



Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

All Photographic contributions should 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.

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Welcome to Issue 211

We start this month with an announcement on behalf of David Wood who is the vice chairman of the Rainhill Railway & Heritage Society. He says that unfortunately the museum has closed permanently and that their artefacts are now on loan for the time being at the N W Transport Museum in St Helens, WA10 1DU who open only on a Sunday between 11.00am - 4.00pm. Once they have a new venue artefacts will return to Rainhill. They also have a new website at : www.rainhilltrials.org

In the news this month, and whilst we are still being told from government that 'nobody's travelling by rail', the Office of Rail and Road has revealed that 417 million passenger journeys were made on National Rail during the last three months of 2023, which was an increase of 20 per cent when compared with the same quarter a year earlier. The total for 2023 was 1,570 million, which again showed a 20 per cent increase compared with 2022. Passenger kilometres rose by the same percentage, to 15.2 billion between October and December.

Revenue was also up, from £2.2 billion in the last quarter of 2022 to £2.6 billion in the same quarter last year. The increases have been recorded in spite of seven days of industrial action in the last three months of 2023, which could mean falls in 'trains planned' of as much as 68 per cent on the worst affected days.

The ORR pointed out that the figures are also affected by split ticketing, which increases the number of individual journeys, and also by the fact that the statistics count each train used by a passenger, so that if a change of train is needed another journey is added to the total.

The private sector lobby group Rail Partners said: 'Although the latest ORR data shows an increase in passenger numbers, passengers are still not using trains at the levels seen before the pandemic.

'This underlines the urgent need for rail reform to create a new public body to oversee the railways, but also to give operators the commercial freedoms to attract customers back to rail.'

The chief executive of the Railway Industry Association Darren Caplan said: 'The return to rail continues apace and this substantial 20 per cent uplift year-on-year is a really encouraging increase in the number of passenger journeys and revenues.

'This follows the excellent recent DfT passenger statistics which – despite changing calculations methodologies to exclude all Elizabeth Line passengers – have in March exceeded 100 per cent of pre-Covid figures. Inclusion of those passengers would take overall numbers to nearly 110 per cent,

which is real progress considering the comparison year, 2019-20, was the second highest on record.

'These new ORR and DfT figures are a reminder that the railway will need more capacity in the future, especially with the recent RIA-commissioned Steer report forecasting passenger numbers to grow between 37 per cent and 97 per cent to 2050, depending on which policy the Government adopts in the coming years.'

And a new report from the Railway Industry Association is calling for a shakeup of how railway fares are charged, with the aim of making tariffs simpler and easier to understand.

The report mentions recent research commissioned by RIA and carried out by Steer, which found that passenger numbers could grow between 37 per cent and 97 per cent by 2050. Even a rise of 37 per cent would exceed totals recorded in the 1920s, the previous busiest decade.

A 97 per cent increase, resulting in around three billion journeys annually, would be unheard-of.

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

Black 5 No. 44871 is seen at Dorridge on March 9th being serviced prior to working the return leg of 'The Stratford Flyer' from Stratford upon Avon back to Manchester.

John Alsop

Front Cover

On March 4th, recently painted GBRf Class 60 085 is seen on the Blyth & Tyne line at Woodhorn Museum foot crossing hauling 6N86 09:13 Tyne Coal Terminal GBRf to Lynemouth power station loaded Biomass. *Alan Sinclair*





GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' is going great guns on the climb of Shap with 'The Shap Mountaineer' on March 16th. *Jeff Nicholls*

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Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Battle of Britain Class No. 34067 'Tangmere' gets 'The Winter Cumbrian Mountain Express' back underway at Lowgill on March 16th after being looped at Grayrigg. *Lee Stanford*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

SR Battle of Britain Class No. 34067 'Tangmere' heads 'The Winter Cumbrian Mountain Express' over Shap summit and onto Carlisle on March 16th. *Shep Woolley*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

SR BoB Class No. 34067 'Tangmere' makes good progress up the lower reaches of the climb to Shap on March 16th with 'The Winter Cumbrian Mountain Express'. *Jeff Nicholls*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On March 16th, SR BoB Class No. 34067 'Tangmere' departs Carnforth having taken over 'The Winter Cumbrian Mountain Express' which had arrived earlier from London Euston with Carlisle as its destination. *Michael Lynam*



Charter Scene Railway Touring Company

The Stratford Flyer

Kicking out an impressive exhaust, LMS 4-6-0 Black 5 No. 44871 takes the Macclesfield line at Cheadle Hulme on March 9th while working 1Z64 07:24 Manchester Piccadilly to Stratford upon Avon charter. *Barry Longson*



Charter Scene Railway Touring Company

The Stratford Flyer

On March 9th, Black 5 No. 44871 working the 1Z64 Manchester Piccadilly to Stratford upon Avon is seen at Stafford. Class 47 815 was on the rear. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Stratford Flyer

Black Five No. 44871 emerges from Wood End Tunnel on the Shakespeare Line with West Coast Railways return 'Stratford Flyer' 16:18 Stratford-upon-Avon to Manchester Piccadilly on March 9th. *Chris Morrison*



Charter Scene Vintage Trains

The Shap Mountaineer

AstrangertotheNorthernFellsbutnevertheless putting in a credible performance sees GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' top the climb to Grayrigg with ease on March 16th. *Lee Stanford*



Vintage Trains

The Shap Mountaineer

▶ On March 16th, 'Earl of Mount Edgcumbe' is seen speeding 'The Shap Mountaineer' return leg away from Tebay and back to Crewe.

Shep Woolley

▶ On March 16th, 'Earl of Mount Edgcumbe' departs Carnforth having taken over the 1Z43 from Birmingham and heads to Carlisle.

Michael Lynam

▶ On March 16th, approaching the Shap summit board, GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' with 'The Shap Mountaineer' heads to Carlisle. *Shep Woolley*



Charter Scene

Vintage Trains

The Cathedrals Express

Vintage Trains No. 7029 'Clun Castle' arrives back at Dorridge with the 15:05 Salisbury - Birmingham Snow Hill return 'Cathedrals Express' on March 2nd. *Chris Morrison*



Charter Scene Branch Line Society

Thunderbirds Are Go!

On March 7th, Class 57 303 is seen at Morpeth on 1Z36 09:49 Derby to Linlithgow, a GBRf positioning move for their weekend 'Thunderbird' Branch Line Society raitour.
Alan Sinclair



Charter Scene Branch Line Society

Thunderbirds Are Go!

The Branch Line Society ran their 'Thunderbirds Are Go' railtour from Derby to Linlithgow on March 7th and in misty conditions at Chesterfield the train headed by Class 57 303 is seen crossing over to take the 'Old Road' via Barrow Hill. *Lee Stanford*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On March 30th, SR BoB Class No. 34067 'Tangmere' works the 'Northern Belle' through Benson Hall on the climb to Grayrigg.
Shep Woolley



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On March 30th, 'Tangmere' working the return 'Northern Belle' crosses over the magnificent Artengill Viaduct, heading back to Preston.
Shep Woolley



Railway Touring Co.

The Cheshireman

Black 5 No. 44871 departs from Crewe on March 2nd working the 07:13 London Euston to Chester excursion. *Lee Stanford*

Stanier Black 5 No. 44871 eases into Northampton with The Railway Touring Company's 'The Cheshireman' railtour 1Z72 07:13 London Euston to Chester on March 2nd. *Derek Elston*

Black 5 No. 44871 stands at Northampton at the head of the returning RTC 'The Cheshireman' railtour 1Z73 15:15 Chester to London Euston on March 2nd. *Derek Elston*



Charter Scene Inter-City

The Whistling Highlander

Immaculate Class 40 No. D213 'Andania' departs from Crewe on February 24th with the 08:12 excursion to Inverness. *Lee Stanford*



Charter Scene Statesman Rail

Footex

Overhead line damage at Runcorn on League Cup Final day caused all services from Liverpool Lime Street to be diverted via Warrington. Running slightly behind time the 09:38 Footex from Liverpool to Wembley Central headed by Class 86 101 is seen passing Crewe on the up fast line. *Lee Stanford*



Charter Scene

Retro Railtours

The Master Cutler

Rail Adventure HST power cars Nos. 43468 and 43480 are paired with the 125 groups preserved Mk3 coaches passing Kings Sutton with Retro Railtours 'Master Cutler' Mini Tour 11:13 London Marylebone - Banbury on March 15th. *Chris Morrison*



Charter Scene Saphos Trains

The Cotswold Explorer

On March 16th, Royal Scot Class No, 46100 'Royal Scot' is seen passing under the Oaksey Road road bridge with 1Z46 Northampton to Worcester. *Ken Mumford*



Charter Scene Saphos Trains

The Cotswold Explorer

No. 46100 'Royal Scot' is seen steaming well at Shrivenham working Saphos Trains 'The Cotswold Explorer', 1Z46 06:30 Northampton to Worcester Shrub Hill on March 16th.

Derek Elston



Charter Scene Inter-City

West of Scotland Push-Pull

On March 29th, Class 47 805 and 47 712 pass through Leyland working the 1st day of the 'West of Scotland Push - Pull' railtour from Crewe - Edinburgh. *Michael Lynam*



Charter Scene ECS and Light Engine Moves

Pacific No. 70000 'Britannia' eases into Manchester Victoria station on March 27th 2024 returning from the ELR 'Legends of Steam' gala to its Crewe base. *Gerald Nicholl*



Charter Scene ECS and Light Engine Moves

On March 24th, Class 66 308 (with 66 306 on the rear) crosses the River Trent at Sawley with 5Z53 11:50 Willesden to Burton Wetmore ECS from the previous days BLS tour around the East Midlands. *Mark Pichowicz*



Charter Scene ECS and Light Engine Moves

Class 47 805 is seen at Henwick, Worcester with the stock of a railtour from Northampton with No. 46100 'Royal Scot' on the rear, being turned to return towards London on March 16th.

Chris Morrison



Charter Scene

ECS and Light Engine Moves

▶ Class 47 746 storms through Acton Bridge on March 12th with a Carnforth - Burton ECS working. *Brian Battersby*

▶ LSL Class 122 Bubble Car 'Flora' passes Stafford on March 21st working from Kidderminster back to base at Crewe. *Lee Stanford*

▶ Class 47 773 passes Farington on March 16th running light engine to Crewe and following GWR Castle No. 5043 which was hauling a railtour. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ On March 1st, LNER A4 No. 60007 'Sir Nigel Gresley' passes Northampton working 5Z07 10:11 Crewe H.S. to Southall Loco Services Ltd ECS move ready for railtour duties the following day. *Derek Elston*

▶ Class 40 No. D213 'Andania' whistles it's way home with 5Z51 13:30 Northampton Down Goods Loop to Crewe H.S. ECS working, passing through Long Buckby on March 17th. *Derek Elston*

▶ Class 47 No. D1935 'Roger Hoskins MA 1925-2015' passes Northampton on the rear of 5Z07 10:11 Crewe H.S. to Southall Loco Services Ltd ECS move on March 1st. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

Black 5 No. 44871 is seen steaming through Northampton working as 5M43 10:42 Southall to Carnforth Steamtown on March 7th.

Derek Elston

Class 47 815 'Great Western' is seen held at Stafford with ECS move 5M43 10:19 Southall to Carnforth Steamtown on March 5th.

Derek Elston



Charter Scene

ECS and Light Engine Moves

▶ No. 70000 'Britannia' leads A4 No. 60007 'Sir Nigel Gresley' through Winwick on their way from Crewe to Bury on March 14th. Class 37 No. D6851 'Flopsie' brings up the rear for some complicated manoeuvres in the Manchester area. *Jeff Nicholls*

▶ Class 47 815 passes Balshaw Lane Junction at the head of a Southall to Carnforth empty stock working on March 5th. *John Sloane*

▶ GWR No. 5043 'Earl of Mount Edgcumbe' passes Hest Bank on March 15th on a Tyseley to Carnforth move with two support coaches. The loco's name apparently is that of a GWR Director. *Colin Kennington*





Macclesfield station recognised at Cheshire Best Kept Stations Awards

Macclesfield station has scooped the title of large station of the year at Cheshire Best Kept Station Awards. The Cheshire station, which is operated by Avanti West Coast, was recognised for its welcoming staff, and clean, bright environment, in the large stations category - beating eight other stations at the annual prestigious awards ceremony.

Members of TravelWatch NorthWest - an independent organisation representing all users of public transport in the North West of England - judged the large station category using their expertise on what railway stations should be providing.

Praising Macclesfield for its customer experience and community feel, the judges honoured the station with the Chris Dale TravelWatch Award. The award commemorates the late Chris Dale - a passionate campaigner for

public transport and Chair of TravelWatch NorthWest, who was a Macclesfield resident.

Since 2021, the Avanti West Coast Team has supported the Silklife Foodbank - a service run and supported by Silklife Church in Macclesfield that provides emergency food parcels to local people - with a dedicated space at the station to facilitate donations.

The station has also welcomed art installations in the last 12 months, as part of the Macclesfield art trail - a large mural inspired by Charles Tunnicliffe and a metal townscape reflecting the town's heritage.

An illustration celebrating the town's heritage and culture now adorns the interior of Macclesfield station's footbridge - providing a welcoming gateway

to those travelling by train.

Mark Barker, Chairman of Cheshire Best Kept Stations, said: "Located in the heart of the town, Macclesfield station is a railhead for long distance trains to London and the south as well as for local services. It is clean and bright with welcoming staff and a good café. The artwork around the station gives it a community feel."

Laura Warwick, Avanti West Coast Station Manager at Macclesfield, said: "We're delighted Macclesfield has been recognised for this prestigious award and couldn't be prouder of the team. They take immense pride in the station and this lovely Cheshire town - providing a warm and friendly service to our customers, as well as supporting causes that matter most to local people. This award is a testament to the team's hard work over the past 12 months."

Avanti West Coast

▶ Class 805 004 passes Moore on March 12th with another test run. *Jeff Nicholls*

▶ Having arrived 11 minutes early on March 13th, Class 805 005 sits at Northampton having arrived as 5Q02, the 09:58 Oxley Car. M.D. to Northampton and would return as 5Q03 at 12:51. *Derek Elston*

▶ The shape of things to come as Avanti West Coast's unbranded Class 805 006 departs Rugby with 5Q81 08:00 Crew to London Euston training run on March 5th. *Derek Elston*





Avanti West Coast and DHL Supply Chain team up on innovative solution to reduce food waste

Avanti West Coast has partnered with DHL Supply Chain to roll out smart temperature devices across its onboard catering operation in a first for the UK rail industry.

Using a temperature monitoring solution, food which would normally go to waste will be saved – contributing to the intercity operator’s commitment to reduce its impact on the environment.

The intercity operator and logistics company have installed Internet of Things (IoT) devices – a network of devices that communicate with one another to collect and share data - on Avanti West Coast’s trains, as well as food carts to monitor temperatures and reduce waste.

Fixed to individual carts, chiller displays and the onboard kitchen, each IoT device provides constant monitoring to ensure food is kept at the optimum temperature – supporting the train operator’s efforts to minimise waste.

The technology can issue immediate feedback and alerts on the condition of the carts and areas on the train. Food temperature data can be accessed using a QR code scanner to evaluate patterns and performance.

By offering users access to enhanced data, it enables more informed decisions to be made on whether food should be disposed or, where possible, recycled.

The rollout of these new devices contributes to making the train operator’s catering operations, which include the onboard shop, First Class service, and 500 carts that supply ambient and fresh food to Avanti West Coast’s trains each day, more sustainable. It follows a two-month trial of the temperature monitoring devices designed to support the efficiency and sustainability of the catering operation.

This digital solution to temperature monitoring also improves efficiency, as it removes the need for paperwork.

Dan Peacock, Managing Director, DHL Supply Chain, said: “The significant food waste savings achieved through the introduction of smart IoT devices into our Avanti West Coast operation shows the value of innovation and digital solutions. Nurturing and deploying new technology is part of our commitment to both our customers and the environment. I’m incredibly proud of the team for seeing the opportunity for positive change and making it happen.”

Philippa Creswell, Executive Director of Onboard at Avanti West Coast, said: “We’re committed to reducing our impact on the environment and tackling our food waste is just one area that will help achieve this. Partnering with DHL on this innovative temperature monitoring device is the latest initiative to make our catering operations more sustainable – enabling us to make more informed decisions about items that can be kept or wasted. The technology has transformed the way we work, and we’re excited to see how it will support safety, while reducing waste across the west coast.”

Avanti West Coast

On March 8th, Class 805 009 is seen in a south bay at Crewe having arrived from London Euston on driver training duties. *Michael Lynam*

Class 390 129 arrives at Wilmslow on March 7th with a Manchester to London Euston service. *Michael Lynam*

Class 390 154 heads north at Crewe on March 8th as TfW's DVT No. 82216 leads a Manchester Piccadilly - Cardiff service with Class 67 025 on the rear. *Michael Lynam*





Avanti West Coast celebrates 2,500 pupils enjoying Feel Good Field Trips

Avanti West Coast's groundbreaking initiative to give children access to fun and educational experiences has reached another milestone – welcoming the 2,500th pupil to take part in its latest day out.

