards for our customers."

Fares Advice with RailUK

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

Which routes is CIV protection valid for?

Q: I have a seemingly simple question but one that's caused me some confusion. On the seat61 website talking about CIV fares, it says RE: Trainsplit "make sure the fare name includes 'euro' in some way, if it just says 'Advance Single' it could be an ordinary ticket to London." When I check on BR Fares from Manchester Piccadilly to LNE, it shows Euro 1st Single, Euro STD Single, and Euro High SVR S as the only tickets with "Euro" in the name. None of the much cheaper advance fares are listed with "euro" in the title. There is a slight fare difference when I check between a ticket to LNE and the equivalent standard Euston bound ticket when I try booking on trainsplit, but would the "advance single" ticket still convey CIV protection by virtue of being to London International (CIV)?

I get there is some debate on here about whether legally any of the CIV tickets are enforceable anyway, but for a £2-3 difference in fare it seems worth getting the ticket to LNE just to cover off any delays in case I had to argue it with staff, however if I'd have to spend extra to get one of the non-advance tickets with "euro" in the title to claim the journey is CIV protected there wouldn't really seem to be much point and I might as well just get the standard advance single to Euston anyway.

A: Tickets issued to London International (CIV) are CIV tickets, regardless of their ticket type name. The use of "Euro" in the name of fares is a helpful indication of this, but not definitive in the way that Seat61 implies (although in all fairness - it's a site aimed at a wider audience, who might not necessarily appreciate the nuances of the situation so it's probably a reasonable simplification). As mentioned, legally speaking I do not think that multiple CIV tickets purchased separately constitute one contract, and therefore in theory Eurostar could deny you the ability to take the next train if you miss your connection. Whilst in practice they usually choose to exercise discretion, you could face problems if you miss the last Eurostar of the day (I doubt they would cover your hotel costs), if all Eurostars are fully booked (as can happen on busy days, particularly around school and bank holidays) or if taking the next service means missing an onward connection from the Eurostar. Only an Interrail/Eurail pass constitutes a through CIV ticket providing full legal protection in the event of disruption. I believe the additional cost on a

London International (CIV) ticket is actually intended to reflect the fact that it is valid on the Underground - hence it can only be issued as a paper ticket, with a Maltese Cross signifying the Underground validity.

CIV tickets with relatively tight connections at St. Pancras

Q: If I were to get a CIV ticket for an 04:03 weekday Hemel Hempstead to Euston, arriving at 04:37, with the intent of getting the 06:16 St. Pancras to Amsterdam, would there be any reason why I wouldn't be able to get a later Eurostar service in the event of the Euston service being severely delayed or cancelled (or later Eurostar services; for London - Amsterdam, is it common to be rebooked onto itineraries changing at Brussels in the event of disruption to other services if there's more than an hour or two until the next direct one)? I know that it's significantly less time than what's recommended, but it's the first Euston train of the day (ruling out having around five hours between a very late-night / very early-morning arrival at Euston and departure from St. Pancras), and without delays that should leave at least 1:15 to get through security / passport control, taking out time to walk from Euston to St. Pancras.

A: It's not clear exactly what the rules are - I don't think they're documented anywhere, certainly not in "public" sources. But under domestic rules, it's a valid connection: 15 minutes Euston transfer time, 18 minutes from Euston to "London International (CIV)", and 35 minutes transfer time at London International (CIV) gets you 68 minutes minimum connection time, vs your 99. As I've written before in response to other threads on this topic, a close analysis of the CIV and Eurostar conditions of carriage reveals that there is no legal protection for missed connections in the event of holding separate CIV tickets for the domestic + Eurostar legs of your journey. They are deemed separate contracts. Therefore, if you incur significant out of pocket costs such as hotels, I wouldn't expect these to be reimbursed. Of course, with a connection onto the first Eurostar of the day, this is pretty unlikely so you may be more comfortable with being in this position.

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

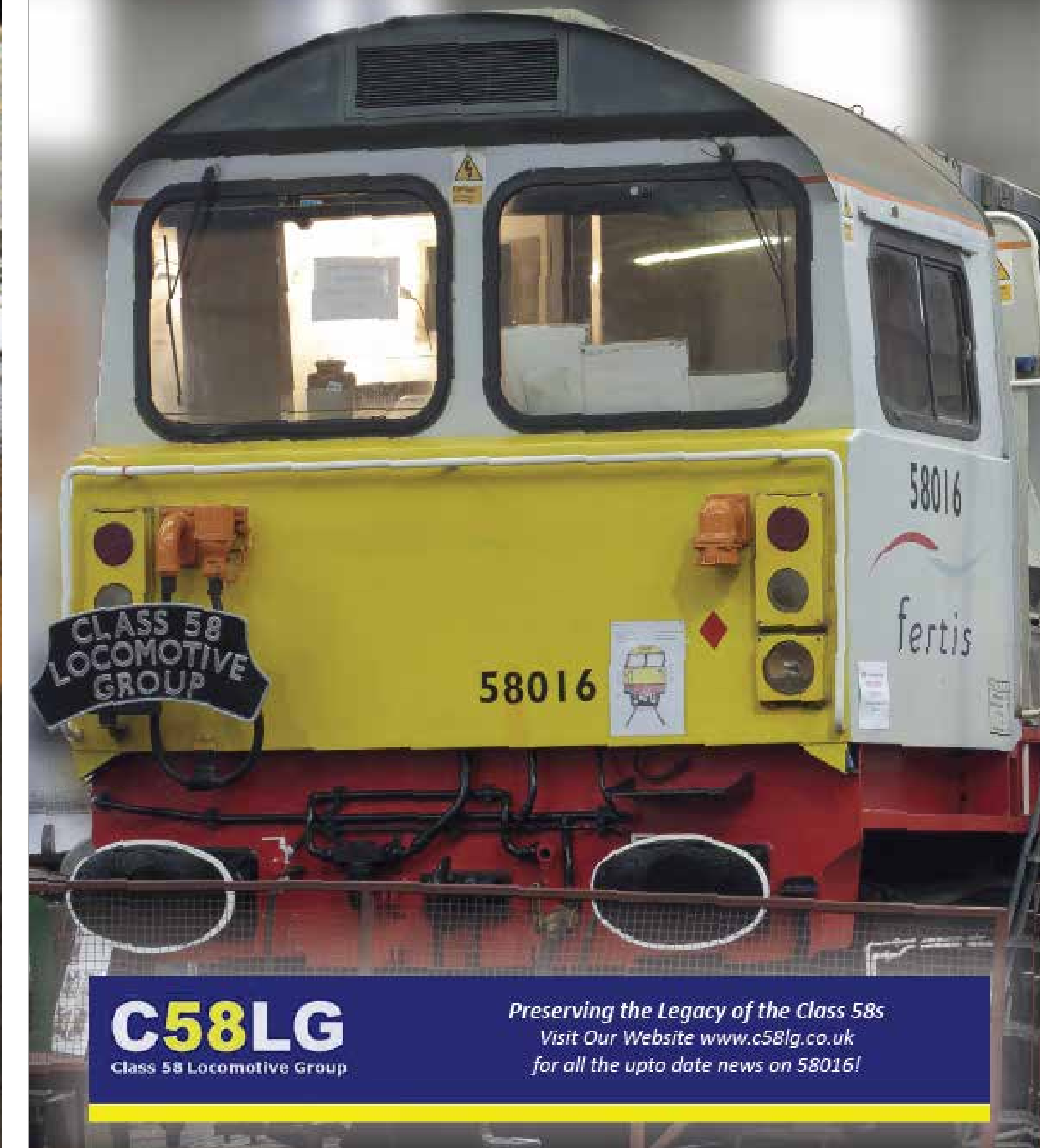
On January 16th, Class 68 021 'Tireless' is seen at Stockport on 5Q32 Crewe South Yard to Longsight depot. *Russell Clarke*



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!

Project to improve mobile connectivity on East Coast Main Line reaches key milestone

The joint project, which is delivering new mobile phone infrastructure into tunnels outside London King's Cross station, has reached an important milestone, with the installation of a bespoke antenna. The work inside Gasworks and Copenhagen tunnels will mean most customers can expect a more reliable and consistent mobile phone and on-train Wi-Fi connection and see the removal of 'not-spots' customers can experience when travelling through the tunnels. The successful delivery of the project, funded by LNER working in collaboration with Network Rail and major mobile network operators, will mean the tunnels will be the first on the country's operational railway to be fitted with the bespoke solution, with the system installed by rail connectivity and technology integration specialist Linbrooke.

Rigorous testing has been carried out at Network Rail's Innovation and Development Centre between Network Rail and the phone companies before introduction onto the network. The technology will mean from later this year most customers will be able to maintain direct voice and data access to their mobile provider, keeping their calls connected and meetings online as they approach and leave the capital.

Helen Cavanagh, Head of Passenger Experience for Network Rail's East Coast route, said: "This is a fantastic example of the rail industry and mobile operators working together to improve services and experience for passengers. "This project will keep most passengers connected with family and friends on the approach

to King's Cross station, helping boost their enjoyment when travelling on the East Coast Main Line."

James Downey, Finance Director at LNER said: "Our customers have told us that reliable Wi-Fi and mobile connection is a key consideration when they are making decisions about travelling by train, with many expecting the connection on the train to be as strong as home. This section of our route is a popular spot for customers to make calls or send messages, as they approach London King's Cross or just get comfortable in their seat to begin their journey north. Those calls, messages and meetings will now benefit from an improved, more reliable signal, meaning our customers can stay better connected."

Ben Lynch, Managing Director at Linbrooke Rail said:

"We are delighted to be part of this exciting project which will transform the passenger experience on LNER trains. Delivering new technology and rail infrastructure is at the heart of the Linbrooke business. The location and environment of this project will add to the challenge, but the collective team have made a good start on the construction phase, and I look forward to seeing this continue."

A Virgin Media O2 spokesperson said: "Virgin Media O2 is focused on improving the network experience for our customers wherever they are and closing any "not spots" that exist for them. This project will help to ensure they are able to get quality mobile coverage on the move and enable them to stay connected when leaving and approaching London King's Cross Station."

National Rail

Colas Rail tamper No. DR73929 trundles through Northampton while on positioning move 6J4010:00 Willesden Railnet Otm Sidings to Walsall Tamper Sidings on January 11th.

Derek Elston

GBRf Beacon Rail branded Class 66 797 passes through Northampton with 6M45 06:53 Dollands Moor (GBRf) to Daventry International Railfreight Reception Rfd water train on January 11th. *Derek Elston*

EMR Class 170 205 heads out of Manchester Oxford Road with a Nottingham to Liverpool service on December 13th. *John Sloane*



£1.7m station platform project to increase capacity on iconic West Highland Line

Network Rail will shortly begin work to extend platforms at eight stations on the West Highland Line.

Helensburgh Upper, Ardlui, Roy Bridge, Garelochhead, Arrochar and Tarbet, Crianlarich, Bridge of Orchy and Tulloch stations will all benefit from the £1.7m investment on the route.

Funded by the Scottish Government, the project will get underway at Arrochar & Tarbet from January 27th - with plans to deliver the improvements at all of the stations by the summer.

It will enable the introduction of longer trains in response to increasing volumes of leisure travel and higher demand for bike spaces.

Those travelling on the line to Oban, Fort William and Mallaig will have more seats to choose from, as well as increased space for luggage and large items such as bikes, rucksacks and sports equipment.

This will help travellers make the most of the fantastic outdoor opportunities available on the route, including those walking the West Highland Way, accessing the wilderness of Rannoch Moor or visiting the world-famous Glenfinnan viaduct.

John Collins, Network Rail's sponsor for the project said, "The West Highland Line is considered by many to be one of the world's most scenic railway journeys so it is no surprise that demand for leisure travel on the line is high.

"Add to this the number of people accessing the area to walk and cycle and it is clear that demand is outstripping capacity on services on the line - with the only answer being to add carriages to the existing services.

"To enable the longer trains to run, we need to lengthen the platforms at stations across the route and this will ultimately help to deliver more seats and more bike spaces on trains. This will create a better passenger experience for people wishing to enjoy some of the best of what Scotland has to offer."

Scott Prentice, ScotRail strategy and planning director, said: "We know how popular the West Highland Line is with our customers, and it continues to attract visitors from all over the world.

"The work being carried out by our colleagues at Network Rail is a fantastic step forward and will allow us to make changes to the trains that operate on the route.

"We are currently looking at all of the available options to add extra carriages throughout the day and we will confirm those changes as soon as possible."

Passenger demand on the West Highland Line saw almost 500k journeys in the April to December 2023 period - growth of approximately 29% when compared to the same period in 2022.

Additional platform length will enable the introduction of more Highland Explorer carriages, which can accommodate up to 20 bikes and bulky sports gear, to Oban and Fort William.

As well as the increased seating capacity and luggage space, there will be an extra toilet and space for a catering trolley to significantly improve the customer experience on the busiest journeys.

Proposals will see either a single extension of up to 15m at one end of the platform or extensions of up to 7.5m at each end - depending on land availability or physical constraints. Additional work includes the erection of safety gates, barriers and access stairs where required.

With four of the stations designated as 'Listed Buildings', care has been taken to design the work and utilise materials which will integrate with the existing structures. Listed Building's Consent applications have been submitted to acquire the permissions needed to carry out the work.



Troon station rebuild comes out of the ground

Network Rail has taken another significant step forward in the rebuild of the platform one building at Troon station.

Engineers have installed the steel which forms the framework of the structure and creates the footprint for the new building at the station in South Ayrshire.

The framework has 127 pieces of pre-fabricated steel extending more than 400m in length and weighing approximately nine tonnes in total.

This was lifted into position by a tele-handler and bolted in place by operatives working from mobile elevating work

platforms (MEWPs).

Engineers will pour the concrete slab that will become the floor of the building as part of the next phase.

In the 2021 fire, the canopies and platform one building were destroyed. Network Rail has worked with partners, stakeholders and the community since to develop the design of the reconstructed building.

The new platform one building is being rebuilt to modern standards and will include a ticket office and waiting area, as well as a 'changing places' facility for people with disabilities and their

carers.