Feel Good Field Trips, launched by the operator in April 2022, has now hit the halfway mark. The scheme is designed to give up to 5,000 pupils aged between four and 18, the chance to travel by train for hands on learning and culturally diverse days out that may have previously been inaccessible for them.

A recent trip by pupils from Beechwood Primary School in Crewe marked 2,500 children taking the train with Avanti West Coast for a unique outing as part of Feel Good Field Trips

A class of 30 Year 3 pupils made the train journey to Liverpool to visit the Royal Liver Building, enjoy a ferry ride on the River Mersey, and explore some of the city's landmarks.

Avanti West Coast Managing Director, Andy Mellors, celebrated the milestone with Beechwood Primary School pupils at the top of the Royal Liver Building with a specially designed banner - acknowledging their participation, as well as the thousands of young people who have benefited from the learning experiences over the last two years.

Since launching in April 2022, over 100 planned excursions have taken place – from trips to Gladstone Pottery Museum in Stoke-on-Trent, to outdoor adventuring in the Lake District, and art workshops at The Herbert Art Gallery and Museum in Coventry - with children from Avanti West Coast's network of partner schools, which all have high pupil premium rates, enjoying hands-on learning experiences.

David Savage, of Community Rail Lancashire, who facilitates the Feel Good Field Trips, was presented with a certificate to thank him for his efforts to deliver the days out that offer the opportunity for children to discover key destinations on the west coast.

He said: "I am thrilled that the Feel Good Field Trips initiative has reached a significant milestone having taken our 2,500th pupil on an unforgettable journey to Liverpool. Many of the children I've had the privilege to accompany had never before experienced rail travel or ventured beyond their hometowns.

"The best part of my job is witnessing the children's wide-eyed excitement as they embark on adventures onboard Avanti West Coast's train. Each trip offers a fresh and exhilarating experience. As a former geography teacher, I understand the value of field trips in enhancing students' learning experiences, which is why I'm immensely proud of the positive impact our Feel Good Field Trips have had – not only on the children who participate but also on the schools facing budget constraints and the cost of living challenges.

"I'm delighted we'll be offering even more exciting destinations for our trips and I'm filled with excitement and anticipation to continue providing enriching experiences for students across the West Coast Main Line."

Joining the schoolchildren on their trip to Liverpool, Andy Mellors, Managing Director at Avanti West Coast, said: "It was a memorable experience to be able to see first-hand the opportunities we're offering young people and what it means to them.

"Connecting thousands of school pupils to opportunities they would never otherwise have the chance to experience is what this initiative is all about, so we're excited to have reached this latest milestone and send a big thanks to Dave at Community Rail Lancashire who has made it possible.

"We've loved taking children from all backgrounds to destinations along our route, so they can discover something new, and we cannot wait to welcome another 2,500 onboard our trains to enjoy days out on the west coast."

The campaign builds on the Avanti Schools Programme, which aspires to connect young people from a range of diverse socio-economic backgrounds to opportunities across the route and follows the height of the COVID-19 pandemic, which saw school trips paused.

Caledonian Sleeper

Caledonian Sleeper liveried Class 92 006 runs through Northampton light engine as 0Z93 13:20 Rugby Ugl Signal RN4182 to Wembley InterCity depot on March 14th. *Derek Elston*



Colas Rail

Class 70 814 working 6C26 05:37
Westbury - Burngullow with
66 846 in tow on the rear, passes
through Resprynn on March 1st.
Barry Beeston



Colas Rail

▶ Class 37057 is seen at Heaton Norris Junction working 0Z31 09:50 Manchester Piccadilly to Manchester Piccadilly on March 5th.
Barry Longson

▶ Catching the early morning sun at Doncaster on February 23rd, Class 70 809 and 66 848 stand in the West Yard awaiting their next duties.
Lee Stanford

▶ Colas Split Box Class 37 057 was engaged on route learning duties around the North West on March 6th and is seen in platform 3A at Stockport during a reversing manoeuvre.
Lee Stanford



Colas Rail

▶ Class 56 105 and 56 049 drift down Shap on March 16th with a Carlisle - Doncaster move.

Jeff Nicholls

▶ Harry Needle's Class 37 405 and 37 610 creep through Euxton on March 23rd during a move from Carlisle to Crewe. *John Sloane*

▶ Class 70 804 passes through Charnock Richard cutting with a Chirk to Carlisle empty log train on March 24th. *John Sloane*





RSH built NCB No. 11 'Birch Coppice' leads the line at Boden Rail's Colwick depot on February 25th, with Class 56 090 and 37 175 behind and 97 303 and 56 049 under the canopy.
Mark Pichowicz



Colas Rail

Recently Colas hired in DB loco Class 66 086 to work their daily engineering train 6S31. Pictured at Coopies Lane near Morpeth Station on February 23rd. *Alan Sinclair*

On March 7th, Class 56 105 and 56 049 pass Pleasington heading the 6J37 log train from Carlisle - Chirk via the S&C. *Michael Lynam*

Class 56 094 waits to depart Crewe on March 8th working a ballast train from Crewe Basford Hall - Longport. *Michael Lynam*



Colas Rail

▶ Class 56 049 and 56 105 pass Battlefield with 6C37 10:30 Chirk Kronospan to Carlisle Yard on March 10th. *Keith Davies*

▶ On March 7th, Class 37 057 is seen stabled adjacent to the main station at Manchester Piccadilly, between driver route learning duties. *Michael Lynam*

▶ We were wondering how long it would be before the Freightliner Class 70, hired to Colas, visited these parts. Well, the answer was, "not long", as on March 14th, Class 70 009 was dispatched to Lindsey in order to work 6D79 tanks to Neville Hill. It is seen approaching Scunthorpe station with its usual two TEAs. *Steve Thompson*



Colas Rail

On March 17th, Class 56 090 passes Frodingham Junction on 6C87 Brocklesby Jct. - Toton North Yard with a part-loaded RDT set.
Steve Thompson

Class 70 804 is seen at Woolascott with 6C37 12:06 Chirk Kronospan - Carlisle Yard on March 24th.
Keith Davies

Class 70 809 heads through Northampton on March 8th working light engine move 0Z32 12:30 Rugby D.E.D. to Wembley H.S.
Derek Elston



▶ Four-car unit Class 221 140 approaches Southampton on March 4th with the 10:45 Bournemouth - Manchester Piccadilly service. *John Goodrich*

▶ Class 221 129 working the 1010 Manchester Piccadilly to Southampton service is seen diverted through Grateley on March 9th. *Michael Bennett*

▶ On March 9th, the diverted 1M54 Southampton to Manchester Piccadilly service passes through Grateley with Class 220 007. *Michael Bennett*





DB Cargo

▶ Class 66 015 approaches Hebden Bridge with 6E26 10:50 Knowsley - Wilton on March 21st.
John Balaam

▶ Class 66 244 passes through Eastleigh on March 14th with a Southampton Eastern Docks to Halewood working. *John Sloane*

▶ Class 66 121 forges through Standish at the head of the Seaforth to Mossend intermodal on March 7th. *John Sloane*



DB
Cargo

Class 66 165 hauling the 4L56 Trafford Park - London Gateway intermodal heads through Sandbach on March 22nd. *Mark Enderby*



DB Cargo

DB Maritime livered Class 66 047 coasts through Pemberton, in the suburbs of Wigan with 6E26 10:50 Knowsley to Wilton domestic and industrial waste train on March 6th. *Paul Senior*



DB Cargo

▶ Class 66 111 heads south through Acton Bridge on March 12th with a Knowsley - Wilton waste train. *Brian Battersby*

▶ Maritime liveried Class 66 047 hauling the Knowsley to Wilton binliner passes Northern's Class 195 019 at Winwick on March 6th. *John Sloane*

▶ Class 66 021 working 6C53 14:46 St. Blazey - Exeter Riverside Yard passes through Resprynn on February 28th. *Barry Beeston*



DB Cargo

▶ Class 67 012 runs light engine through Northampton as 0A06 13:32 Crewe T.M.D. (E) to Wembley H.S. on March 25th. *Derek Elston*

▶ On March 8th, Class 67 005 leads 67 029 and 66 029 on a loco move from Crewe TMD (E) - Toton TMD. *Michael Lynam*

▶ Class 67 006 'Royal Sovereign' working through Northampton light engine as 0A06 13:32 Crewe T.M.D. (E) to Wembley H.S. on March 18th. *Derek Elston*



DB Cargo

▶ Class 66 063 heads past Moore on March 12th, with an Ashburys SS - Dowlow Briggs Sidings working. *Jeff Nicholls*

▶ On March 7th, Class 66 026 passes light engine through Wilmslow on route learning duties from Crewe - Peak Forest. *Michael Lynam*

▶ Class 66 054 heads north through Acton Bridge on March 5th with a rake of stone wagons. *Brian Battersby*



DB Cargo

▶ Class 66 111 pulls away from Upholland tunnel with the Wilton to Knowsley empty binliner on March 19th. *John Sloane*

▶ Class 66 143 waits for the road at Eastleigh with a Southampton to Birch Coppice train on March 14th. *John Sloane*

▶ Class 66 099 runs through Swaythling at the head of a Trafford Park to Southampton Western Docks intermodal service on March 14th. *John Sloane*



DB Cargo

▶ Class 66 154 passes through St. Denys with a Leeds to Southampton working on March 14th.
John Sloane

▶ Class 66 059 creeps past Wigan Station Junction before dropping down to Wallgate at the head of the daytime Wilton to Knowsley empty binliner on March 6th.
John Sloane

▶ Class 66 154 speeds through Eastleigh at the head of an intermodal from Wakefield on March 13th.
John Sloane



DB Cargo

▶ On March 25th, Class 66 175 passes New Barnetby with a rake of empty coal hoppers from Scunthorpe BSC - Immingham Bulk Terminal. *Michael Lynam*

▶ Class 66 128 heads towards Stafford on March 21st with the 11:50 Washwood Heath to Warrington Arpley. *Lee Stanford*

▶ On March 24th, Class 66 080 passes through Scunthorpe on 6X66 Entrance C - Doncaster Up Decoy, comprising a Kirow crane and its support vehicles. *Steve Thompson*



DB Cargo

▶ On March 27th, a view of the sorry state of Knottingley depot, once a thriving place, on this occasion reduced to just a solitary loco on site, Class 66 100 just visible through the open door on the right. Still, the 'preserved' HAA wagon is still there, just about visible on the right. *Steve Thompson*

▶ A very clean Class 66 054 leads the 4F45 11:39 Washwood Heath Up Sidings to Arpley Sidings through Stafford, with 66 171 out of sight on the rear on March 5th. *Derek Elston*

▶ Asparkling Class 66 026 leads 6V06 11:56 Burton on Trent West Yard Maurice Hill to Acton T.C. service through Northampton on March 14th. *Derek Elston*



DB Cargo

▶ Class 66 143 heads the 4M71 Southampton - Birch Coppice intermodal passing flooded water meadows at Kings Sutton on March 15th.
Chris Morrison

▶ Class 66 021 heads through Northampton working 6V06 11:56 Burton on Trent West Yard Maurice Hill to Acton T.C. on March 18th.
Derek Elston

▶ On March 18th, Class 66 127 shunts 6B52 from Swindon Stores (where it arrived 82mins early) then slowly pushes it into Cockleberry Sidings just east of the station.
Ken Mumford



DB Cargo

▶ Class 66 165 leads the 4L56 13:20 Trafford Park Euro Terminal to London Gateway DB Cargo intermodal through Stafford on March 5th.

Derek Elston

▶ Class 66 066 'Geoff Spencer' running light engine as 0A06 13:32 Crewe T.M.D. (E) to Wembley H.S. is some 42 minutes behind time as it speeds through Stafford on March 5th.

Derek Elston

▶ Class 66 148 'Maritime Intermodal Seven' leads 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. empties through Northampton on March 25th.

Derek Elston



DB Cargo

On March 19th, Class 66 075 passes through Altrincham with a Knowsley - Wilton EfW bin train. *Michael Lynam*

Class 66 133 passes New Barnetby on March 25th with a rake of empty Biomass wagons from Drax PS - Immingham. *Michael Lynam*

Class 66 099 hammers through Stafford with 4021 09:20 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 on March 5th. *Derek Elston*



DC Rail Freight

On March 27th, Class 56 098 disturbs the peace at Long Buckby with the 6Z45 07:30 Wembley Terminal Complex Wheel Lathe to Burton on Trent West Yard working. *David Pratt*



DC Rail Freight

▶ Large logo Class 56 098 working 4Z43 10:11 Chaddesden Sidings to Wembley Receptions 1-7. passes through Northampton on March 26th. *Derek Elston*

▼ Class 60055 working the 6Z23 Appleford Sidings to Tytherington heads through Swindon on March 11th. *Ken Mumford*



Direct Rail Services

▶ Class 68 004 'Rapid' speeds through Wigan NorthWestern, during a heavy rain shower, with 4S44 12:16 Daventry to Coatbridge intermodal on March 28th. *Paul Senior*

▶ A rare sight at Winwick as Class 57 307 makes its way past the waterlogged fields from Crewe to Carlisle on March 20th. *Jeff Nicholls*

▶ Class 68 009 and 68 013 head through Stafford on March 9th with a light engine move from Wembley to Crewe Gresty Bridge. *Brian Battersby*



Direct Rail Services

Class 66 430 passes Kempseye with 4V44 09:37
Daventry DRS (Tesco) - Wentloog FLT on March
1st. *Keith Davies*



Direct Rail Services

On March 19th, Class 68 014 and 66 425 pass Diggle working 0Z68 Leeds Balm Road to Crewe Gresty Bridge. *Russell Clarke*

Class 68 005 passes Euxton on a Carlisle to Crewe move on March 1st. *John Sloane*

Class 66 431 and Chiltern's 68015 pass Charnock Richard with a Carlisle to Crewe move on March 11th. *John Sloane*



Direct Rail Services

▶ Class 66 433 approaches Bradley on March 22nd with the Shap to Crewe stone train.
John Sloane

▶ Class 66 432 has the 4S44 Daventry to Mossend intermodal in tow as it passes through Charnock Richard cutting on March 11th.
John Sloane

▶ Class 57 308 'Jamie Ferguson' runs light engine through Crewe working from Crewe Gresty Bridge - Rugby.
Michael Lynam



Direct Rail Services

On March 16th, Class 88 006 heads north through Carnforth working the 4S43 intermodal (TESCO) from Daventry - Mossend. *Michael Lynam*



DRS takes delivery of 25 new JNA-Z box wagons

A fleet of 25 brand new JNA-Z box wagons, from VTG Rail UK, has entered traffic.

The wagons were built by WH Davis at its Shirebrook facility and will be operated by Nuclear Transport Solutions' (NTS) rail division DRS.

The new wagons are soon to enter traffic. Each wagon's gross laden weight is 101.6 tonnes, and the tare weight is 24.2t meaning that the payload is 77.4t.

Gottfried Eymmer, NTS Managing Director for Rail, said: "These new wagons are an excellent addition to our portfolio and will enable us to provide new services to

our customers.

"These are very exciting times, and the wagons offer a huge amount of flexibility, not to mention that each train we operate can take up to 60 lorries from the roads and offer CO2 savings of 76% when compared to road transport."

The new wagons are being hired via a wet-lease, meaning that VTG Rail UK will also provide maintenance.



Direct Rail Services

Mixed motive power as Class 68 004 leads 66 433 on a Daventry - Coatbridge intermodal at Winwick on March 29th. *Jeff Nicholls*

Class 66 432 passes through Stafford with 4S44 12:16 Daventry International Railfreight Reception Fl to Coatbridge (DRS) on March 5th. *Derek Elston*

The regular 6K05 engineers train from Carlisle to Crewe stands in the loop at Hellfield on March 26th with Class 66 427 in charge. *Lee Stanford*



Direct Rail Services

▶ The regular Daventry to Mossend intermodal passes Lowgill on March 16th hauled by Class 88 006. *Lee Stanford*

▶ Class 68 002 'Intrepid' leads the 4M27 05:32 Coatbridge (DRS) to Daventry International Railfreight Reception Fl through Stafford on March 5th. *Derek Elston*

▶ Class 68 002 'Intrepid' crawls up to a red signal working 4M27 05:32 Coatbridge (DRS) to Daventry International Railfreight Reception Fl as it approaches the entry to DIRFT on March 11th. *Derek Elston*



Direct Rail Services

On March 16th, Class 68 017 leads 68 033 and 88 010 and two nuclear flasks working the 6K73 from Sellafield - Crewe Coal Sidings.

Michael Lynam

Class 68 010 passes through Crewe on March 8th with snowplough ADB 965577 on a test run from Crewe Coal Sidings - Chester and back.

Michael Lynam

Running 83 minutes down, Class 66 430 is seen passing Northampton with 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal Fl. on March 25th. *Derek Elston*



East Midlands Railway

Seen at Heaton Norris Junction, Stockport on March 5th, Class 158 777 and 158 854 form the 09:54 Norwich to Liverpool service.

Barry Longson

Class 170 206 and yet to be reliveried 170 201 stand in platform 0 at Stockport working the 09:51 Liverpool to Norwich. This service was delayed by 70mins owing to a signal failure in the Sheffield area and as a consequence was terminated at Nottingham. *Lee Stanford*

Class 222 014 stands at Loughborough on March 7th with a service to London St. Pancras.