Network Rail with lead-contractor AMCO Giffen, is working towards completing the construction of the station building ahead of The Open golf being held in Troon in July 2024.

In late afternoon sunlight on January 10th, Class 66 953 brakes the 7045 Hanwell Bridge Loop - Tolworth loaded aggregates to a halt, prior to entering the headshunt at the Day Aggregates facility. It's hard to believe the loco can negotiate the headshunt without derailing, looking at the 'sawtooth' nature of the track! The venerable Yeoman-liveried and graffiti-festooned JHA hopper wagons bear the scars, along their top edges, of many encounters with heavy loading equipment. *Ian Callander*



National recognition for Hertfordshire rail station waiting room art project

A community project to bring art and literature to St. Margarets rail station waiting room has been shortlisted for a national award. The New River Line Community Rail Partnership, which supports the rail line between Hertford East and Broxbourne, is on the shortlist for the 'Community and Creative Projects and Station Arts' category at the Community Rail Awards, organised by Community Rail Network.

The New River Line worked in partnership with Greater Anglia on the refurbishment of the waiting room at the station, proposing a book swap area in line with community aspirations to have one in the village. A mural, using the work of a local photographer, was also installed to make the waiting room more welcoming and encourage visitors. The waiting room was opened in March last year to an overwhelmingly positive response from the local community.

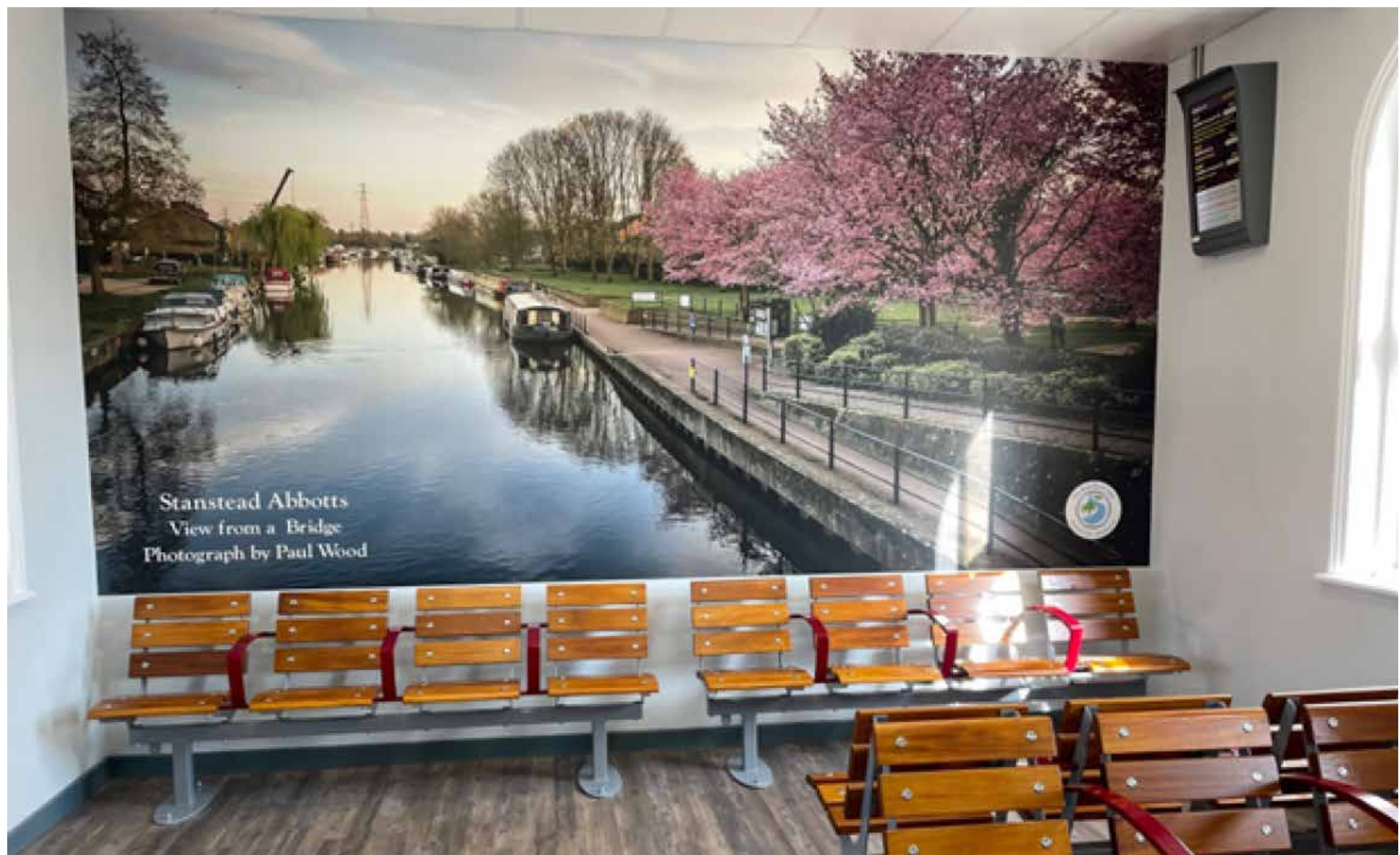
Katie Goldthorpe, New River Line Community Rail Partnership Officer, said, "The 'Art and Literature in the Waiting Room' project has resulted in a beautiful waiting

space that can be enjoyed by everyone. It was really well received by members of the local community and has helped to brighten people's journeys. I'm thrilled that the project has been shortlisted for this award."

Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said, "We are really proud of our community rail partnerships and thrilled that the work that they do across the region to support communities, promote sustainable travel and help our region's branch lines to thrive has been shortlisted at the Community Rail Awards."

The Community Rail Awards, now in their 19th year, recognise the important work carried out by an army of dedicated individuals, often volunteers, who work across Britain's rail network to make stations welcoming spaces for passengers and visitors alike.

Alongside this, many of the groups carry out vital community engagement work with schools, colleges, and other local groups to help educate and secure



passengers of the future, which is critical to ensuring railways are an inclusive, sustainable, healthy way to travel.

Photo: The mural in the waiting room at St Margarets rail station. © New River Line CRP

SB Rail track machine No. DR75012 is overtaken by an unidentified Pendolino on January 15th, while working 6Q60 11:39 Bletchley to Guide Bridge through Rugeley TV.

Barry Longson



Endangered dormice given new homes as partnership between Network Rail and Okehampton United Charities creates seven acres of new habitats

Okehampton United Charities has leased seven acres of unplanted grassland to Network Rail for 35 years under a new agreement that will help protect wildlife and increase biodiversity in Devon. New habitats for rare hazel dormice will be created in the two fields that have been leased by the charity on the outskirts of Okehampton, next to the Dartmoor line, which reopened to passengers for the first time in almost 50 years in 2021 and runs to Exeter. Native trees and vegetation will also be planted to create a biodiverse habitat.

The site is one of six in the area being carefully managed to promote the dormice, a legally-protected species. At the end of the lease, the charity will resume custody of the land to continue their work to protect the countryside around Okehampton. Hazel, hawthorn and oak trees, brambles and honeysuckle are among the trees and plants that will be introduced on the land. New hedgerows will also be planted and non-native species reduced to provide nests and food sources for the dormice and connect the land to other habitats in the area. Nest boxes and tubes will also be installed to

provide artificial habitats. The work has been agreed with Natural England and follows the reopening of the Okehampton line in 2021 that required some dormice habitats to be moved.

Network Rail senior programme manager Ewen Morrison said: "We don't just build new tracks and signals, we look after the environment around the railway. We're very grateful to Okehampton United Charities that we have secured this deal to allow us to promote hazel dormice and increase biodiversity in the area. Together with the reopening of the railway, our work will benefit Okehampton and Devon for decades to come." Daryll Chapman, chair of the trustees of Okehampton United Charities said: "Trustees are delighted to be working with Network Rail to facilitate the creation of a new wildlife habitat within the Ockment valley. By improving and then maintaining this habitat for the next 35 years, Okehampton United Charities and Network Rail aim to improve the wide-ranging biodiversity of the valley, providing a secure environment for hazel dormice and many other local species."

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:

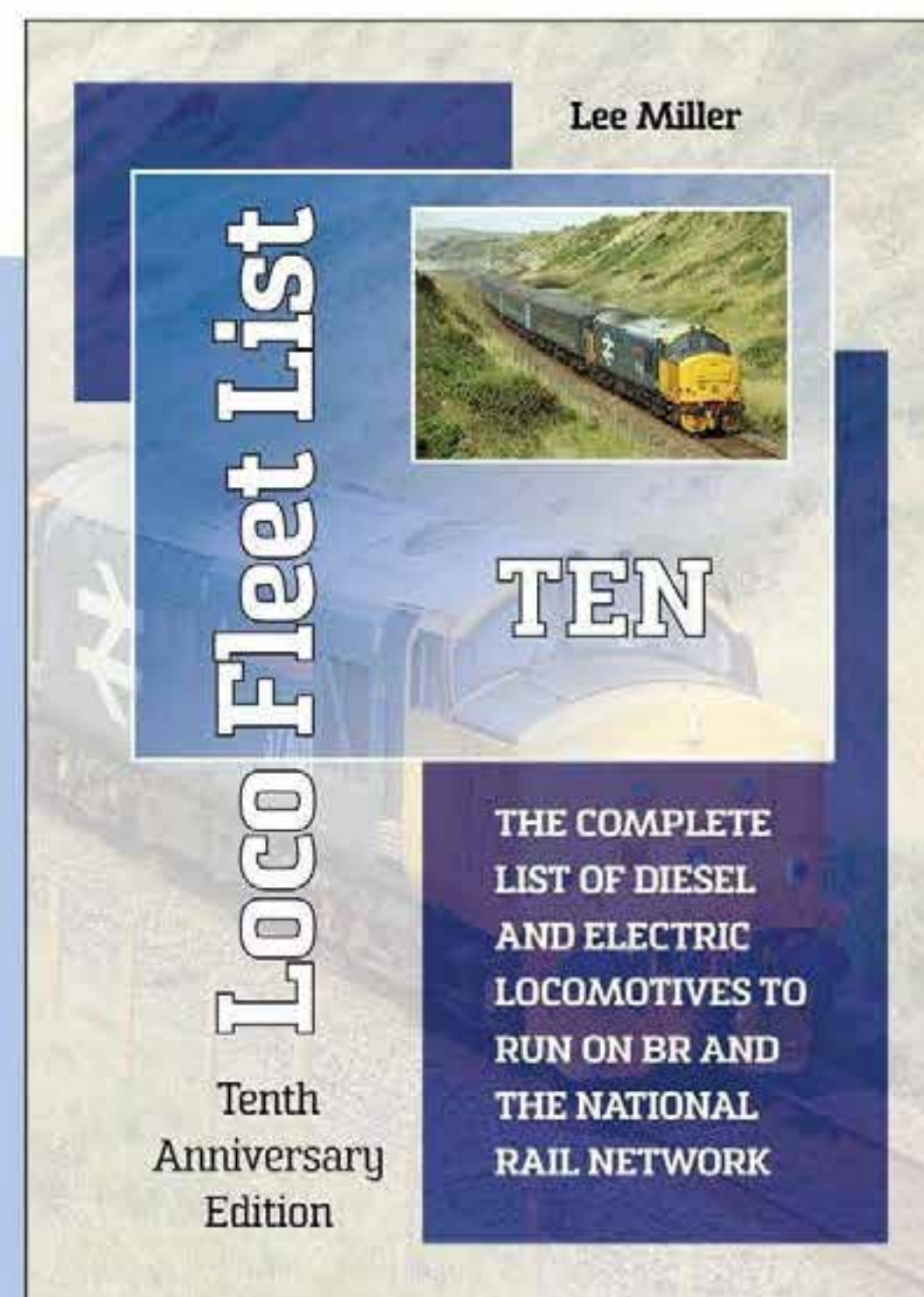
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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



National Rail

Volker Rail's DR75302 'Gary Wright' heads through Doncaster on January 17th.
Bryan Roberts



Historic platform canopies restored at Great Malvern station



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Victorian platform canopies have been renovated at Great Malvern station in Worcestershire as part a £5m investment to improve the station for passengers.

Network Rail has worked with its contractor Murphy to replace overhead glazing, complete structural strengthening and repainting of the ornate ironwork on both of the station's platform canopies.

The project which was supported by West Midlands Railway, Wychavon District Council and part funded by the Railway Heritage Trust, began in April 2022 and was completed shortly before Christmas.

The station was opened by the Worcester and Hereford Railway in 1860 and was awarded Grade II listed building status in 1969.

Despite being 162 years old, the station has retained many of its original Victorian features – including elaborate cast-iron girders supported by impressive sculptures of floral arrangements. Each of the floral arrangements were carefully removed and brought back to life by a specialist company before being refitted at the station.

Cathleen Meehan, scheme project manager at Network Rail, said: "Great Malvern is such a beautiful station and it's been a pleasure to watch this project bring the station back to its former glory for passengers. We've worked closely with our partners to make sure the careful restoration work has been in keeping with the original features. Hopefully local people and tourists travelling to the area and nearby Malvern Hills will agree that the station looks wonderful and is an example of railway heritage in which we can all take pride."

Jonny Wiseman, customer experience director at West Midlands Railway, said: "I am pleased that thanks to significant investment and work carried out alongside Network Rail, passengers travelling through Great Malvern will now be able to see the fully restored historic Victorian canopies.

"Great Malvern is one of the most picturesque stations in the region and retaining its features is crucial to preserving its heritage."

Across the country, Network Rail works hard to develop the railway for the 21st century, while keeping an eye on preserving its heritage.

Harry Needle's Class 37 612 passes Acton Bridge on route learning duty from Manchester Piccadilly and back via Crewe and Preston on January 25th. *Michael Lynam*



On January 23rd, Class 37 612 heads through Acton Bridge on a route learning duty. *Brian Battersby*



Network Rail completes festive engineering work for Wales and Western region

Network Rail is thanking passengers and local residents today for their patience and understanding over the festive period while it has completed vital railway engineering work.