Mark Enderby



East Midlands Railway

▶ In a rare bit of sunlight on March 14th, Class 170 510 stands at Lincoln with a service for Peterborough. *Lee Stanford*

▶ Class 170 531 passes New Barnetby on March 25th working a Leicester - Grimsby Town service. *Michael Lynam*

▶ The 13:51 Liverpool to Norwich operated by Class 158 862 and 158 810 started its journey at Manchester Piccadilly on March 27th and was unusually pathed into platform 2 at Stockport where it is seen awaiting the right away. *Lee Stanford*



Freightliner

On March 4th, Class 70 015 was used on 0H46 12:06 Crewe Basford Hall to Romiley Junction route learner run and is seen in the goods loop at Stockport. *Barry Longson*

Class 70 005 leads 66 540 on a Southampton to Crewe working as it arrives at Eastleigh on March 13th. *John Sloane*

Class 66 548 working the 4G97 Crewe to Donnington RFT arrives at its destination on March 13th. *Richard Hargreaves*



Freightliner

Super power was used on March 6th to move just one box wagon, with Class 66 587 and 70 005 in charge of 6M25 11:20 Hunslet Yard to Crewe Basford Hall, seen at Heaton Norris Junction.
Barry Longson



Freightliner

Class 59 101 in its new livery is seen passing through Grateley in the evening sun with the empty stone train on March 6th. The consist still having an old hopper wagon in it.

Michael Bennett

Class 66 623 passes Coppull Moor at the head of a Hardendale to Tunstead working on March 19th. *John Sloane*

Freightliner are still regular users of electric locos and on a dismal February 15th, Class 90 014 and 90 042 pass Stafford working the 09:12 Felixstowe to Trafford Park. *Lee Stanford*



Freightliner

On March 9th, Class 70 005 hauling the 4090 Leeds to Southampton diverted liner is seen passing Grateley. *Michael Bennett*

Class 66 545 hauling the 4M81 Felixstowe - Trafford Park heads through Sandbach on March 22nd. *Mark Enderby*

On a sunny March 6th, Class 66 587 hauls 70 005 and one wagon through platform 0 at Stockport forming the 11:20 Hunslet Yard to Crewe Basford Hall. *Lee Stanford*



Class 70 011 emits black exhaust as it powers past the disused signal box at Southampton on March 8th whilst working 06:04 Leeds - Southampton Maritime. *John Goodrich*



Freightliner

▶ Class 70 001 powers away from platform 3 at Eastleigh with the 4090 06:04 Leeds to Southampton liner on March 14th.

David Lindsell

▶ Class 66 621 is seen passing Grindelford on March 7th taking a selection of wagon types from Tunstead to Hunslet for repair.

Lee Stanford

▶ Class 66 601 heads north through Stafford on March 9th.

Brian Battersby



Freightliner

▶ Class 47 830 'Beechings Legacy' drifts past Coppull Moor on a return training trip to Crewe from Carlisle on March 19th. *John Sloane*

▶ Class 66 504 approaches Gathurst station with an engineering train returning to Crewe from Parbold on March 20th. Class 66 597 was at the rear of the train. *John Sloane*

▶ Class 59 205 departs Southampton Up Yard with a working to Westbury on March 14th. *John Sloane*



Freightliner

▶ Class 59 204 approaches Eastleigh with a Westbury to Crawley stone train on March 14th.
John Sloane

▶ Class 66 523 passes Parbold crossing wrong line with a track renewal train on March 18th.
John Sloane

▶ Class 70 001 runs past St. Denys with a fully loaded liner from Crewe on March 14th.
John Sloane



Freightliner

▶ Class 66 523 waits in Parbold station for a return path to Crewe with an engineering train on March 20th. *John Sloane*

▶ Unusual motive power for the Ince and Elton sand empties as Class 70 002 and its train cross the Mersey in Warrington on the way to Latchford sidings to run round and face the right direction for Crewe on March 29th. *Jeff Nicholls*

▶ Class 70 007 passes St. Denys with a Crewe to Southampton liner on March 14th. *John Sloane*



Freightliner

▶ Running slightly ahead of time Class 66 605 approaches Grayrigg loops with the 10:27 Hardendale to Guide Bridge on March 16th.
Lee Stanford

▶ On March 18th, Class 66 540 heads through Swindon working 4L33 Wentloog to London Gateway.
Ken Mumford

▶ Class 66 520 approaches Swindon station on the UML with 4L23 Wentloog to London Gateway on March 14th.
Ken Mumford



Freightliner

Having run round its train in Latchford Sidings, Class 70 002 passes Arpley Junction with the Ince and Elton - Crewe sand empties on March 29th. *Jeff Nicholls*

Class 59 201 and 66 538 working the 7B12 Merehead to Wootton Bassett head through Swindon on March 21st. Class 59 201 was on test. *Colin Pidgeon*

Class 59 101 on 7B12 Merehead to Wootton Bassett heads through Swindon on March 5th. *Colin Pidgeon*



Freightliner

▶ Class 66 414 with the diverted 4050 London Gateway to Southampton liner passes through Grateley with special containers included in the consist on March 9th. *Michael Bennett*

▶ Class 59 205 on 6C48 Appleford to Whatley approaches Swindon on March 5th. *Colin Pidgeon*

▶ On March 11th, Class 59 203 heads through Swindon working the 6C48 Appleford Sidings to Whatley Quarry. *Ken Mumford*



Freightliner

▶ Class 90 004 and 90 003 lead the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. passing DRIFT on March 11th. *Derek Elston*

▶ On March 19th, Class 66 505 passes through Hale with an empty bin train from Runcorn Folly Lane - Brindle Heath RTS. *Michael Lynam*

▶ Class 90 012 and 90 005, with 66 507 dead in the consist of 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. pass through Northampton on March 14th. *Derek Elston*



▶ Class 90 047 and 90 010 pass through Northampton working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on March 18th. *Derek Elston*

▶ On March 19th, Class 66 561 passes light engine through Altrincham heading from Runcorn to Northenden RTS. *Michael Lynam*

▶ Class 90 043 is seen dead in the consist of 4M45 02:57 Felixstowe North F.L.T. to Garston F.L.T. being worked by 90 009 through Northampton and running over an hour late on March 2nd. *Derek Elston*



Freightliner

▶ Class 47 830 'Beechings Legacy' runs light engine through Stafford as 0T93 11:27 Rugby Signal Rn4179 to Crewe Basford Hall S.S.M. on March 25th. *Derek Elston*

▶ Class 70 008 leads the 4035 09:52 Lawley Street F.L.T. to Southampton M.C.T. through Northampton on March 7th. *Derek Elston*

▶ On March 7th, Class 66 518 passes through Manchester Piccadilly working a Trafford Park - Felixstowe liner. *Michael Lynam*



Freightliner

▶ Class 66 602 hammers through Stafford on March 5th with 6B71 07:19 Tunstead Sidings to Northampton Castle Yard aggregates.

Derek Elston

▶ Class 66 623 'Lest we Forget' passes through Northampton working 6H50 13:14 Wembley Receptions 1-7 to Tunstead Sidings on March 18th. *Derek Elston*

▶ Class 66 613 eases the 6M51 14:49 Park Royal Marcon to Tunstead Sidings off the Greenford branch at West Ealing on March 22nd.

Derek Elston



Freightliner

On March 27th, the locomotive storage line adjacent to the main line at Leeds Midland Road consisted of Class 59 002, 66 552, 70 019, 70 013, 70 018, 66 599 and 66 552.

Michael Lynam

Getting ready to be shipped overseas, an immaculate looking Class 66 956 is seen at Leeds Midland Road on March 27th.

Michael Lynam

Class 66 549 rumbles through West Ealing on March 22nd, working 6M97 14:34 West Drayton Hanson Aggregates Flhh to Wembley Receptions 1-7. *Derek Elston*





FREIGHTLINER PARTNERS WITH ZERO TO DECARBONISE CRITICAL TRANSPORT OPERATIONS

Freightliner and Zero, a breakthrough energy company that develops and manufactures whole-blend synthetic, non-biological fuels, have announced a partnership to achieve a fossil-free locomotive operation by 2040 and overall Net Zero by 2050, representing a major evolution for one of the world's oldest, safest and most reliable forms of freight transport. To successfully meet these ambitious emissions targets, Freightliner is exploring alternatives to diesel, such as Zero's carbon-neutral synthetic diesel, which will eliminate fossil-carbon emissions and improve air quality and environmental well being.

Zero CEO Paddy Lowe said: "The UK has a proud tradition of innovation in rail and energy, pioneering Trevithick's world first full-scale working railway steam locomotive in 1804. Steam locomotives powered the Industrial Revolution for more than a century, ushering in an era of unprecedented progress and prosperity; now, Freightliner is again revolutionising rail freight and logistics by integrating fossil free fuel into the most efficient mode of freight transportation. With Zero's drop-in synthetic fuel solution, Freightliner and its customers can continue using best-in-class rail infrastructure while maximising performance and minimizing emissions. Zero is energised by the opportunities presented in this partnership, and we look forward to working with the

great minds at Freightliner to shape the future of fossil-free rail."

As one of the largest freight operators of electric trains in Europe, Freightliner is a known champion of sustainable logistics and has been pursuing solutions to decarbonise and fill gaps within its non-electric locomotive fleet. In addition to locomotives, Zero will support non-road mobile machinery and other vehicles. Freightliner has set near-term targets for a 55 percent reduction of greenhouse gas emissions by 2033, which will require approximately 26 million litres of alternative fuel across its asset population. This level of demand is reflected by Zero's rapid scale-up of fuel production,

including plans to build the world's first commercial-scale synthetic fuel facility in the next two years.

*based on diesel fuel

About Zero Petroleum

ZERO. FUEL REINVENTED. Zero Petroleum ("Zero") is a breakthrough energy company that develops and manufactures whole-blend synthetic, non-biological fuels – gasoline, diesel and jet fuel – in a completely fossil-free process, using just carbon dioxide from the air and hydrogen from water. Zero's proprietary DirectFT® fuel synthesis process has demonstrated industry-leading fuel quality and production efficiency.



▶ A grubby Class 69 007 runs past Heaton Norris Junction working 0Z10 14:08 Crewe Basford Hall to Doncaster Down Decoy Yard on March 5th. *Barry Longson*

▶ On March 5th, Class 69 007 stands at Stockport whilst working the 0Z09 Crewe to Crewe route learner. *Russell Clarke*

▶ Class 56 081 and 69 009 are seen at Longport on March 9th. *Brian Battersby*



▶ The upgrade of the Hope Valley line will see the closure of Grindleford signal box and the removal of the semaphore signals. On March 8th, Class 66 766 is in charge of the 10:20 Bletchley to Peak Forest and seen passing both items and a scene that will soon be changing.

Lee Stanford

▶ Class 66 704 passes through Swaythling at the head of a Trafford Park to Southampton intermodal on March 14th.

John Sloane

▶ Class 73 961 stands in Eastleigh Yard on March 14th.

John Sloane



On March 14th, Class 69 001, still looking quite smart, passes behind Scunthorpe station and onto E Line with 6D74 Doncaster Up Decoy - Frodingham Trent Yard, comprising an empty RDT set. *Steve Thompson*

On March 27th, passing through Knottingley station in the last of the daylight, Class 60 076 working the 6E10 Tuebrook - Drax loaded Biomass. *Steve Thompson*

On March 25th, on its first visit to Scunthorpe, Class 66 308 ambles along E Line with 6D01 Doncaster Belmont - Frodingham Trent Yard, conveying two RDT sets. *Steve Thompson*



With its normal route blocked by a landslip between Pontefract Monkhill and Knottingley, the twice weekly Middletown Towers to Monk Bretton sand train has been running round in the loop at Calder Bridge Jct. before taking the rarely used Oakenshaw to Oakenshaw South curve. On Tuesday March 19th, 66 788 was in charge.

▶ The train approaches Oakenshaw Junction from Doncaster, the curve to Oakenshaw South Junction visible through the trees in the background. *Tim Saunders*

▶ Having detached from its train in the goods loop at Calder Bridge and proceeded up the branch from Oakenshaw Junction to clear signal WK6841, 66 788 gets the signal to set back and complete it's run round. *Tim Saunders*

▶ The train makes its way under Oakenshaw Lane road bridge as it tackles the curving 1 in 89 gradient toward Oakenshaw South Junction. *Tim Saunders*



Class 60 085 is seen at Marcheys House signal box on March 5th working 6N87 13:32 Lynemouth power station to Tyne Coal Terminal GBRf Biomass empties. Four signal boxes are scheduled for closure and demolition in the next few weeks, Marcheys House being the second box to go in early April. *Alan Sinclair*

Although the cloud rolled in on March 6th, Class 66 777 was still worth a photograph, as it ran past Heaton Norris Junction working 4H88 08:13 Hams Hall to Hindlow. *Barry Longson*

Class 60 096 heads through Acton Bridge on March 12th with a Liverpool - Drax Biomass working. *Brian Battersby*





Class 69 008 'Richard Howe' is seen in Eastleigh East Yard with barriers and Class 458 521 prior to working the 5Q70 18:32 to Widnes Transport Tech on the afternoon of March 14th.

David Lindsell

Class 69 011 is seen in undercoat having arrived at Eastleigh Works earlier, presumably for painting, on the afternoon of March 14th.

David Lindsell

Class 66 709 working 6G75 16:46 Burngullow - Westbury is seen departing Truro, heading to position at Burngullow with 66 702 in tow on the rear on March 1st. *Barry Beeston*



On March 5th, Class 66 773 'Pride of GBRf Railfreight' descends into platform 7 at Nuneaton, wearing its rainbow livery.

Ian Callander

Class 66 757 'West Somerset Railway' drifts into Nuneaton on March 5th, keeping a firm check on the load pushing it down the incline into platform 7. *Ian Callander*

Class 66 302 is seen shunting about in Eastleigh East Yard on the afternoon of March 14th.

David Lindsell



▶ Class 66 784 stands outside Parbold at the rear of a train of new track panels from Crewe on March 18th. *John Sloane*

▶ Top and tailing the Schwebbau Milling machine from York to Crewe are Class 66 784 and 66 767 which are seen approaching Heyrod on March 8th. *Lee Stanford*

▶ Unique liveried Class 66 734 passes Crewe on February 25th with the 07:34 Stone to Bescot (via Stockport) engineers working. *Lee Stanford*



On March 8th, Class 66 719 approaches Crewe working a container train from Southampton Western Docks - Ditton. *Michael Lynam*

Class 66 738 waits time at Stafford on March 9th with an intermodal working. *Brian Battersby*

Class 66 744 working the 4Z11 Doncaster Decoy to Donnington arrives at its destination on March 8th. *Richard Hargreaves*



▶ Class 60 087 struggles past Bradley with a Ribbleshead to Tuebrook stone train on March 22nd. *John Sloane*

▶ On March 22nd, Class 66 769 heads through Sandbach working 6H10 Bletchley - Peak Forest. *Mark Enderby*

▶ On March 7th, Class 69 007 passes light engine through Wilmslow on route learning duties from Crewe Basford Hall - Wakefield Whithams Cobra. *Michael Lynam*



▶ Class 66 738 sweeps past Winwick with the Hams Hall to Mossend intermodal on March 6th. *John Sloane*

▶ On March 19th, Class 60 096 passes through Altrincham working a Biomass train from Liverpool Docks - Drax. *Michael Lynam*

▶ Class 60 021 hauling the 6E10 Liverpool BT - Drax Biomass is seen at Acton Bridge on March 25th. *Mark Enderby*



▶ Class 69 009 hauling SWR's 458 452 with the 5Q62 Widnes - Wembley, heads through Acton Bridge on March 25th. *Mark Enderby*

▶ On March 22nd, Class 66 732 approaches Sandbach working the 4H88 Hams Hall - Hindlow. *Mark Enderby*

▶ Class 66 735 working the 6X41 Dagenham - Garston heads through Acton Bridge on March 25th. *Mark Enderby*



Class 66 799 passes Manchester tram No. 3012 at Navigation Road, working a Aggregate train from Tunstead Sidings - Small Heath on March 19th. *Michael Lynam*

Class 66 776 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC (the final GBRf working on this traffic) on March 29th. *Keith Davies*

Class 66 744 is seen at Kempseye on March 22nd with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on March 22nd. *Keith Davies*



▶ Class 66 726 runs into Appley Bridge station with an engineering train returning from Parbold to Crewe on March 20th. *John Sloane*

▶ On March 20th, Class 66 784 is seen returning empty track panel wagons from Parbold to Crewe as it approaches Appley Bridge.

▶ Class 66 727 passes through Swaythling with the Mountfield to Southampton service on March 14th. *John Sloane*



▶ Class 66 779 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on March 5th. *Keith Davies*

▶ On March 15th, Class 69 001 passes Scunthorpe station on 6D74 Doncaster Belmont - Entrance C, a short train comprising a manipulator and a power wagon off an RDT set. *Steve Thompson*

▶ Over the years Lincoln has become a freight hotspot and on March 14th, Class 66 766 heads through with the 11:38 Masborough to Felixstowe intermodal. *Lee Stanford*



▶ Class 60 087 drifts through Euxton with a Ribbleshead to Tuebrook stone train on March 1st. *John Sloane*

▶ Class 60 096 grinds through Winwick on March 6th with 6E10 from Liverpool to Drax. *John Sloane*

▶ Class 60 047 passes Altrincham on March 19th with a Biomass train from Liverpool Docks - Drax AES. *Michael Lynam*



▶ An unusual movement on March 22nd saw Class 66 765 pass Chester, working 4M59 04:31 Tonbridge West Yard to Llandudno Junction empty box wagons, presumably for the loading of stone from Penmaenmawr quarry.