Over Christmas and New Year, teams have been busy completing multi-million pound improvements, upgrades and essential work across the Wales and Western region.

In Cornwall, engineers worked over Christmas Day and Boxing Day to test signals installed in November, ahead of a new digitalised system coming into action in the county later this spring, while teams in south Devon drilled soil nails into the cliffs to help protect the tracks between Dawlish and Holcombe, improving the resilience of the railway.

At the same time in Bristol, teams installed an accessible footbridge at the new West of England Combined Authority Ashley Down station, which is due to open later this year.

In West London, four days of preparatory work, required to deliver trains to HS2's new station at Old Oak Common, was successfully completed on time during a planned closure of the line between Ealing Broadway and London Paddington.

The work included installing new drainage, plus new overhead line equipment that powers trains, including 1,200m of wire. More than 800m of track was renewed at West Drayton, near Slough, over the same period.

Track, and switches and crossings – moveable sections that guide trains from one track to another – were renewed over eight days on the Kennet Loop, near Reading, to improve reliability.

At Frome, Somerset, engineers repaired North Row bridge and replaced 170m of track over ten days, with work finishing on 2 January, enabling better performance and reliability for freight trains.

In Wales, teams worked over Christmas Day and Boxing Day to remove and replace track around Grangetown,

Cardiff, while vital bridge repairs were carried out at Shrewsbury station between December 24th and 27th.

Vital maintenance on the Ebbw Vale line and in the Severn Tunnel was carried out over the weekend of December 30th and 31st.

Stuart Calvert, capital delivery director for Network Rail's Wales and Western region, said: "The essential work our engineers completed over the festive period will help us to continue to run a safe and reliable railway for years to come.

"Undertaking this work when there are fewer people travelling helps to keep disruption for passengers to a minimum. However, we are grateful to passengers and local residents living near to our worksites for their patience and understanding as worked around the clock while trains were not running.

"The festive period is a really critical time for us to make vital upgrades to the railway and completing this volume of engineering work is no mean feat, so I'd also

like to thank the many colleagues from Network Rail who gave up Christmas with their friends and families so we could complete these upgrades for the benefit of our passengers."

Mark Hopwood CBE, GWR Managing Director, said: "I would like to thank our customers for their patience and understanding during the recent closure, by Network Rail, of the line into Paddington over the Christmas period.

"We know how important travelling to visit friends and family is at this time of year, and we have worked really hard with our industry partners to ensure thousands of people could still travel around this disruption as smoothly as possible."

National Rail

Colas Rail Plasser and Theurer engineering unit with the name 'Roger Nicholas' awaits a path in Swindon East Loop on January 30th working 6Q58 Reading Triangle Sidings to Bristol Kingsland Road. *Ken Mumford*



Black 5 No. 45212 heads a southbound service on January 13th at Damems. *Ben Bucki*



Trains given green light to use Levenmouth Rail Link

Network Rail has commissioned the signalling system on the new £116m Levenmouth Rail Link - meaning trains can use the line.

The signalling was successfully tested and brought into use over the weekend (January 6th and 7th) and ScotRail will now be able to begin training drivers on the new route.

This will see a significant number of trains on the track in coming weeks as drivers develop their knowledge of the new section of railway between Thornton Junction and Leven Station.

Completion of the signalling and the start of driver training is a major step on the way to reconnecting Leven to the mainline railway with passenger services set to begin this summer.

A Scottish Government funded investment, the Levenmouth Rail Link will deliver six miles of new railway and two new stations – at Leven and Cameron Bridge – to open up new social and economic opportunities for the local community.

Fiona Hyslop, Minister for Transport said: “This is a key milestone in reconnecting Levenmouth with the rail network, delivering benefits and opportunities to the people of Leven and Fife. It is also clear evidence of our commitment to investing in Scotland’s Railway as we seek to attract more people onto public transport.

“I’d like to thank everyone involved in the project thus far and look forward to seeing the completion of the stations and active travel links. The imminent start of driver training is another major step towards the railway opening and I aim to visit in the coming weeks to see this progress.”

Gerry McQuade, capital delivery director for Scotland’s Railway, said: “The commissioning of the signalling system is the last piece of the jigsaw which delivers a fully operational railway ready for driver training. The project team will now focus on completing both of the new stations on the line and enhancing the active travel links – walking and cycling routes - that will connect the communities to the new railway.”

David Lister, ScotRail Safety, Engineering & Sustainability Director, said: “With the new signalling system now

commissioned, ScotRail will begin a programme of driver training enabling our trains to run safely onto the wider network. This investment marks one of the final steps towards opening the Levenmouth line, which will deliver new and improved services for our customers across Fife and East Scotland.”

Signalling systems allow trains to move around the network, tracking them as they progress along the railway and stopping them safely at stations and junctions.

Specialist engineers have worked for months to design and install the different elements of the new system along the route.

The system on the Levenmouth branch, which is controlled from Network

Rail’s Edinburgh signalling centre, includes: 15 Signals, 22 Axle counters, 3 sets of points, 21 Location cabinets



National Rail

Deltic No. D9000 is seen outside the excellent LSL facility at Crewe on January 15th. *Lee Stanford*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