Barry Longson

▶ Class 66 721 'Harry Beck' working 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf heads through Northampton on March 7th. *Derek Elston*

▶ Class 66 701 with 66 720 'Wascosa' DIT working 4M47 12:18 London Gateway GBRf to Hams Hall GBRf intermodal heads through Northampton on March 25th. *Derek Elston*



▶ Class 66 799 'Modern Railways Diamond Jubilee' leads the 6G92 09:34 Tunstead Sidings GBRf to Small Heath Lafarge GBRf through Stafford on March 5th. *Derek Elston*

▶ Class 69 009 'Western Consort' is seen at Northampton on March 25th with SWR's Class 458 422 in tow as 5Q62 12:55 Widnes Transport Tech to Wembley Receptions 1-7. *Derek Elston*

▶ Class 66 755 'Tony Berkley OBE RFG Chairman 1997-2019' works through Northampton with 6055 14:40 Daventry GBRf to Dollands Moor Sidings empty water train on March 14th. *Derek Elston*





DEAL AGREED WITH PORTERBROOK ON ZEPHIR DEPOT SHUNTERS

GB Railfreight has reached an agreement with Porterbrook to lease three Zephir 'LOK 16.300' depot shunters for its operations at Celsa Steel Works in Cardiff.

The LOK 16.300 is a more sustainable option than traditional depot shunters, with an expected fuel efficiency saving of up to 60%. They provide depot operational flexibility as they are capable of operating outside of railway infrastructure. The units have been procured through Zephir's UK distributor Depot Rail, who will also support the shunters while they are in

active operations.

Asset Director of GB Railfreight Dave Golding said: "We're pleased to be adding these new industry-leading Zephir shunt locomotors to our fleet. The LOK 16.300 locomotors alongside other recent significant investments made by GB Railfreight, including 50 modern JNA-X wagons from Porterbrook will help us deliver our target to be net zero by 2050 and help to decarbonise the UK's supply chains."

Porterbrook's Head of Freight and Route Services Mark Wyborn said: "Porterbrook is committed to investing in rail freight for the long-term. With over 300 depot shunters currently operating in the UK and most due for renewal over the next five years, bringing these lower-emission Zephirs under our ownership for GB Railfreight marks a further diversification of our freight fleet, and underlines our dedication to support the sector with affordable, innovative and sustainable rolling stock."

"We look forward to working with Zephir and our industry partners to continue the roll out of more sustainable assets for depot operations."

Director at Depot Rail Owen Snell said: "We are really pleased to have the opportunity to work with Porterbrook and GB Railfreight to provide a more sustainable shunting solution for Celsa's Cardiff operations."



50 NEW JNA-X BOX WAGONS ARE ON THE WAY

GB Railfreight has reached an agreement with Porterbrook for the production of 50 new box wagons to be manufactured by Greenbrier.

The deal marks continued investment into the rail freight sector, adding to the existing 100 intermodal twin wagons and 50 box wagons delivered to the UK rail network since 2022.

The new wagons, arriving in the UK in Q3 2024, will replace ageing assets while also enabling an increase in the nation's rail freight capacity.

Supporting the expected growth in freight for the construction sector, GB Railfreight will operate these wagons to transport bulk construction materials such as ballast and stone.

Liam Day, Commercial Director of GB Railfreight, said: "Working in partnership with Porterbrook, we're modernising our fleet by investing in 50 brand new box wagons. These will drive further growth of the business and allow us to deliver more materials to key construction projects across the country. Each of these new box wagons can move up to 77 tonnes of bulk material, which means that one of our trains can take up to 129 HGVs off our congested roads, pushing Britain closer to net zero."

Mark Wyborn, Head of Freight and Route Services at Porterbrook, said: "We are delighted to continue our journey with GB Railfreight and the rail freight sector. This deal highlights our ongoing commitment to investing in rail freight for the long-term and to providing affordable, innovative and sustainable freight rolling stock to the UK's railway."

John Brown, Sales Director at Greenbrier, said: "We are thrilled to receive a new order for JNA box wagons from two of our valued customers, showcasing their confidence in our industry leading solutions. This order highlights Greenbrier dedication to the UK Rail industry providing reliable and efficient rolling stock to meet the evolving needs of our clients"

Data from The Office of Road and Rail (ORR) shows freight volumes in construction increased by 16%, reaching 1.44 billion net tonne kilometres from July 1st to September 30th 2023, the highest value since the time series began in April 1998.

This data, combined with the Government's ambitious 2050 target to grow rail freight by at least 75%, means there is an excellent growth scenario for the industry.



JOHN SMITH WINS THE LIFETIME ACHIEVEMENT AWARD AT THE GOLDEN WHISTLES

GB Railfreight's CEO John Smith, was awarded the Lifetime Achievement Award at the Golden Whistles awards ceremony on Friday March 9th. He was given the award by one of his former colleagues and now Chief Executive of Network Rail, Andrew Haines.

At the awards night, John said: "It only feels like yesterday that we started our first train from East London for Network Rail and now we are the fastest growing rail freight company in the country. If I am honest, I find it scary that I've spent a 'lifetime' in the railway, but this award is a testimony to the incredible people I've had the pleasure of working with and have been part of building GB Railfreight to what it is today. It wouldn't have been possible without them."

Paul Lemon, National Operations Development Manager, was also highly commended in the Outstanding Operating Team category for his work with the Future Rules Working Group. The judges said;

"The team has worked collaboratively to understand and reinvent many of the UK's railway operational rules and procedures to get our railway fit for the future of the European Train Control System."

The Golden Whistles event was founded in 2010 to promote best practices and celebrate excellence in railway operations. The annual event now incorporates a morning conference at which railway operators discuss developments aimed at improving operations,

followed by a networking lunch and the handing out of the Golden Whistle awards for excellence in railway operations.



GB RAILFREIGHT PARTNERS WITH GREAT ORMOND STREET HOSPITAL CHILDREN'S CHARITY

GB Railfreight (GBRf) has selected Great Ormond Street Hospital Children's Charity (GOSH Charity) to be its new charity partner, after receiving 50 different nominations from its 1,400 train crew and staff.

Over a two-year partnership, GBRf hopes to raise as much as possible for GOSH Charity, helping to support seriously ill children from across the UK who are treated at Great Ormond Street Hospital (GOSH). The money will be raised through employee fundraising initiatives, which will include challenge events and payroll giving. The GBRf Charity Panel were moved by the testimonies sent in which set out the incredible care that GOSH has given to several children known to GBRf staff.

This included Dottie Rees (pictured right), daughter of GBRf Train Manager, John Rees. Dottie was rushed to GOSH in September 2020 where she spent 17 days in intensive care and was diagnosed with an inoperable brain tumour. Since then, she has received numerous rounds of chemotherapy and still makes two visits a month for specialist appointments.

To mark the start of the partnership, the GBRf Charity Panel and its Chair Sarah Whurr, were given a tour of Great Ormond Street Hospital by the GOSH Charity Fundraising Team.

Sarah Whurr, Head of Sustainability and Chair of the Charity Panel at GB Railfreight, said; "When visiting Great Ormond Street Hospital, in addition to the expertise, I was immediately struck by the love and support for the children and their families, who are going through an unimaginable situation. I'm certain that all of our 1,400 staff will get behind this partnership, so that we can help GOSH Charity raise vital funds to support children and their families at GOSH

Sarah Bissell, Deputy Director of Relationship Fundraising at GOSH Charity, said: "We'd like to say a huge thank you to everyone at GB Railfreight who has chosen GOSH Charity as the organisation's new charity partner. It is thanks to the generosity of supporters like GB Railfreight that GOSH Charity can continue to fund the hospital's most urgent needs and make a real difference to the lives of seriously ill children from across the UK who are treated at GOSH. "



Grand Central

Former Avanti Voyager Class 221 142 is now operated by Grand Central although only the driving trailers have been reliveried. On February 19th, the unit is seen at Doncaster before running ECS to York. *Lee Stanford*



Greater Anglia

Greater Anglia Aventra units Class 720 138 and 720 102 depart Northampton with 5Q2708:45 Wembley InterCity Depot to Rugby Udt Signal Rn4184 mileage accumulation and test run on March 19th.
Derek Elston



Greater Anglia

Late running seems to be the order of the day as Class 720 102 passes Long Buckby on shake down run 5Q30 11:24 Rugby Trent Valley Jct. to Willesden T.M.D. via Stafford on March 17th. *Derek Elston*



Great Western Railway

On March 13th, power car No. 43186 working 2C68
11:42 Plymouth - Penzance passes Marazion old station
house with 43187 on the rear. *Barry Beeston*



Great Western Railway

▶ Power car No. 43187 working 2P17 13:50 Penzance - Plymouth powers away from Liskeard with 43098 on the rear on February 26th. *Barry Beeston*

▶ On February 26th, power car No. 43189 working 2C90 20:30 Plymouth - Penzance arrives at Bodmin Parkway with 43004 on the rear. *Barry Beeston*

▶ Power car No. 43093 working 2C29 15:47 Plymouth - Penzance arrives into St. Germans with 43042 on the rear on February 26th. *Barry Beeston*



Great Western Railway

▶ Power car No. 43004 working 2P16 13:15 Penzance - Plymouth passes Long Rock with 43189 on the rear on March 13th. *Barry Beeston*

▶ Power car No. 43042 working 2E26 18:15 Penzance - Exeter St. Davids waits time at Bodmin Parkway with 43093 on the rear on February 26th. *Barry Beeston*

▶ Class 165 101 approaches St. Denys with a Cardiff to Portsmouth service on March 14th. *John Sloane*



Great Western Railway

▶ Class 158 847 leads 158 762 at Saxon Road footbridge, Southampton on March 4th working the 08:28 Cardiff - Portsmouth Harbour service.

John Goodrich

▶ Class 166 203 heads away through St. Denys on a service to Cardiff on March 14th. *John Sloane*



Great Western Railway

▶ Class 165 128 having arrived with 2G37, the 15:00 from Greenford will now depart as 2G38, the 15:15 West Ealing to Greenford on March 22nd. *Derek Elston*

▶ On March 18th, Class 387 146 and 387 149 are seen at Swindon working 1L17 Cardiff to London Paddington. *Ken Mumford*

▶ Class 158 747 brings up the rear of a GWR service to Portsmouth as it rounds the curve out of St. Denys on March 14th. *John Sloane*



BSL TO FEATURE ON FURTHER DEPARTURE SCREENS FOLLOWING TRIAL SUCCESS

LNER is introducing fully integrated British Sign Language (BSL) on digital departure screens at its stations in a UK rail industry first. The news comes at the start of Sign Language Week (which was March 18th - 24th), an awareness week for both BSL and Irish Sign Language, organised by the British Deaf Association.

LNER's latest innovation, a full integration of BSL across its customer information screens, entered a trial period last December, with the aim of providing parity of information for D/deaf customers who use BSL. This will now be implemented across all LNER's managed stations equipped with the latest screen technology, including Berwick-upon-Tweed, Durham, Doncaster, and Peterborough in the coming months.

The initial trial saw LNER working closely with local organisations and the D/deaf community. The screens display signed videos alongside the latest customer information, including departure times, the train operator, destination, calling points, and platform number. Any service updates are also translated into BSL.

Claire Ansley, People and Customer Experience Director at LNER, said: "We are delighted that the trial has proved a success. We continue to receive positive feedback from our customers and people using our stations. By introducing BSL on our screens, we are taking a significant step towards making our stations more inclusive and accessible for everyone who travels with us."

The plans also include the introduction of integrated signing at Darlington, Wakefield Westgate, Retford, Newark Northgate, and Grantham railway stations.



EMPOWERING COMMUNITIES: CHARITY SECURES FUNDING FROM LNER TO PROMOTE GOOD HEALTH

A North East-based charity which encourages and inspires people to be more physically active and take care of their mental well-being is welcoming funding from LNER's Customer and Community Investment Fund (CCIF).

Rise, based in North Shields, works across Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland, improving the quality of life for people in those communities who need it most, using the power of physical activity. Rise works closely with regional partners across health, education, transport and more – to show how physical activity can tackle inequalities and help solve some of the biggest issues

affecting our communities.

The award from LNER's community fund will help towards continuing the vital work of the charity's 'Healthy Minds for Healthy Lives' project. The scheme is particularly targeted and focused on maintaining good mental and physical health for men in the North East, and LNER was inspired by the great work already being seen in Berwick-upon-Tweed.

LNER's community fund supports charities and organisations across the 956-mile East Coast route. To date more than one hundred projects have been awarded funding for their work in enhancing people's

opportunities to get into work, promoting mental health and wellbeing, helping people suffering from loneliness or social isolation and environmental initiatives. Rise has received its funding in the latest round of awards.

Jade Scott, Strategic Lead for place at Rise, said: "We thrilled to have been successful in our bid for funding. Rise's team carries out life-changing work in Berwick with men aged 16-30, using the power of physical activity to address a range of wider issues including mental health, unemployment and poverty. This valuable funding will help us continue and expand this work – and change the lives of many more people. Thank you to LNER - as well as everyone who supported us. We're so grateful."

Rachael Wilson, Community Investment Manager at LNER, said: "We're proud to support the Healthy Minds for Healthy Lives project through our Customer and Community Fund. Our communities along our route are very important to us. We are delighted the funding will help Rise in its work to improve health and wellbeing across the North East, making a real difference to people's lives."

Class 37 418 'An Comunn Gadheatach' runs light engine as 0V74 09:10 Derby R.T.C.(Network Rail) to Reading Traincare Depot through Northampton on March 21st. *Derek Elston*



Network Rail

▶ Power car No. 43013 heads a test train from Derby to Carlisle at Charnock Richard on March 11th. *John Sloane*

▶ Power cars Nos. 43357 and 43272 working the 3Q64 Cardiff (Taff Vale Sidings) to Cardiff (Taff Vale Sidings) pass Kemble on March 14th. *Ken Mumford*

▶ On March 14th, power cars Nos. 43013 and 43062 are seen with the NMT at Swindon. It should have headed to Swindon (Cockleberry Sidings) but because of various problems in the area it stayed in platform 1 until it was time to head back up the Gloucester branch. *Ken Mumford*



▶ Power car No. 43274 leads a Derby RTC - Carlisle test train through Acton Bridge on March 12th.
Brian Battersby

▶ Class 37 057 (with 37610 on rear) passes Attenborough nature reserve working 1Q68 02:49 Doncaster - Derby RTC test train.
Mark Pichowicz

▶ Class 37 607 is seen sat in Penzance waiting to work 3Q51 22:32 Penzance - Exeter Riverside on March 13th.
Barry Beeston



▶ Power cars Nos. 43274 and 43257 pass Moore on March 12th with a Derby RTC - Carlisle working. *Jeff Nicholls*

▶ Class 153 311 with the 2Q50 Salisbury to Eastleigh test train passes through Grateley on March 9th. *Michael Bennett*

▶ On March 11th, Class 950 001 passes through Swindon working 2Q08 Derby to Bristol (Kingsland Road) via Loughborough, Melton Mowbray, Kettering, Bedford, St. Albans, Hendon, Acton Wells, West Ealing Loop, Slough, Reading, Didcot and after Swindon via Chippenham and Bath! *Ken Mumford*





Rail Adventure

▶ Power cars Nos. 43468 and 43480 working 0Z43 Walton to Wembley, pass through Crewe on March 9th. *Richard Hargreaves*

▼ Rail Adventure HST power cars Nos. 43484 and 43465 pass Moore on March 12th with a Railvac in tow. *Jeff Nicholls*



Rail Adventure

▶ Power cars Nos. 43468 and 43480 lead a late running 6Q45 14:15 Northampton North Junction to Walton Old Junction M.S.C. Sidings passing DIRFT with Merseyrail's Class 777 053, 777 038 and 777 051 in tow on March 11th.

Derek Elston

▶ Power cars Nos. 43465 and 43484 pass Euxton whilst working a Network Rail railvac from Bo'ness to Crewe on March 15th.

John Sloane



Rail Operations Group

▶ Class 37 608 and 37 800 top and tail a Class 175 unit at Kempseye working 5Q79 09:49 Barton under Needlewood RsmD - Landore TMD on March 7th. *Keith Davies*

▶ Class 37 884 on 5Q96 Newport Docks to Northampton TC Up Sidings hauls 321 440 for conversion to a parcels unit for Varmis Rail, seen heading through Swindon on March 21st. *Colin Pidgeon*

▶ Class 37 611 and 37 901 pass Kempseye on March 28th hauling a Class 175 unit as 5W78 07:43 Crewe South Yard - Landore TMD. *Keith Davies*



On April 2nd, Class 37 901 and 37 611 pass Purton Common foot crossing top'n'tail a former Heathrow Express unit as 5Q49 Bicester MOD to Lydney Up Goods Loop. The ex-Heathrow Connect unit was heading to be used in some filming on the Dean Forest Railway. *Ken Mumford*





TransPennine Express

Former TPE Class 68 019 is hurried away through Coppull Moor by 68 004 which is taking it to Kingmoor on March 19th. *John Sloane*

On March 25th, Class 185 115 passes New Barnetby working a Liverpool Lime Street - Cleethorpes service. *Michael Lynam*

Class 185 117 waits departure time at Hull on March 14th. *Mark Enderby*



Transport for Wales

On March 5th, DVT No. 82226 leads a Mk4 set with Class 67 008 on the rear, with the 10:52 Cardiff to Manchester Piccadilly past Heaton Norris Jct. *Barry Longson*

A sunny morning at Stockport on March 7th sees Class 67 008 approach the station with the 08:30 Manchester Piccadilly to Cardiff Central. *Lee Stanford*

Class 67 013 passes Kempsey with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on March 22nd. *Keith Davies*



Transport for Wales

▶ Class 67 008 hauling the 1V46 Manchester Piccadilly - Cardiff Central speeds through Sandbach on March 22nd. *Mark Enderby*

▶ Class 197 101 heads away from Winwick with a Llandudno to Manchester Airport working on March 6th. *John Sloane*

▶ Class 67 013 working the 1V39 10:30 Manchester Piccadilly - Cardiff Central service arrives at Crewe on March 9th. *Richard Hargreaves*



Transport for Wales

Class 67 013 and DVT No. 82200 pass Kempsey with 1V46 14:30 Manchester Piccadilly - Cardiff Central on March 6th. *Keith Davies*

Class 197 011 is seen at Kempsey with 1V38 09:30 Manchester Piccadilly - Carmarthen service on March 22nd. *Keith Davies*

TfW continue to use Class 153 DMUs and on March 22nd, Class 153 333 was found stabled by Chester station awaiting its next duty. *Barry Longson*



Transport for Wales

On March 6th, Class 67 013 is seen passing Heaton Norris Junction, propelling the 10:52 Cardiff to Manchester Piccadilly service.

Barry Longson

Class 67 014 arrives at Crewe on March 9th with a Manchester Piccadilly - Cardiff service.

Brian Battersby

There are still plenty of Class 197s awaiting entry into traffic stored at Donnington, as seen on March 8th. *Richard Hargreaves*



Transport for Wales

Due to a broken glass roof panel at Manchester Piccadilly, a number of platforms were out of use on March 26th. Here Class 67 025 is seen unusually in platform 1, awaiting departure with the 12:30 to Cardiff Central. *Barry Longson*

Class 67 022 stands at Crewe on the rear of 1V39, 10:30 Manchester Piccadilly to Cardiff Central service on March 23rd. *Derek Elston*

Having worked ECS from Holyhead, Class 67 010 stands in Crewe on March 21st as sister 67 006 passes through platform 6 heading north. *Lee Stanford*



Transport for Wales

▶ Class 67 008 and DVT No. 82226 pass Hadnall with 1V46 14:30 Manchester Piccadilly - Cardiff Central on March 5th. *Keith Davies*

▶ Class 153 906 and 153 362 stand at Crewe with the 2J52 11:19 to Shrewsbury service on March 23rd. *Derek Elston*

▶ Class 197 116 stands at Crewe with 1D55, the 11:21 service to Chester on March 23rd. *Derek Elston*



Transport for Wales

On March 7th, DVT No. 82201 calls at Wilmslow with Class 67 014 on the rear, working a Manchester Piccadilly to Cardiff service.

Michael Lynam

Class 67 013 departs Manchester Piccadilly on March 7th with a service to Crewe.

Michael Lynam

On March 5th, Class 153 921 and 153 327 pass Hadnall with 2J60 15:20 Crewe - Shrewsbury service. *Keith Davies*



Transport for Wales

On March 8th, Class 67 025 is seen on the rear of a Manchester Piccadilly - Cardiff service departing from Crewe with DVT No. 82116 leading. *Michael Lynam*

DVT No. 82216 leads the 1V39 10:30 Manchester Piccadilly to Cardiff Central into Crewe being propelled by Class 67 022 on March 23rd. *Derek Elston*

Running ten minutes down, Class 67 014 arrives into Crewe with 1W19 12:49 Cardiff Central to Manchester Piccadilly service on March 5th. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 156 429 and 150 139 depart Rainford with 2K65 Blackburn to Headbolt Lane service on March 29th.

Brian Dobbs



Units: DMUs and EMUs

▶ Northern's three car Class 150 002 arrives into Sheffield on February 19th with a terminating service from Huddersfield. *Lee Stanford*

▶ SWR's Class 450 066 approaches Eastleigh station with a Winchester to Southampton service on March 13th. *John Sloane*

▶ Former West Midlands' Class 323 220 is seen stabled at Wigan North Western on March 6th. *John Sloane*



Units: DMUs and EMUs

▶ A change from the usual Northern Class 195 units on the Hope Valley local service occurred on March 7th, as Class 150 118 approaches Grindleford working the 11:48 Manchester to Sheffield service. *Lee Stanford*

▶ South Western Railway's Class 444 038 sweeps past Swaythling with a London Waterloo to Weymouth service on March 14th. *John Sloane*

▶ SWR's Class 158 887 calls at Swaythling with a Salisbury to Romsey service on March 14th. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 507 016 calls at Cressington with the 16:57 Southport - Hunts Cross service on February 24th. *Chris Morrison*

Northern's Class 331 018 approaches Stockport on March 6th with a service for Crewe as TPE's Class 185 131 runs alongside bound for Cleethorpes. *Lee Stanford*

SWR's Class 444 037 approaches Eastleigh leading a London Waterloo to Weymouth service on March 14th. *John Sloane*



Units: DMUs and EMUs

South Western Railway's Class 444 044 is photographed from Southampton Central car park on March 8th, re-starting the 12:35 London Waterloo - Weymouth from its station stop.

John Goodrich

Southern's Class 377 141 approaches St. Denys with a Southampton to Brighton service on March 14th. *John Sloane*

Royal Mail's Class 325014 speeds through Acton Bridge on March 12th with a Shieldmuir Mail Terminal - Daventry working. *Brian Battersby*



Units: DMUs and EMUs

Class 455 unit No. 5868 has been repainted in blue and grey livery and it was due to work a staff special on March 4th, but this was cancelled due to severe disruption caused by a derailment at Walton on Thames. The return empty stock move from Bournemouth Depot to Wimbledon was arranged for the afternoon on March 6th. No. 5868 is seen re-starting 14:32 Bournemouth Depot - Wimbledon Depot from Southampton after a brief stop on March 6th. The black smoke in the background is from a serious fire at industrial units about a mile away. *John Goodrich*



Units: DMUs and EMUs

South Western Railway's Class 458 416 rounds the curve from Southampton Central station to Saxon Road footbridge on March 8th with 13:20 Basingstoke - Bournemouth test run.

John Goodrich

A location not visit by many enthusiasts is Glossop station on the branch from Manchester. On March 18th, Northern's EMU Class 323 234 departs with the 12:35 Manchester Piccadilly to Hadfield service.

Barry Longson

Northern's Class 195 114 rounds Farington Curve with a service to York from Blackpool on March 16th.

John Sloane



Units: DMUs and EMUs

West Midlands' Class 730 010 heads through Acton Bridge on March 5th with a Liverpool Lime St. - Crewe test run. *Brian Battersby*

Merseyrail's Class 777 025 arrives into the sun from under the river Mersey at Birkenhead Central on March 22nd with a Chester service. *Barry Longson*

South Western Railway's Class 701 530 is the rear unit of 11:15 London Waterloo - Poole - Staines test working on 6th March, seen about to enter Southampton Tunnel. Thick black smoke from a serious fire at industrial units opposite Southampton Football Club's St. Mary's Stadium about a mile away can be seen drifting across the sky. *John Goodrich*



Units: DMUs and EMUs

Merseyrail's Class 777 024 departs Hooton, working the 12:12 Ellesmere Port service on March 22nd. *Barry Longson*

Merseyrail's retro blue and grey liveried Class 507 001 departs Wallasey Grove Road with the 14:38 New Brighton to Liverpool Central on March 30th. *Chris Morrison*

Merseyrail's Class 507 017 arrives at Wallasey Grove Road with the 11:53 New Brighton - Liverpool Central on March 30th. *Chris Morrison*



Units: DMUs and EMUs

On March 13th, Merseyrail's Class 777 019 passes Kirkdale South Junction on a service to Ormskirk. *Michael Lynam*

Merseyrail's Class 507 010 arrives at Bank Hall with a Hunts Cross service on March 13th. *Michael Lynam*

LNWR Class 730 Aventura unit No. 730 211 is seen out on test at Stafford working as 10:35 Nuneaton to Crewe on March 5th. *Derek Elston*



National Rail

Although withdrawn from traffic, the ex TPE Mk5s still need to be serviced as part of the warranty. Here Class 68 026 propels a set past Heaton Norris Junction on March 5th with 5Q33 13:58 Crewe South Yard to Longsight TMD. *Barry Longson*



Big savings to be made on London and regional attractions with Greater Anglia offer

Greater Anglia is continuing its popular 2FOR1 offers for London and East Anglia attractions this year, which are perfect for getting out and about for less in 2024. Families can save with two-for-the-price-of-one entry into some of London's top attractions, such as ZSL London Zoo, the London Dungeon, Madame Tussauds, Kew Gardens and Hampton Court Palace. Around the region, there are savings on punting in Cambridge, at the Sea Life Centre in Great Yarmouth, at Shepreth Wildlife Park, and the East Anglian Railway Museum, plus many more.

There are over 150 2FOR1 attractions offers up for grabs, with something for everyone from river cruises, discounts on eating out, entry to historical houses, gardens and parks and exhibitions to museums, shows and tours.

The full list of 2FOR1 vouchers can be viewed and downloaded at www.greateranglia.co.uk/offers and are valid on the production of a rail ticket (see website for full terms and conditions).

To save even more, Greater Anglia has a range of great value fares available, such as discounted Advance tickets, Ranger tickets and the Family & Friends Railcard available.

Greater Anglia's Commercial and Customer Services Director, Martin Moran, said, "Travelling by train is cheaper than you think, and with our price promise and cheapest fare finder, you are guaranteed to get the lowest price when you book through our website. With the 2FOR1 offer and our range of cheaper tickets, we are giving people more money to spend on having a great time when they reach their destination."

Discounted fares include Advance tickets that offer customers savings of between 60 and 70% on the standard walk-up prices, GroupSave for people travelling in a group of three or more, a special London evening out fare for those staying overnight in the capital and a Club 50 discount for those aged 50 and over. For the best value fares, passengers should book in advance and the earlier customers book, the more they can save.

Fares Advice with RailUK

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

Buy before you board...

Q: I'm not the most regular traveller, but yesterday witnessed something that intrigued me.

Boarded a NT at Scarborough, missus and myself had return tickets. No problem, three passengers board opposite. Well before departure time, and numerous warnings about boarding trains without a ticket on the screen displays. We set off, guard does full ticket check. None have tickets, they obviously walked by an open ticket office, and a machine. Wanted three singles to next station, came to £11. What's the policy here? I'm not trying to cause an argument, I'm just curious how this can happen after seeing numerous warnings about boarding without a ticket, and the £100 fine plus ticket. Or is it not the guards problem?

A: Most (if not all) conductors only have the choice of selling a ticket, or taking details for a Ticket Irregularity Report (TIR) which they submit to their company's revenue protection department for potential prosecution.

They wouldn't get very far along the train if they went down the TIR route for every ticketless passenger, whereas they are paid commission on any tickets they sell, and in the case of Northern, they are paid a small amount for every e-ticket they scan. So the incentives are very much to sell and check tickets, rather than reporting every passenger who has broken the Byelaws by boarding without a ticket.

Conductors also have discretion as to whether they sell tickets with Railcard discounts, and whether or not they sell Off-Peak tickets at relevant times. In fact they even have discretion as to whether to sell anything more than an Anytime (Day) Single to the next stop, followed by a separate ticket if the passenger wants to stay on the train.

Some companies monitor the tickets that conductors sell and may speak to them if they are deemed to be "too lenient" but certainly at Northern, any such monitoring doesn't seem to be too strict. In practice almost all conductors will sell returns to the destination the passenger states, and many also sell Off-Peak and Railcard discounted fares.

What conductors can't do is to issue Penalty Fares; only Revenue Protection Inspectors (RPIs) have the training and equipment to do so (although most companies' training leaves a lot to be desired).

I completely agree that it's a confusing and unhelpful policy - one week someone might be sold an Off-Peak ticket with a Railcard discount, the next they might be sold an undiscounted Anytime ticket, the time after that the guard might not come through at all and they could be issued with a Penalty Fare or have details taken for a TIR. There isn't really any justification for this disparity in outcomes, but when you look at the systems and incentives that are actually in place it all makes a bit more sense.

In essence, yes. I suppose the other argument is that some unsavoury characters may kick off if they are forced to pay anything more than the Railcard-discounted and/or Off-Peak fare they're used to paying - and that it's better to safely collect some money, than to have the conductor assaulted and/or the train delayed whilst the BTP are called.

Whilst I don't doubt that the above situations do arise and of course there always needs to be an ability to sell discounted tickets to passengers who couldn't buy before boarding, greater consistency is clearly needed for the system to be fair. The consequences shouldn't depend on the job title of the person you speak to, or how generous (or otherwise) they're feeling.

Ticket Advice for All

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

Class 66 048 still lives on, but only just. The shell of the loco is seen at Longport on March 9th.

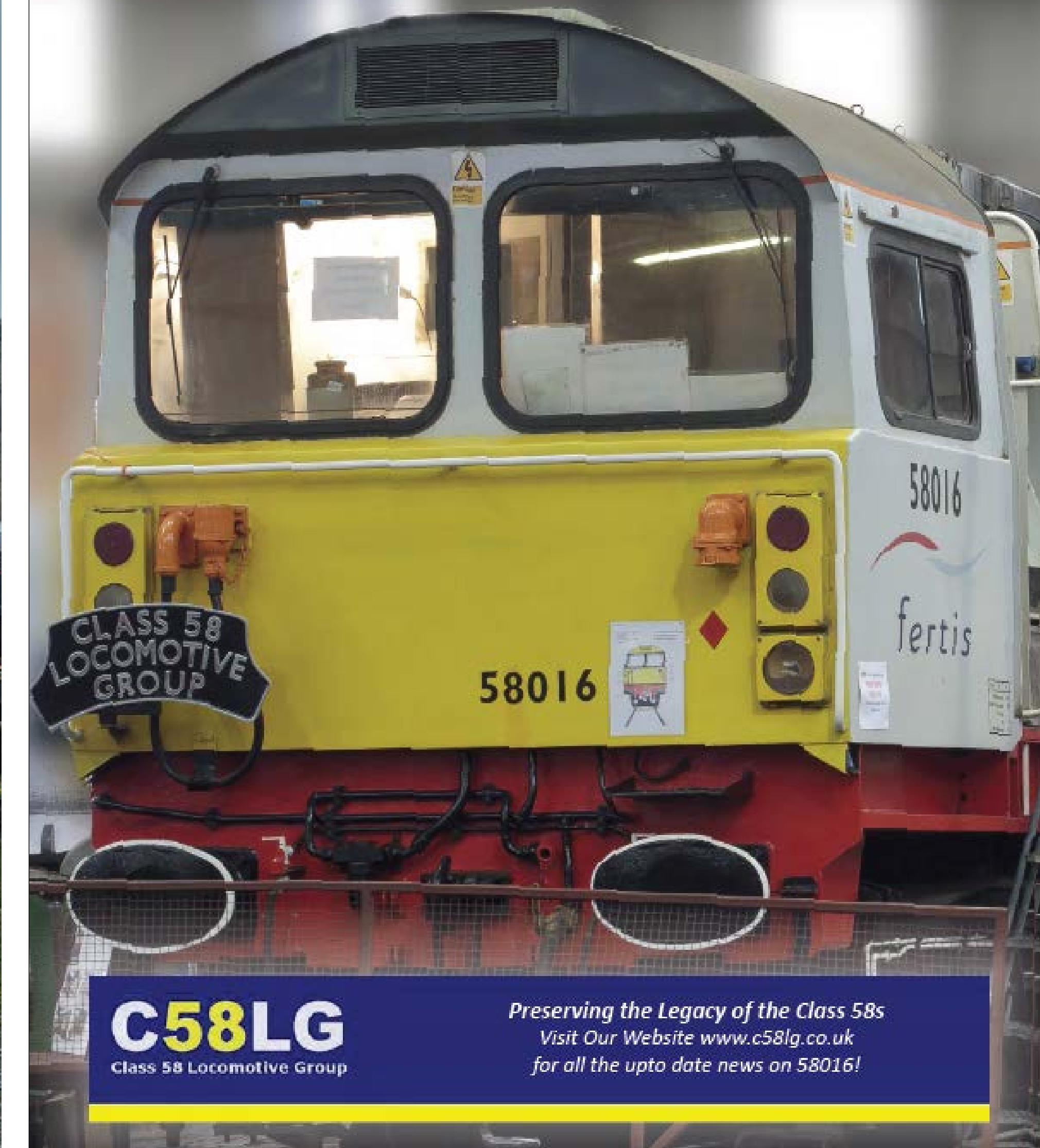
Richard Hargreaves



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



Greater Anglia extends excellent performance record

Figures released by Greater Anglia (GA) highlight continuing excellent punctuality results being delivered for customers across East Anglia. Performance for the last 4-week period (ending March 2nd) saw punctuality across the Greater Anglia network averaging 93.9% - using the long-standing public performance measure (PPM), which measures arrival times at destination stations for each service, despite a period which saw more storms and extreme weather.