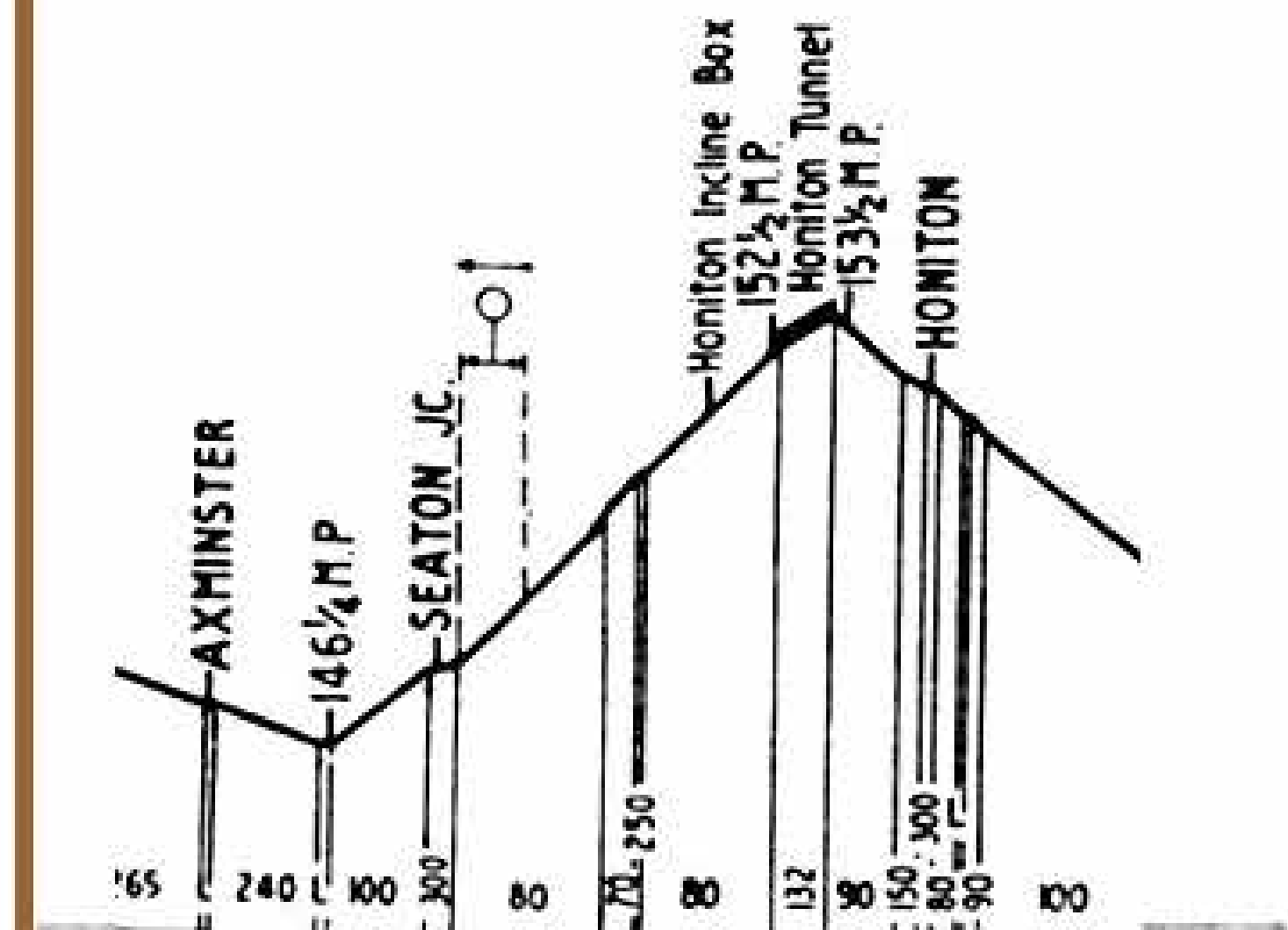


The afternoon Chard shunting duty involved taking a pick-up goods train with a Standard Class 4 2-6-0 from Axminster to Yeovil Junction. En route, at Broom Gates, there was a booked stop to drop off daily cans of fresh water for the crossing keeper who had no mains supply.

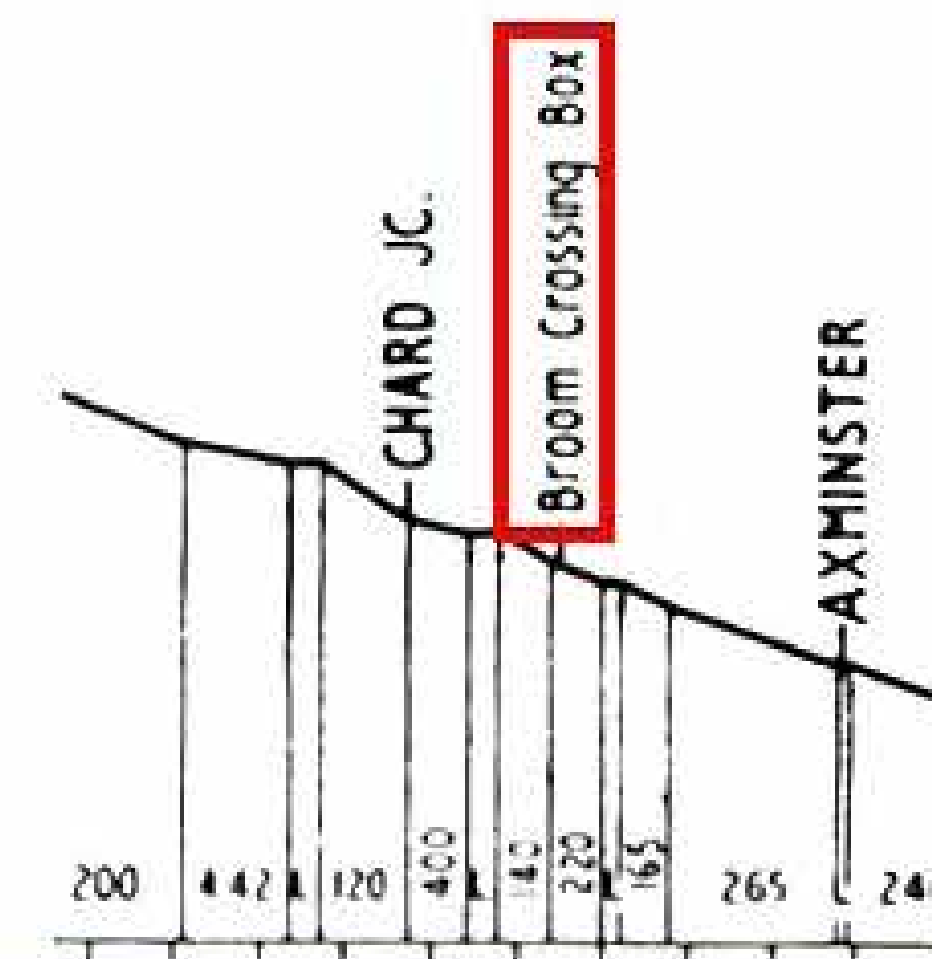
The crossing keeper would be waiting for this train which stopped with the buffers of this freight train clanging as they met together with neighbouring vehicles. The full cans came off the footplate and in the opposite direction a couple of sacks were thrown up onto the footplate which were religiously filled with coal for the crossing keepers' fire. Also from the crossing keeper came a few bottles of home-made cider!

Honiton Tunnel [1345 yards long and the longest on the former L.S.W.R.] always seem to have a 'screeching' wind blowing through it. Blasting into the tunnel from either direction, cinders and ash would bounce off from the footplate roof with a deafening noise.

The orange glow from the firebox reflected from the roof and walls of the tunnel. With steam and smoke often filling the footplate. Breathing would be difficult because of the smoke and steam swirling around the cab. The west portal would slowly come into view - a welcome sight - as the locomotive blasted out into the fresh air with the loco's harsh exhaust beat softening as the gradient eased for the run down through Honiton station.



'N' class 2-6-0 No. 31835 leaves the west portal with a permanent way train which includes two elderly es-L.S.W.R. coaches.