As a result, the GA moving annual average PPM figure is now at 94.6% - continuing the historically high results being delivered by the train operator for almost four years. Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree,

Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, have an annual average of 96.7%, rural services across Norfolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, are averaging 94.6%, intercity services between Norwich, Ipswich, Colchester, Chelmsford and London are averaging 94.4%, West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely are averaging 93.0% and Stansted Express services are averaging 90.2%.

The impressive results are also evident using the more challenging "Time to 3" performance measure - which measures the arrival within 3 minutes of every single train at every single station it serves. On this measure GA's annual performance is 94.3%.

In addition, recent figures published by the Office of Rail and Road showed GA as the best performing "on time" operator in the UK for the October to December 2023 period. Similarly, looking at annual performance over the last 12 months, Greater Anglia has delivered the best performance in the UK for on time at all stations (86.3%), "time to 3" at all stations (94.3%) and the public performance measure (94.6%), the joint best cancellation record (1.5% with c2c) and fifth for "time to 15" at all stations (99.3%).

Traditionally, annual PPM performance results across the Greater Anglia network have tended to average between 87% and 91%, with a previous highest annual result of 92.8% in June 2013. However, over the last four

years, annual performance has consistently averaged over 93% all year round - fulfilling, ahead of schedule, a commitment made by GA, when it was awarded the contract to continue operating services in the region in 2016, to increase punctuality to 93% by 2025.

The higher performance levels are due to a combination of three main factors - sustained joint work by Greater Anglia and Network Rail to improve performance standards; the better performance provided by the new Greater Anglia trains, which have been being phased in over the last 4 years and now operate all Greater Anglia services; and work by Network Rail to improve rail infrastructure reliability.

National Rail

Great Northern tops UK satisfaction league table

Great Northern has come joint top in the country for rail passenger satisfaction, according to a survey carried out by the independent national passenger watchdog Transport Focus.

The national Rail User Survey found that 92% of people were overall satisfied with Great Northern's service from March 24th 2023 to February 4th 2024. Thameslink was close behind with 88%.

GTR Customer Services Director Jenny Saunders said: "We're delighted with these passenger satisfaction results but there's always more to be done and we'll continue working closely with our industry partners to give our customers a better service."

The Transport Focus Rail Users Survey regularly asks a representative sample of 2,000 people across Great Britain about their public transport use.

Those who have used rail in the past seven days are asked about their overall satisfaction with their most recent rail journey and with aspects such as punctuality and cleanliness.

Colas Rail's Tamper No. DR73921 is seen stabled in the yard next to Chester station on March 22nd.
Barry Longson



Ipswich – London rail line is in the Top 20 green business travel table for Great Britain

Taking the train on Greater Anglia's Ipswich – London route is in the Top 20 of the greenest business travel routes in the country, latest figures reveal. The new 'Green Travel Pledge' carbon emission passenger data has been published by the Rail Delivery Group and shows journeys made by train along 100 of Britain's busiest business routes create significantly less carbon emissions compared to travelling by car.

The rail journey between Ipswich and London Liverpool Street is shown to be just over 12 times greener than the same journey in a petrol or diesel car. On average across the top 100 business travel routes, taking the train for business travel produces nine times less carbon than going by diesel or petrol car, more than four times less carbon than using a plug-in hybrid electric car and almost two-and-a-half times less carbon than using a battery electric car. This is the first time that detailed rail data from across the industry – including engine type, fuel type, journey distance, occupancy, and carriage layout – has been combined to showcase the environmental benefits of rail travel for the top 100 business routes across Britain.

Other data collected as part of the research also showed

that all journeys across Greater Anglia's network are greener than by train than car, including for example the journey from Norwich to London which is over 9 times greener.

Greater Anglia's Managing Director, Jamie Burles, said, "As a business we are always working to become ever more sustainable and we have consistently reduced our emissions for the last three years in a row. Every rail journey taken on our network, instead of in a car, is helping to reduce emissions in East Anglia, helping to tackle climate change - and it's great that this new data helps to demonstrate the huge benefits that can be achieved when people make the switch from car to rail."

Jacqueline Starr, CEO at Rail Delivery Group, said: "We all have a responsibility to reduce our carbon footprint, and the data that we have published reveals that rail is the green choice for travel between our towns and cities. We know that businesses need accurate and reliable carbon emission data they can trust. From today, businesses will be able to see the most accurate measure of rail business travel emissions available for the 100 most popular business journeys. This will allow travellers to make greener travel choices by providing

reliable carbon data when they book their next train ticket. This is an important milestone but we want to do more. We want to help business travellers to make greener travel choices. Having our Green Travel Pledge data available through global and domestic travel management companies and online booking tools will enable more businesses to choose rail as their first choice for business travel and reduce their carbon footprint."

Clive Wratten, CEO at the Business Travel Association, said: "We've heard loud and clear from our members and the business travel community that consistency in carbon measurement is an imperative. This initiative from RDG on behalf of the whole rail industry has the potential to provide clarity and a robust green message to all parts of business travel."

Sarah Ockendon, Procurement Manager at the John Lewis Partnership, said: "This will empower us to make better informed decisions about rail as a sustainable business travel option. The Green Travel Pledge will offer a reliable evidence base to demonstrate rail's role in helping us to reach our CO2 sustainability goals."

Dan Beauchamp, Head of Global & Multinational Consulting at Amex Global Business Travel, said: "At Amex GBT, we believe travel powers progress and rail has a fundamental role in driving more sustainable travel. We've worked with RDG's Green Travel Pledge initiative since its inception. Access to granular emissions data for rail is a key requirement for our customers as growing numbers of them promote modal shift as an enabler for their sustainability commitments."

This data has been developed by Rail Delivery Group – in partnership with Thrust Carbon, 3Squared, Black Box Partnerships and the wider rail industry – as part of the rail industry's Green Travel Pledge – a commitment to provide businesses with detailed, accurate and reliable data on the carbon emissions of rail journeys across Britain to help highlight rail's environmental benefits.

The data aims to create an industry benchmark for transport carbon emissions and is believed to be the most accurate carbon emission data ever created for rail business travel in Britain.

EMU No. 5768 awaits its fate in the yard at Cockshute on March 9th.
Brian Battersby



Passengers advised to check before they travel as Hope Valley bridge is rebuilt



Loco Fleet List Ten

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

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

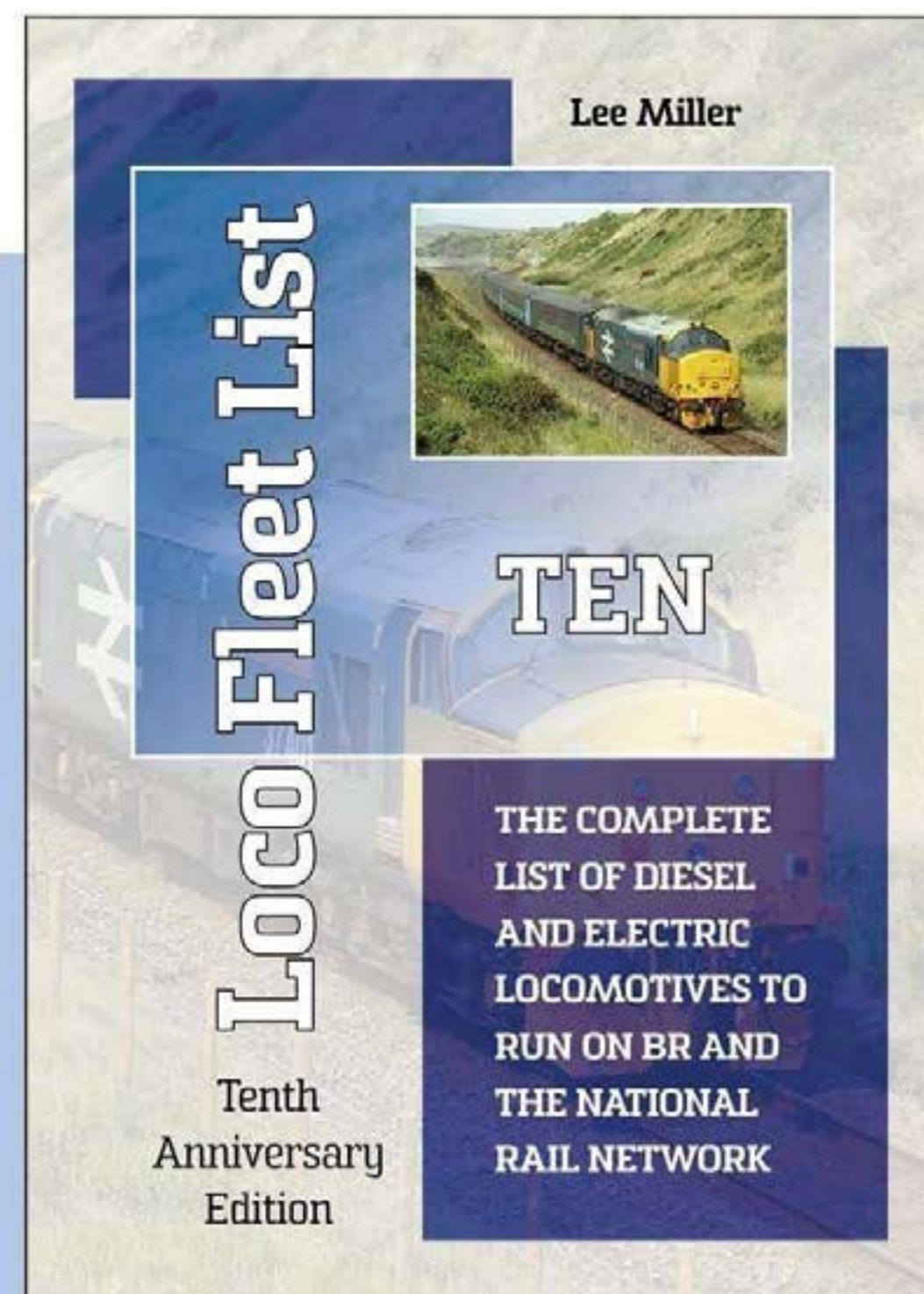
Features:

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

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

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

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



Network Rail is advising passengers of work to rebuild a railway bridge in Hope, Derbyshire, on the picturesque Hope Valley line.

£3.4m is being invested to make the bridge safe and reliable for years to come.

To carry out the work, buses will replace trains between Sheffield and Manchester from Saturday April 27th – Wednesday May 1st 2024. Passengers are advised to check with their train operator or at www.nationalrail.co.uk before they travel.

From March 29th, Bowden Lane, in Hope, will be closed to make sure the work can be carried out safely. Diversions will be in place and clearly marked.

Theresa Nibloe, scheme project manager at Network Rail, said: "We're investing £3.4m to rebuild a bridge along this key corridor between Sheffield and Manchester. The work will make sure the bridge is safe and reliable for rail passengers and road users for years to come."

"I'd like to thank passengers and the local community for their patience while the essential work is carried

out. Please check before you travel between Sheffield and Manchester from Saturday April 27th – Wednesday May 1st 2024"

A spokesperson for the train operators Northern and TransPennine Express said: "All investment in rail infrastructure is welcomed and we would ask for our customers patience while these important works are carried out. Rail replacement busses are in place but customers are advised to check before they travel."

Sections of the railway line between Manchester and Sheffield are closed from Saturday March 16th to Sunday March 24th as work is carried out to complete the final phase of the Hope Valley Railway Upgrade.

This work also affects Sheffield station, with a much smaller number of platforms available only for longer-distance trains to use. Passengers travelling from, to or through Sheffield should check before they travel.

Photo: Aerial image of Bowden Lane bridge. ©NR Air Ops

National Rail

A former NYMR Mk3 sleeper is seen at Cockshute on March 9th.
Brian Battersby



West Highland Line re-opens following completion of £1.6m Rannoch viaduct upgrade



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Network Rail has completed its £1.6m project to complete essential upgrade works on Rannoch viaduct.

Work to extend the operational lifespan of the structure took place during a nine-day closure of the line, from Saturday March 16th until Monday March 25th.

The investment is part of ongoing efforts to enhance the safety and reliability of the railway for years to come.

Work included:

Replacing 50 longitudinal timbers (way beams) which support the rail going over the 208m steel bridge. The softwood timbers are life expired and now need to be replaced

Renewing the timbers with hardwood and replacing the existing baseplates and rail

Replacing rail throughout the structure

Network Rail also renewed several sections of track between Tyndrum and Roy Bridge and between Spean Bridge and Arisaig during the line closure.

In addition, engineers modernised the railway signalling system in and on the approaches to Fort William station and within the signal box.

This included moving some signalling posts and upgrading the signalling lights to LED.

Zoe Monkhouse, Network Rail's project manager for the Rannoch viaduct project, said: "Our team has worked around-the-clock to deliver this project safely and efficiently and to get the line re-opened for passengers as planned.

"This investment will extend the lifespan of the structure, improving the long-term reliability of the line, and we are pleased to have completed the work on time. We would like to thank passengers for their patience during the project."

Plasser & Theurer 09-2X Dynamic tamper No. DR73121 is seen stabled in Northampton Castle Yard on March 13th. *Derek Elston*



Keep Scotland Beautiful accredits Glasgow Central and Edinburgh Waverley stations

Network Rail has been awarded a gold level National Award for Environmental Excellence from environmental charity Keep Scotland Beautiful. The accolade – which enables organisations to benchmark their environmental achievements and improvements - recognises the steps which Network Rail has put in place to minimise its impact on the environment at Scotland’s two busiest stations.

Central and Waverley were recognised for their commitment to monitoring litter levels and providing and servicing recycling and litter facilities throughout the stations, as well as their good public communication using social media to ensure customers were aware of environmental efforts.

Auditors were impressed with the use of smart meters for live usage rates for water and energy across Edinburgh Waverley station. The commitment to making it easier for staff and passengers to link sustainable travel options, from providing cycle to work

schemes for staff to providing electric vehicle charging points in the car park to supporting passengers to safely store their bikes at the station were also areas commended following the assessment visit.

At Glasgow Central station, the linking of a free shuttle bus for ticket holders between Central and Glasgow Queen Street was highlighted, alongside the provision of electric buggies for those with mobility issues. Efforts to monitor and improve the management of energy were also highlighted as having helped identify electricity use spikes and allowing initiatives to be put in place to reduce consumption.

Jamie Ormiston, Senior Awards Officer at Keep Scotland Beautiful, said: “It is wonderful to celebrate the achievements of Network Rail. Their efforts to build on environmental and sustainable practices at both Edinburgh Waverley and Glasgow Central stations deserve to be recognised with this gold accreditation and we look

forward to continuing our support of their long-term efforts.

“We’ve been working closely with businesses and organisations across Scotland, helping them to take direct action to improve their local environment. National Award for Environmental Excellence provides an exciting opportunity to assess and recognise their efforts and support those who are starting to make meaningful environmental commitments.”

Chris King, Station Manager at Edinburgh Waverley, said: “The station plays a unique role in Scotland’s history and is vital to the country’s economic success, so it is with great pride that we have achieved the gold level National Award for Environmental Excellence. We will continue to work with Keep Scotland Beautiful to make our impact on the environment as positive as possible.”

Drew Burns, Station Manager at Glasgow Central, said: “Glasgow Central is Scotland’s

busiest station in Scotland’s biggest city and we’re delighted to have been recognised by Keep Scotland Beautiful in achieving the gold level National Award for Environmental

Excellence alongside our colleagues at Edinburgh Waverley. We are looking forward to continuing our relationship with Keep Scotland Beautiful over the coming years.”



▶ Ex German Kof shunter No. 323539 stands in the yard at Eastleigh Works on March 13th.
John Sloane

▶ RSS Class 08 511 is seen working in Eastleigh yard on March 14th.
John Sloane

▶ On March 13th, repainted Class 08 567 and former MoD shunter No. 01508 stand outside the main repair shop at Eastleigh Works.
John Sloane



Network Rail to rebuild multi-million-pound bridge across M62 in Rochdale

Network Rail is investing more than £20m in rebuilding a major railway bridge that takes trains over the M62 in Castleton, near Rochdale.

Passengers and motorists are urged to check before they travel in September 2024 as rail and road closures are required to replace the 42m long, 2000 tonne bridge.

The work will ensure safe and reliable journeys for passengers and freight over this vital structure for years to come.

To complete the work, engineers need to dismantle the old bridge and take it away on the M62. The new bridge materials will be delivered by road and built on site.

The M62 will be closed over two weekends between J18 and J20:

The evening of Friday 6th – early morning Monday 9th September

The evening of Friday 20th – early morning Monday 23rd September

Outside of the full road closure, the motorway will be reduced to three lanes. There will be nightly closures to support the work to the base of the bridge.