Clubs and Societies Apparel

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



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10+ Price: £26.50 EACH
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10+ Price: £25.50 EACH

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15+ Price: £8.35 EACH

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10+ Price: £11.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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10+ Price: £12.75 EACH

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10+ Price: £7.60 EACH

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A Different View

London Euston bound Pendolino, Class 390 047, crosses the Southport line on the approach to Wigan North Western on December 1st.
John Sloane

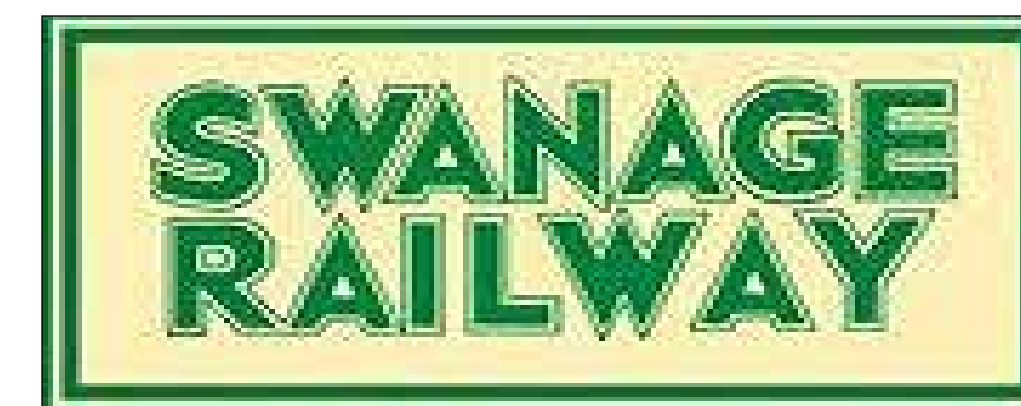


A Different View

On January 20th, sunrise at Wolverhampton.
Richard Hargreaves



COMMUNITY WEEKEND TO GIVE PUBLIC RARE OPPORTUNITY TO GO BEHIND THE SCENES ON THE SWANAGE RAILWAY



Dedicated Swanage Railway volunteers are to stage a fascinating two-day Community Weekend giving the public the rare opportunity to go behind the scenes of the award-winning heritage line that has been rebuilt since 1976.

The special event takes place on Saturday and Sunday, February 17th and 18th, - between 10:00 and 16:00 - with staff at Swanage, Herston, Harman's Cross, Corfe Castle and Norden stations taking part.

Half-price standard travel train tickets for the Community Weekend are available in advance from the Swanage Railway website, at swanagerailway.co.uk, for people

living in the BH and DT postcodes with proof of BH and DT residence having to be supplied when purchasers pick up their tickets from Swanage Railway ticket offices on the day.

With advance booking of tickets recommended at swanagerailway.co.uk, there will be the chance to drive a 1950s heritage diesel shunter at Swanage for £20, watch a train guard or on-train travelling ticket inspector perform their duties for £5 (additional train travel ticket purchase required) as well as enjoy £5 behind the scenes tours of the award-winning signal boxes at Harman's Cross or Corfe Castle stations.

Non-advance bookable free (donations appreciated) attractions will be guided access to the footplate of a steam locomotive at Swanage, visits to 1960s heritage telephone exchanges at Harman's Cross and Corfe Castle stations (both subject to volunteer availability) between 10.30am and 3.30pm as well as the chance to have a go at signalling at the Corfe Castle signalling museum (subject to volunteer availability).

Visitors will also be able to chat to volunteers at Herston Halt - which is only accessible on foot or by train - about the development of the Swanage Railway's first station since it welcomed its first train from Swanage in 1984.

Other non-advance bookable free (donations appreciated) attractions on the Saturday and Sunday include the chance to chat to the restorers of heritage coaches and wagons at Corfe Castle station as well as watch demonstration lifts - between 10.40am and 3.30pm - by 1940s and 1950s railway cranes at Norden station, one of which relaid the Swanage Railway tracks from Herston Halt to Furzebrook between 1983 and 2002.

Demonstration narrow gauge diesel trains will also be operating between 11am and 3pm at the Swanage Railway Trust's Purbeck Mining Museum, next to Norden station, which explains and celebrates the 2,000 year history of Isle of Purbeck ball clay mining.

Event organiser and volunteer guard Clare Collins said: "Our Community Weekend is a different and interesting day out for all the family - a rare opportunity to see behind the scenes of a working heritage railway, explore some of the many different roles required to operate the Swanage Railway and find out about varied volunteering opportunities.

"Volunteering on the Swanage Railway is very fulfilling, it's a great way of meeting new people while assisting with worthwhile community projects at what has become one of Dorset's major tourist attractions," added Clare who is also a volunteer director of the Swanage Railway Trust which manages the heritage line and is a registered charity.

Swanage Railway Trust chairman Frank Roberts said: "It takes more people to operate, maintain and develop the Swanage Railway than many people realise. Our Community Weekend is the first of several special events across 2024 that we hope will be attractive to a wide variety of people of all ages.

"I have been lucky enough to have been a Swanage Railway volunteer for more than 40 years and I find volunteering very fulfilling and enjoyable while working with a splendid group of people of all ages.

"With the Swanage Railway contributing more than £15 million a year to the local economy, we are delighted to give people across the Isle of Purbeck, Dorset and beyond the chance to enjoy a behind the scenes view of a very special heritage railway," added Frank who helped to install the Swanage Railway's lineside telephone system in the 1980s and 1990s while now being the lead volunteer maintaining and developing Herston Halt on the outskirts of Swanage.

More details about the Community Weekend's varied events - as well as terms and conditions for some of the activities and visits - can be found at swanagerailway.co.uk.

Photo: SR track maintenance volunteer ©ANDREW PM WRIGHT

Great Central Railway Announces Cancellation of 'By Rail to Victory - a 1940's Experience' in 2024



Despite cancelling this year's event, Great Central Railway is excited to announce plans for a new event in 2025 that will pay homage to the pivotal role of railways during the 1940s.

This brand-new event will encapsulate the entire decade, celebrating the wartime years and exploring the profound impact the railways had on the country in the post-war years.

With the collaboration of re-enactors, the 2025 event promises to be a comprehensive retrospective, encompassing not only the valiant efforts of the allied forces during wartime but also delving into the unity and resilience that defined post-war Britain. Great

Central Railway is committed to creating an immersive experience that captures the essence of the 1940s, highlighting the railway's role in shaping both the past and the future.

Richard Bruce, Head of Stations and Events said "We really appreciate the support of the many people who have been involved with this event over the last few years including our loyal visitors, our volunteers, and the broader community. We look forward to welcoming everyone to the exciting new event in 2025."

To replace this event in 2024, during the May half-term week, we will be running a family event from Wednesday 29th May to Sunday 2nd June including a return of steam locomotives to the Mountsorrel branch line. In addition, on 1st June we will also, for the first time, be operating an overnight gala of passenger and goods trains to recreate the experience of a main line railway at night.

Image: 73156 at Leicester North ©R. Harris

The Great Central Railway is resting its popular 1940s Weekend in 2024.

Originally scheduled to take place between May 31st and June 2nd, it will not be part of the award-winning heritage line's line up special events this year. It follows a decision to consult with the full-time staff at the railway on a voluntary redundancy programme.

Malcolm Holmes, General Manager of the railway said, "We know this will be a disappointing decision because the event is visited by thousands of people every year. However, it costs a significant amount of money to stage and while the railway moves through staffing and financial changes we feel this is the most prudent thing to do."

In addition, a number of the re-enactors who have been an important part of the success of previous events will be out of the country and attending events in Normandy.

Meanwhile, a field adjacent to Quorn and Woodhouse station which hosts displays and the popular 1940s shopping village is also unavailable for that purpose this year. Both of these factors would effectively make the whole event financially unviable.