The railway will be closed September 6th - 24th between Manchester Victoria and Rochdale. Rail replacement buses will be in operation for passengers.

The bridge, known as Castleton bridge, carries 6% of the UK's energy supply across the country, as freight trains carry material to and from Drax power station in Selby.

Olivia Boland, Network Rail sponsor, said: "The replacement of Castleton bridge is essential for the safe running of our railway, and crucial to the country's economy as 6% of the UK's energy supply relies on the bridge for transportation.

"I'd like to thank passengers and motorists for their understanding while we carry out this work. Please, check before you travel on the M62 or between Manchester and Rochdale in September 2024."

Network Rail are working with National Highways to help road users understand what the work means for them.

Amy Williams, regional director at National Highways, said: "The collaboration between Network Rail and National Highways highlights our commitment to minimising disruption for both rail and road users during this essential project.

"We appreciate the understanding of passengers and motorists during this work and urge them to check travel plans for September 2024.

"National Highways is actively working with Network Rail to communicate the impact on road users and ensure a smooth process during this important upgrade, more

information will be shared in the coming months."

The bridge plays a crucial role in the safe journeys of around 3000 rail freight services a year.

David Hunter, Network Rail's senior freight manager, said: "Castleton bridge is an essential part of the country's freight network and is on a key freight route across the Pennines which links the west and east sides of the country.

"Heavy freight trains, which deliver aggregate products so the construction sector can keep building roads and houses, run over the bridge as well as several daily biomass services to Drax power station, which provide power to the national grid for electricity."



First electric train completes test run between Manchester and Stalybridge

An electric train has travelled for the first time between Manchester Victoria and Stalybridge, as part of the Transpennine Route Upgrade (TRU).

Engineers have been testing the new electrification equipment installed along the route as part of the multi-billion-pound upgrade to the line between Manchester and York, via Huddersfield and Leeds.

The successful test train run follows work completed by TRU last year, which included the installation of overhead line electrification (OLE) between Manchester Victoria, Stalybridge and Guide Bridge stations, the replacement of track to allow

faster speeds, 25 new signals for closer spacing of trains and a higher-speed railway junction at Stalybridge. Many of these key upgrades were completed as engineers worked around the clock during a 26-day closure in March and April last year.

Electric trains are set to run between Manchester and Stalybridge from the end of the year, bringing greener, faster and more reliable journeys to the route.

This will be the first section of line to be electrified as part of the Transpennine Route Upgrade, with the remainder of the route between Manchester and York set to be electrified in the future.

TRU is also delivering station improvements along the route to enhance customer experience, comfort and accessibility, whilst a new digital signalling system to improve the reliability of the line will be installed.

Upgrades also included doubling the number of tracks between Huddersfield and Dewsbury to allow for greater capacity, meaning more seats for passengers and opportunities for increased freight.

Neil Holm, Managing Director of TRU said: "This is a big achievement in our plans to bring cleaner, faster and better travel to the people of the North of England.

"People can see that TRU is very much in the delivery phase now and the benefits of all our teams' hard work is starting to show. I would like to thank passengers and local residents who have supported us throughout the ongoing work."

The train, which was a Northern Class 331, departed from Blackpool North and arrived at Manchester Piccadilly just before 12:00. It then travelled between Manchester Victoria and Stalybridge station while the tests were undertaken.

TRU will create and protect 8000 new roles during construction, with 60% of the workforce employed from within 25 miles of

the route and 80% within 40 miles.

The successful test train run between Manchester Victoria and Stalybridge follows the recent announcement that Mossley station is to be relocated 300m to the East to allow for the construction of a fully-accessible station for the first time in its history.

Electric trains will next be tested on the Eastern section of TRU later in the year, between York and Church Fenton.

Essential repairs to Blackheath tunnel to take place over 10 weeks this summer

From Saturday June 1st to Sunday August 10th inclusive, the Blackheath tunnel between Blackheath and Charlton will close as Network Rail begins £10m of essential repairs to the 175-year-old Victorian-era structure. Southeastern trains which normally run through the tunnel will be diverted via other routes during the closure. The one-mile-long tunnel, which opened in 1849, is prone to leaks and damage from water which filters through the ground above into the tunnel. While the tunnel is safe, the wet conditions are damaging the track and electrical equipment, which has caused around 1,000 minutes of delay to Southeastern customers in the past year.

Over the course of the entire programme of works, Network Rail will replace tens of thousands of bricks damaged by the freezing and thawing of rainwater and install a new concrete tunnel lining to stop water leaking into the tunnel, which will be crucial for the reliable running of the railway long into the future. They'll also strengthen several filled-in construction shafts that were used during the tunnel's construction, rebuild drainage systems and carry out other essential track work including 'wet bed' removal – waterlogged sections of track that cause bumpy train rides for customers. These extra works will mean less disruption for passengers in the long term.

A closure of 10 consecutive weeks is needed because carrying out work in cramped and narrow tunnels is incredibly difficult. If traditional weekend working was used, engineers would spend 50% of the time available bringing materials and plant in and out of the tunnel, leaving limited time for actual repair work.

David Davidson, Network Rail's Kent route director, said: "This will be the largest programme of repairs to the Victorian tunnel in its lifetime, and while we recognise it's an incredibly long closure, 10 weeks is still the least disruptive option for our passengers. The alternative would have been an entire year of weekend closures. Delaying the work into the future is not an option either as the track and equipment in the tunnel would only get worse and cause even more delays and disruption to journeys. By carrying out the repairs over 10 consecutive weeks we can work more efficiently, give passengers time to plan ahead, and deliver the reliability benefits to customers sooner. We've also chosen the summer because data shows the railway is typically quieter, and with less rainfall and drier conditions inside the tunnel, it's much safer for our colleagues doing the work, allowing quicker progress.

"We'll do as much work as possible this summer, however, we expect that further work will be needed

next summer. During this closure, engineers will use a specialist industrial hoover with a huge wire brush to clean away the soot which has built up over nearly two centuries of use, so that we can inspect the brickwork more thoroughly and identify where repairs are needed. We're really grateful to passengers and are working closely with Southeastern to make sure everyone understands the changes and impact to their journeys, and if further work is needed, we'll engage closely with stakeholders and passenger groups."

Scott Brightwell, Operations & Safety Director, said: "We understand a closure like this is disruptive to our customers and their journeys. However, we also know the condition of Blackheath Tunnel means this important work must be carried out to improve the punctuality and reliability of our services going forward. We care about our customers' journeys during this time, and we are already working closely with our colleagues at Network Rail, DLR and TfL bus services to put in place robust and reliable alternative travel options. More detail is already available on our website and in the coming weeks and months we will be doing everything we can to help customers understand these options and decide which one is right for them, ahead of the work starting on June 1st. Finally, I would like to take this opportunity to thank our customers in advance for their patience and

understanding and we look forward to the completion of this year's work on Sunday August 10th."

Minimising disruption and keeping passengers moving

To minimise disruption and keep passengers moving when work is taking place services from Dartford to Cannon Street via Charlton and Lewisham will run via Greenwich, stopping additionally at Westcombe Park, Maze Hill, Greenwich, and Deptford. This offers the option to travel on the DLR from Greenwich to Lewisham, which will add around seven minutes to journeys for people who use services which normally travel through the tunnel. The Greenwich Line will have six trains per hour in the off peak (including SE and GTR services) and seven trains per hour in the peak. There will be a reduction of two trains per hour via Charlton and Blackheath into Cannon Street, which instead both run via Greenwich.

Other services will be diverted along the Bexleyheath line (primarily at weekends or late at night). Direct services to Charing Cross on the Bexleyheath line are not affected. The Bexleyheath Line will have five trains per hour in the off peak (two to Cannon Street, one to Charing Cross and two to Victoria) and eight in the peak (four to Cannon Street, two to Charing Cross and two to Victoria).

National Rail

Colas Rail tamper No. DR73906 'Panther' eases into Romford working as 6J13, the 09:58 Cambridge L.H.S. to Romford Engineers Sidings on March 22nd. *Derek Elston*

Colas Rail tamper No. DR73929 rattles its way south at Barby Nortoft running as 6J40 09:59 Stourbridge Sidings to Bletchley CE Sidings on March 11th. *Derek Elston*

On March 26th, No. 70000 'Britannia' rolls across Chat Moss, approaching Glazebury on its return journey from the East Lancs Railway to Crewe. *Jeff Nicholls*



One train journey at a time: Rail industry launches new sustainability campaign to inspire Gen Z to travel by train

Making a difference one train journey at a time



Network Rail and rail industry partners have launched a campaign to inspire young people to travel more by train and help the fight against climate change.

Called A Greener Future, the campaign aims to encourage Gen Z to choose the train over the car and explain that just one journey by train can make a significant and positive impact on the environment.

Through:

Choosing the train instead of a car saves the same carbon as boiling a kettle up to 455 times.

Switching from car to train, you could save enough carbon to power your phone for up to eight years.

An average train journey puts nearly five times less carbon emissions into the air than making the equivalent journey by car

The campaign has been created in collaboration with the Rail Delivery Group and the Campaign for Better Transport.

Martin Frobisher OBE, engineering and safety director at Network Rail, said: "Rail is one of the greenest forms of transport, and we as an industry is working hard to make it even greener, by investing in electrification, renewable energy, and taking care of the rich variety of wildlife and plants that live along the thousands of miles of land that surrounds the railway.

"We hope that this campaign will inspire young people that travelling by rail is part of the solution. That just one journey by train, rather than by car, can make a huge difference in helping protect the planet."

Jacqueline Starr, Chief Executive Officer at Rail Delivery Group said: "Travelling by train is a simple way to make a greener choice. When looking at the sustainability of different modes of transport our railways are hard to beat, and it's one of the great benefits of making rail your first choice. We are committed to helping our railways to grow, with more people taking the train over other modes of transport we can all play our part one journey at a time."

Silviya Barrett, Director of Policy and Campaigns at Campaign for Better Transport, said: "Taking the train is already the greenest way to travel and with more rail lines being electrified, it's only getting greener. Choosing the train is one of the simplest things you can do to minimise your carbon footprint and make a difference, one journey at a time."

George Davies, Sustainable Development Director, Rail Safety and Standards Board: "The railway is the least carbon intensive way to transport lots of people or goods, and the industry is working to make it even more so in the future. Moving more passengers and freight by rail is going to help achieve Net Zero. Get involved and make a difference, choose the train."

The campaign is part of the rail industry's wider efforts to reduce carbon emissions and support the government's strategy to achieve net zero by 2050 and create a more sustainable railway network by investing in electrification, renewable energy and biodiversity, and promoting rail as the greenest form of public transport.

As one of Britain's biggest landowners, Network Rail is responsible for looking after the rich biodiversity that lives along the rail network, and employs full-time ecologists who work with contractors and in-house staff to manage lineside vegetation, from trees to shrubs, to protect trains and encourage wildlife too. Examples that can be seen along the lineside include woodpiles, bug hotels and strategic planting.

Network Rail and Lambeth Council unveil future vision for London Waterloo station and its surrounding area

Lambeth Council and Network Rail have joined forces with many partners to develop an ambitious long-term plan for the future development of London Waterloo station and the surrounding Waterloo and South Bank area.

The London Waterloo Station vision sets out a series of long-term aspirations to deliver improvements to both the station and wider area that will further improve the wider neighbourhood and make it easier and safer for people to move around, promote active travel and support the local economy.

The vision outlines a number of suggested improvements and upgrades including:

Better Connections – 40+ enhanced walking and cycling routes, and 15+ improved gateways to the station and the City, helping encourage more active forms of travel and onward travel from the station.

Redesigned northern concourse – A remodelled entrance at the northern end of the station to better interact with the public realm and surrounding areas immediately outside the station.

New, southern station concourse – A new concourse in the south of the station to help improve passenger flow in, out and through the station, make the station even easier to navigate and reduce congestion on the existing concourse.

Enhanced public spaces – New and improved multi-generational, inclusive and safe public spaces.

More green infrastructure – 1,900m² of new green space around the station with

proposals for hundreds of new trees.

Enhanced bus and taxi interchange – some existing bus and taxi stops will be relocated to a new enhanced interchange on the south-eastern side of the station, providing easier and more direct access.

Creation of new workspace, a retail and leisure offer and employment opportunities.

Network Rail and Lambeth Council, in partnership with South Bank Employers' Group, South Bank BID, WeAreWaterloo and local developers HB Reavis, Bourne Capital, LCR, and SB Royal Holdings commissioned Grimshaw Architects to develop the Vision document as a framework to help realise Waterloo's full potential as a connected, safe, and thriving net-zero neighbourhood with an integrated world-class station at its heart.

London Waterloo station is the third busiest transport hub in the country with 57.8m entries and exits last year* and is a major gateway into the City, as well as to the Waterloo and South Bank area and its iconic cultural institutions and leisure attractions including the Southbank Centre, National Theatre, BFI, the Old Vic, and the London Eye.

Lambeth Council, Network Rail and partners will bring forward a programme of short-term investment to begin delivering the vision and there will be further engagement with residents, businesses, and stakeholders to refine and develop detailed proposals.

National Rail

The stripped out shell of Class 60 014 is seen at Longport on March 9th. *Brian Battersby*



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



Heavy weight Hoodies starting from £27.50 each, minimal order of 2.



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Did you Know - Ken Mumford

Some more of the nations oddities this month:

Disappointing Leaders

36001	Never ran in revenue-earning service
	Confined to trial runs - light engine or hauling empty stock
	Livery was shop-grey with black lining
	Fitted with Bulleid-Walschaerts valve gear Cylinder - 12 1/4 in x 15 in Wheel diameter - 5 ft 1 in
	Complete at Brighton Works in June 1949
	First trial run - 22nd June - many teething problems
	By June 1950 loco proved so far from serviceable that it was given <i>one last chance</i>
	So tests began with the ex-N.E.R. dynamometer car which involved working between Eastleigh and Woking
	During the fortnight of this <i>last chance</i> , its performance was compared with a Maunsell U 2-6-0 working the same load a fortnight later.
	Inadequate and unbearable working conditions for the fireman - oil-firing reduce the discomfort?
Fireman force to wear protective sacking over his legs	
November 1950 - work + test on 36001 to cease	
36001 left out in the open at Eastleigh before being dismantled in 1951	
36002	In the hands of BR the order was given
36003	on 19th November 1949 to stop
36004	work on these four locomotives in the
36005	erecting shop at Brighton
36002	Just TWO DAYS from completion! Withdrawn during its construction Stored at New Cross Gate
36003	Fairly well advanced Stored at New Cross Gate
36004 36005	Withdrawn while they were being constructed

A Different View

A look inside the magnificent Exeter West Signal Box, now located at Crewe Heritage Centre. *Richard Hargreaves*



A Different View

Class 56 081, 69 009, 60 014 and 56 303 are seen at EMD Longport on March 9th.
Brian Battersby



A Different View

Looking like the warm place to be on a cold evening as Black 5 No. 44871 awaits the off from Northampton with 1Z73 15:13 Chester to London Euston on March 2nd. *Derek Elston*



Old style station posters at Altrincham and Hale. *Michael Lynam*



ALTRINCHAM

MEANDER THE MID CHESHIRE LINE and ENJOY MARVELLOUS DAYS OUT



marvellousdaysout.org.uk
DESIGNED BY LEMONDROP CREATIVE, CHESTER, ENGLAND



HALE

MEANDER THE MID CHESHIRE LINE and ENJOY MARVELLOUS DAYS OUT



marvellousdaysout.org.uk
DESIGNED BY LEMONDROP CREATIVE, CHESTER, ENGLAND



Guess which loco is hiding behind this cloud of steam at Ramsbottom on March 15th? Britannia? Sir Nigel Gresley? Leander?...
Jeff Nicholls

Recently restored Trolley placed on loan with The Rail Trolley Trust (TRTT) and to be based at Peak Rail (PR)



Details:

**Wickham Type 27 Mk IV Semi Open Trolley –
Works No. 10646. .**

**Wickham Type 27 Mk IV Semi Open
Wickham Works No. 10646
Wickham Order No. 30249
Original Engine – Ford 2262E**

**Shipped from Ware – 8th January 1973
Customer - BR (ER), Civil Engineers,
Stanningley, Leeds, York (West Riding) BR
Running No. DB 965950 later CEPS 68006.
Finally, Jarvis Rail MPP0006**

In February 2023, The Rail Trolley Trust was contacted by The Weardale Railway Trust (TWRT), who advised that they were looking for a long-term home for this recently restored Trolley.

TRTT suggested that the Trolley be placed on loan to them, with the TRTT then being responsible for finding a suitable base for it.

On this basis, TRTT started discussions with Peak Rail in May 2023, and it was agreed that TRTT would discuss and agree a suitable loan with TWRT. This agreement was finalised and signed in February 2024.

On March 18th, the Trolley was collected from Wolsingham Yard on the Weardale Railway by Robert Thompson Logistics Ltd. and delivered to Rowsley South at Peak Rail later that day.

The Trolley will now undergo some running in, as it has not seen much use since its restoration was completed in late 2022.

TRTT would like to place on record our thanks to TWRT for placing the Trolley on loan with us and to PR for offering a base for the Trolley.