Great Central Railway

▶ LNER Autocar No. 3170 is seen at Loughborough waiting its next diagram on January 26th.
Lee Stanford

▶ Consecutively numbered Standard Class 2 locos Nos. 78018 and 78019 slow for the stop at Quorn and Woodhouse on January 26th.
Lee Stanford

▶ Class 153 371 is seen stabled in the station area sidings at Loughborough during the GCR's Winter Steam Gala on January 26th.
Derek Elston



Great Central Railway

An almost timeless seen at Quorn and Woodhouse on January 26th as Stanier 8F No. 48305 approaches with a demonstration oil tank train. *Lee Stanford*



Great Central Railway

▶ BR Standard 4MT No. 75069 approaches Rothley heading from Loughborough to Leicester North on January 26th. *Derek Elston*

▶ Former East Midlands Railway's Class 153 308 is seen stabled at Loughborough, its new home base on January 26th. *Derek Elston*

▶ Lancashire and Yorkshire 'A' Class No. 52322, visiting the line, eases into the headshunt at Leicester North after arrival with the 09:00 from Loughborough on January 26th. *Derek Elston*



Great Central Railway

Stanier 8F No. 48305 enters Quorn and Woodhouse station on January 26th with the 10:30 service from Loughborough to Leicester. *Lee Stanford*



Great Central Railway

▶ Visiting from the Severn Valley Railway, Standard Class 4 No. 75069 is seen paired up with Standard Class 5 No. 73156 as they approach Quorn and Woodhouse station with a Leicester service on January 26th. *Lee Stanford*

▶ 9F No. 92214 awaits its next turn in Rothley Brook sidings during the GCR Winter Steam Gala on January 26th. *Derek Elston*

▶ Lancashire and Yorkshire 'A' Class No. 52322, visiting from the East Lancs Railway, is seen attracting attention at Leicester North after arriving from Loughborough on January 26th. *Lee Stanford*



Great Central Railway

Stripped out and undergoing rebuild, 8F No. 48624 is seen at Loughborough on January 26th. *Derek Elston*

Shunter No. 13101 is seen in the works at Loughborough on January 26th. *Derek Elston*

Derby lightweight single unit No. M79900 is seen entering the yard at Loughborough on January 26th. *Lee Stanford*



Severn Valley Railway

▶ LMS Ivatt Class 4 No. 43106 is seen at Bridgnorth on January 6th. *Richard Hargreaves*

▶ On January 6th, Pannier Tank loco No. 7714 arrives at Hampton Loade with the 10:30 Bridgnorth - Kidderminster service. *Phil Martin*

▶ Class 20 189 is seen stabled at Kidderminster on January 29th. *Phil Martin*



Severn Valley Railway

▶ BR Standard 4MT 4-6-0 No. 75069 stands at Hampton Loade on January 6th with the 16:00 Kidderminster - Bridgnorth service. *Phil Martin*

▶ On January 6th, LMS Ivatt Class 4 No. 43106 is seen on Bridgnorth shed on its last weekend of service. *Phil Martin*

▶ Class 40 106 stands at Bridgnorth on December 29th working the 17:30 Bridgnorth - Kidderminster service. *Phil Martin*



Keighley & Worth Valley Railway

Working southbound on the line which is truncated due to works at Keighley station, Stanier Class 5 4-6-0 No. 45212 eases into Oakworth on January 7th. *Gerald Nicholl*



Keighley & Worth Valley Railway

Waggon and Maschinenbau Diesel Railbus
No. M79964 is pictured ready to depart
Oxenhope on January 7th. *Gerald Nicholl*



Keighley & Worth Valley Railway

On January 13th, with services currently running top and tailed due to the closure of Keighley station for rebuilding work. Black 5 No. 45212 heads a southbound service on Saturday morning at Damems. *Ben Bucki*



Keighley & Worth Valley Railway

On January 14th, D0226 'Vulcan' was leading the northbound service on Sunday morning near Damems, though running a little late (presumably due to the frost and ice). *Ben Bucki*



From the Archives

NCB0-6-0 Saddle Tank loco 'Alison' struggles out of Bold Colliery on November 5th 1976.

John Sloane



From the Archives

▶ Caprotti fitted No. 73157 rests alongside Springs Branch shed on August 5th 1967.
John Sloane

▶ With its haunting chime whistle blowing, LNER A4 No. 60009 'Union of South Africa' races through Fflint with a returning special on July 22nd 2012. *Jeff Nicholls*

▶ GWR Manor Class No. 7802 'Bradley Manor' is seen standing near Malvern Wells signal box on March 10th 2007. The engine was heading to Hereford to run a railtour to Minehead via Llanvihangel Bank, Severn Tunnel and Bristol Temple Meads. *Neil Pugh*



From the Archives

▶ Visiting from the Severn Valley Railway, No. 46443 hauls a demonstration parcels train through Burrs on the East Lancashire Railway on January 22nd 2011. *Jeff Nicholls*

▶ Class 50027 'Lion' is seen near Grateley working an Exeter - London Waterloo service in 1990. *Michael Bennett*

▶ No. 46233 'Duchess of Sutherland' makes a fine sight in BR green livery as she climbs past Standish on June 16th 2012. *John Sloane*



From the Archives

Class 127 newspaper units Nos. M55976 and M55986 stand amongst Pacers at Newton Heath depot on May 21st 1988. *John Sloane*



From the Archives

▶ Class 37 025 heads an SRPS raitour from Blackpool to Wigan past Charnock Richard on July 1st 2017 with 37 219 on the rear.

John Sloane

▶ NER Fletcher 2-4-0 No. 910 is seen on display at York station on June 11th 1972.

John Sloane

▶ Class 47 611 'Thames' on a Paignton to London Paddington service passes Cogload in the late eighties. *Michael Bennett*



From the Archives

▶ Virgin Train's HST power car No. 43311 departs Edinburgh Waverley with the 11:07 service to London King's Cross, on March 25th 2017.
Paul Senior

▶ Class 60 040 wheels a bitumen train from Ashton in Makerfield to Lindsey past Astley Crossing signal box on March 17th 2005.
John Sloane

▶ Class 60 011 passes Barnetby on September 22nd 2014, with an empty iron ore working from Immingham to Santon. *Paul Senior*



From the Archives

Class 37 No. 6714 (37 014) stands outside the servicing shed at March depot on June 16th 1973.

John Sloane



From the Archives

▶ 'St. Monans' (works No. S9373/47) is seen outside its shed at British Gypsum, Hawton, Newark on April 4th 1969. This loco is preserved and is now at the Ribble Steam Railway in Preston. *John Sloane*

▶ Class 67 020 passes Helsby at the head of a test train on March 9th 2005. *John Sloane*

▶ Southern 2-BIL unit No. 2090 stands at London Waterloo on display on October 24th 1987. *John Sloane*



From the Archives

A view of London King's Cross on October 26th 1987 with a pair of HSTs and EMU Class 312 721 in view.
John Sloane



From the Archives

▶ Class 31 230 is seen at Manchester Victoria on May 21st 1988. *John Sloane*

▶ Deltic No. D9009 'Alycidon' waiting to depart Preston with a five day 'Freedom of Scotland' railtour on June 22nd 2003. *John Sloane*

▶ Former GWR No. 5553 carries a tribute to Dai Woodham as it sits in his yard at Barry on June 16th 1988. *John Sloane*