The Trust continues to appeal for funds towards the £10k target we set ourselves last year and hopes that as we are able to share more positive news, more donations will be forthcoming to enable us to move more of our collection to our secure locations, provide further suitable storage accommodation for some of our older & more historic vehicles and make some significant progress on several restoration projects.

Donations can be made in various ways and all details can be found on our website:
<https://www.railtrolleytrust.co.uk/help-us-donate.html>

The Trust can also claim Gift Aid on donations made by UK Tax Payers.
Everyone's support to our ongoing appeal would be very much appreciated.

For more information about the Trust, please see -
<https://www.railtrolleytrust.co.uk/>

Photo is courtesy of The Weardale Railway Trust

GREAT CENTRAL RAILWAY TO RELOCATE ENGINE SHED



‘Once in a lifetime’ decision unlocks ‘authentic’ double track Reunification project.

New sites for engine shed being examined as part of a railway wide review.

The Great Central Railway in Leicestershire is set to relocate its locomotive shed, allowing the construction of an authentic double track mainline north from Loughborough Central station. Removing the old shed will also allow the railway to rearrange how it services, repairs and overhauls vintage locomotives and carriages to best protect, operate and display them for decades to come.

The existing locomotive shed at Loughborough was first moved to the line in 1973 when heritage operations were just beginning. It was a second-hand building and has now ‘lived’ two very full lives.

The decision to move the shed has been recommended by the board steering the ambitious Reunification project and approved by the main GCR PLC board. The Reunification project will see the section of the Great Central Railway in Leicestershire reconnected to the section in Nottinghamshire to create an eighteen-mile heritage line. The locomotive shed, while not completely obstructing the route, prevented track between the two railway’s being re-laid in the best possible place.

Malcolm Holmes, General Manager of the Great Central Railway said, “This is a very exciting plan. Given the loco shed was built in 1973 this is not a decision taken lightly. It was already a second-hand building then and it has given us sterling service too.

However, there’s no escaping the fact, that while tracks could have been squeezed around the outside of the building to reconnect both halves of the Great Central,

it would be far better to dismantle the shed, put the tracks through the centre of the site and have a fully authentic double track main line heading north. We’re now developing our plans for our future covered accommodation for locomotives, carriages and maintenance carefully bearing in mind the needs of our local community, our workforce and stakeholders.”

The current building is not only where the line carries out heavy maintenance but also serves as a base for operational locomotives, full-time staff and volunteers. It has been repaired and upgraded over the last half a century, however it is widely regarded as being past its prime.

Recently Charnwood Borough Council had allotted

money from the Loughborough Town Deal Fund to improve it further, but no public money has yet been spent. The GCR has invested some funds in recent work to install new lights and doors, which along with some forthcoming and badly needed improvements in staff accommodation, will take the building to ‘the end of its life’ approximately five years from now.

Discussions have taken place with Charnwood Borough Council on using the Town Deal Fund grant to make more improvements to the current building, including allowing public access for the first time in many years. Where public funds can be used, they will be invested with care to ensure the benefits they deliver can be transferred to a new building.

A project group is now examining possible locations for a new engine shed, from across the entire proposed eighteen-mile line. A review is also being carried out into the uses of existing shed buildings. A full plan will be announced in due course.

“This is going to be a once-in-a-lifetime change for the railway touching on many aspects of how we operate.” continued Malcolm.

Great Central Railway PLC Chairman, Richard Patching said, “We are fully committed to the Reunification project. Moving the shed means our double-track line can continue north from Loughborough Central station, through the site of the engine shed, to the bridge over the Grand Union Canal. From an aesthetic point of view it delivers the vision of the ‘Double Track Main Line’ the Great Central Railway is. Visitors will be able to stand on Loughborough Central station and really get an authentic heritage experience as their excitement builds when they see trains arrive from the north. In practical terms it also makes the layout of track approaching the station simpler and will help future operations.”

There will be a substantial amount of equipment to relocate. The scheme will be developed alongside the Reunification project, subject to fundraising and necessary permissions.

Photo: Loughborough loco shed from the air. ©GCR March 2024.

TORNADO RETURNS TO THE SETTLE CARLISLE ROUTE



The A1 Steam Locomotive Trust
New Steam for the Main Line



‘The Ribbleshead Rambler’ will be operated by Vintage Trains, based at Tyseley Locomotive Works in Birmingham, and it will be the first train they have worked with Tornado. The A1 Steam Locomotive Trust (parent of 21st Century Steam), Vintage Trains and Tyseley Locomotive Works (TLW) have a long and enduring history: the frames of Tornado were assembled there in 1996, Vintage Trains supported the legendary fund-raising train ‘The Talisman’ in 2006 and many other collaborative endeavours since. This is an exciting time to bring the two teams together on the main line operating Tornado and hauling the Vintage Trains coaches.

Steve Davies, Chairman of 21st Century Steam and The A1 Steam Locomotive Trust said “Tornado has been away from the main line for too long, and what better way to return to operations than with a trip over the Settle and Carlisle railway. An iconic locomotive on an iconic route; an unbeatable combination. We are also especially pleased to be working with Vintage Trains for the first time and look forward to fruitful partnership between the two organisations.”

Tornado will be active throughout the UK in 2024 and into 2025. The regular programme of ‘The Aberdonian’ tours in Scotland will run from July to September and there will be further tours announced across the country. It is planned for this programme of trains to enable passengers from the North East, South East and West Midlands to enjoy a steam hauled special train headed by Tornado.

More details about the train and booking information can be found at www.21stcenturysteam.co.uk. Alternatively, the 21st Century Steam Booking Office can be reached on 01325 488215 and is open Mon-Thurs 09:00-17:00 and Fridays 09:00-16:00.

Following completion of a major £1m overhaul A1 class, No. 60163 Tornado will return to the national network this summer, with its first train in June 2024 from the East Midlands and Yorkshire to the iconic Settle and Carlisle railway.

Through 2022 and 2023, No. 60163 has been in the workshop receiving significant engineering maintenance, as well as the world first fitting of digital signalling equipment to a steam locomotive. Now, as the

locomotive concludes that work and enters its proving period, 21st Century Steam is pleased to announce Tornado’s first tour.

Travelling from the city of Leicester, calling at East Midlands Parkway, Chesterfield, Doncaster and Leeds on Saturday 29th June, passengers will be treated to a steam train excursion over the stunning Settle to Carlisle railway.

Widely considered a wonder of the railway world, this route was first opened in 1876 by the Midland Railway. The route runs high along the Pennine Ridge, offering passengers amazing scenery across the Yorkshire Dales and Eden Valley. Crossing the spectacular Ribbleshead Viaduct and diving deep through tunnels in the landscape, the combination of Tornado on the Settle to Carlisle Railway is hard to beat.

Photo: Tornado at Ribbleshead ©Mandy Grant

East Lancs Railway

L&YR 0-6-0ST No. 752 renumbered LMS No. 11305 to remember that loco in service at Horwich Loco Works. No. 11305 was the last Aspinal 0-6-0ST to be in service with BR, withdrawn from Horwich Works in May 1964. Here shown in company with LMS 0-6-0T No. 47298 at Buckley Wells, and taken with permission. *Brian Dobbs*



East Lancs Railway

Over the weekend of March 15th - 17th, the ELR operated a Legends of Steam Gala featuring visiting locos. Here we see BR No. 70000 'Britannia' with LNER No. 60007 'Sir Nigel Gresley' departing Ramsbottom with the 09:30 service from Bury to Rawtenstall on March 16th. *Brian Dobbs*



East Lancs Railway

LMS Jubilee No. 45690 'Leander', prepares to depart Irwell Vale with the 09:55 Heywood to Rawtenstall service on March 16th.
Barry Longson



East Lancs Railway

Recent clearance of the embankment allows this view of LNER A4 Pacific No. 60007 'Sir Nigel Gresley' departing Irwell Vale station on March 16th. *Gerald Nicholl*



East Lancs Railway

The water level is clearly indicated by condensation on the tender of A4 Pacific No. 60007 'Sir Nigel Gresley' heading north at Townsend Fold on March 17th. *Gerald Nicholl*



East Lancs Railway

BR Pacific No. 70000 'Britannia' heads along the Irwell Valley towards Rawtenstall during the ELR 'Legends of Steam' gala on March 15th. *Gerald Nicholl*



East Lancs Railway

BR Pacific No. 70000 'Britannia' passes Townsend Fold with a service to Rawtenstall.
Michael Lynam

LNER A4 No. 60007 'Sir Nigel Gresley' eases itself to a halt at Irwell Vale on the first day of the steam gala on March 15th.
Jeff Nicholls

BR Pacific No. 70000 'Britannia' and LNER A4 No. 60007 'Sir Nigel Gresley', double head the 09:30 Bury to Rawtenstall service past Ewood Bridge on March 16th, during the Spring steam gala.
Barry Longson



East Lancs Railway

BR No. 70000 'Britannia' visited the line for their Spring gala and is seen approaching the site of Ewood Bridge station on a sunny March 24th with a service to Rawtenstall. *Lee Stanford*

BR No. 70000 'Britannia' and LNER A4 No. 60007 'Sir Nigel Gresley', are seen arriving at Ramsbottom with a service to Rawtenstall. *Michael Lynam*

LNER A4 No. 60007 'Sir Nigel Gresley' was a visitor to the steam gala and is seen approaching Bury on March 24th with a service for Rawtenstall. *Lee Stanford*



Gloucestershire and Warwickshire

▶ On April 1st, Rebuilt Bulleid Merchant Navy Class No. 35006 'Peninsular and Oriental Steam Navigation Co. Ltd.' is seen here at Hailes Abbey Halt en route to Winchcombe and Cheltenham Racecourse. *Peter Todd*

▼ BR Class 37 No. D6948 departs Winchcombe heading to Toddington and Broadway on April 1st. *Peter Todd*



Statfold Barn Railway

▶ K1 Beyer-Garratt 0-4-0 + 0-4-0 articulated locomotive. The first ever BG to be built during 1909 for service in Tasmania, eventually returned to the UK in the 1980s. Now to be found in full working order and seen in operation on March 16th. *Peter Todd*

▶ 'Fiji' is an 0-6-0 tender engine recovered from a Fiji sugar plantation and restored. *Peter Todd*

▶ 'RYAM No. 1' an 0-4-0 tender engine, manufactured by Davenport of USA for service in India. *Peter Todd*



Mid Hants Railway

▶ Southern Light Pacific No. 34070 'Manston' raises steam in Ropley Yard on March 14th.
John Sloane

▶ Class 20 No. D8188 and various other diesels are seen in the yard at Ropley on March 14th.
John Sloane

▶ BR Class 11 0-6-0 shunter No. 12082 is seen at Ropley on March 14th. *John Sloane*



Mid Hants Railway

▶ Class 08 No. D3462 stands at Ropley with a shuttle service to Alresford on March 14th.
John Sloane

▶ Class 47 579 arrives at Ropley with a service from Alton.
John Sloane

▶ Class 08 288 stands outside the carriage works at Ropley on March 14th.
John Sloane



Mease Valley Light Railway

The newest miniature railway in the UK and newest addition to Statfold Railway the 'Mease Valley Line.' The line runs for about a third of a mile from a new terminus, which comprises of a platform, turntable and a four-line stock shed. Currently the operation is out and back but I understand extensions are possible and may involve a loop around the field. Mease Valley has two locomotives. 'Victoria' (seen here) is an Exmoor Steam Railway 2-4-2 No. 332 which was constructed in 2007 for the unfulfilled Tintern Abbey railway. *Mark Enderby*



Northampton and Lamport Railway

▶ 0-6-0ST No. 3193 'Norfolk Regiment' stands at Boughton station, terminus of the southbound extension on opening day, March 30th with a special working prior to the first passenger service. Any further progress towards Northampton will now be impossible with the opening of the Northampton North West Relief Road across the trackbed south of this point. Preliminary work has started on the next extension of the railway, northbound towards Spratton. *Andy Pratt*

▶ Class 31 289 stands in the headshunt at Boughton station on March 30th. It had just worked the 14:15 Brake Van service from Pitsford & Brampton station running through the run round loop at the station to pass the service train waiting to depart from the platform. *Andy Pratt*

▶ Hawthorn Leslie 0-4-0ST No. 3718 'Swancombe No. 4' passes Pitsford Sidings Signal Box with the 15:00 Pitsford & Brampton to Boughton service. *Andy Pratt*



Northampton and Lamport Railway

▶ Hunslet Austerity 0-6-0ST No. 3193 'Norfolk Regiment' stands at Boughton during the opening of the lines extension on March 30th.
Derek Elston

▶ Ruston & Hornsby 165DS 0-4-0 shunter No. 764 'Sir Gyles Isham' works No. 319286 is seen parked in the headshunt at Boughton on March 30th.
Derek Elston

▶ On March 30th, Class 31 289 'Phoenix' stands at Boughton with a departure to Pitsford.
Derek Elston



Lakeside and Haverthwaite

Photographs of Leander taken during a Peter Van Campenhout charter on March 22nd. With the Coniston Fells in the far distance, walkers take a rest and watch Ivatt Class No 46441 head for Lakeside. *Shep Woolley*

On March 22nd, emerging from Haverthwaite tunnel, Jubilee Class No. 45690 'Leander' heads for Lakeside *Shep Woolley*

On March 24th, No. 45690 'Leander' passes Ivatt No. 46441 departing Haverthwaite station. *Shep Woolley*



Crewe Heritage Centre

Recently repainted Class 91 120 is seen at the centre on March 23rd. *Richard Hargreaves*

Former EMT power car No. 43081 stands along with a 'Pretendolino' coach in the yard at Crewe. *Richard Hargreaves*

Former Freightliner loco Class 90 050 is seen undergoing cosmetic restoration at Crewe on March 23rd. *Richard Hargreaves*



Crewe Heritage Centre

Under a very dodgy looking sky, Class 20 118 and 20 132, on loan from LSL, are seen in the yard at Crewe on March 23rd.
Richard Hargreaves



Great Central Railway

Deltic Class 55 009 'ALYCIDON', still running as 55 013 'THE BLACK WATCH', is back at the GCR, and runs off the shed at Loughborough, to form the 10:30 DPS Members Train, to Quorn, for the AGM, on March 23rd.

Paul Senior



Keighley & Worth Valley Railway

GWR Castle Class No. 4079 'Pendennis Castle' makes a stately entrance into Oxenhope on the second day of the Spring steam gala on March 22nd. *Jeff Nicholls*



Keighley & Worth Valley Railway

▶ BR Standard Class 4 No. 75078 pilots LMS Jubilee No. 45596 'Bahamas' away from Damens loop as the pair head towards Oakworth during the Spring gala on March 22nd. *Lee Stanford*

▶ Taff Vale Railway No. 85 is seen taking water at Keighley on March 21st. *John Balaam*

▶ Sound advice at Oxenhope on March 22nd!
Jeff Nicholls





Keighley & Worth Valley Railway

BR Standard Class 4 No. 75078 is seen receiving attention at Haworth on March 21st.

John Balaam

LNW Coal Tank No. 1054 is ready to pilot L&Y No. 52044 up the bank from Keighley on 4 coaches to Oxenhope on March 21st. *Steve Thompson*

On March 21st, GWR Castle No. 4079 'Pendennis Castle' is seen at Oxenhope running round its train. *Steve Thompson*



Keighley & Worth Valley Railway

▶ Great Western Hall Class No. 6990 'Witherslack Hall' departs Keighley on March 21st and attacks the bank with 6 coaches heading to Oxenhope. *Steve Thompson*

▶ BR Standard Class 2 No. 78022 stands at the head of the goods in Platform 3 at Keighley on March 21st. *Steve Thompson*

▶ LMS Ivatt Class 2 2-6-2T No. 41241 is seen arriving at Keighley. *Michael Lynam*



Keighley & Worth Valley Railway

On March 23rd, visitor to the line, GWR Hall Class No. 6990 'Witherslack Hall' speeds towards Damems station with a goods train.

Ben Bucki

Jubilee No. 45596 'Bahamas' accelerates away from Haworth with an afternoon service to Oxenhope on March 22nd.

Ben Bucki

Preparing for the day ahead at Haworth shed, are Nos. 75078, 78022, Taff Vale No. 85, 45596 'Bahamas', 4079 'Pendennis Castle' Class 08 993 and 41241.

Michael Lynam



Keighley & Worth Valley Railway

At the Spring steam gala, Coal Tank No. 1054 drifts towards Haworth, with a morning goods train from Oxenhope to Keighley, March 22nd. *Ben Bucki*

On March 24th, Taff Vale No. 85 and Coal Tank No. 1054 top-and-tail an afternoon goods train from Keighley to Damems. *Michael Lynam*

Visitors 'Pendennis Castle' and 6990 'Witherslack Hall' race towards Oxenhope, with an afternoon train from Keighley on March 22nd. *Ben Bucki*



Keighley & Worth Valley Railway

▶ The railway had two visiting GWR locos for its Spring steam gala and on March 22nd GWR Castle Class No. 4079 'Pendennis Castle' leads Hall No. 6990 'Witherslack Hall' away from Damens loop in fine style. *Lee Stanford*

▶ Great Western Hall No. 6990 'Witherslack Hall' is seen making a dramatic departure from Oakworth on March 22nd. *Lee Stanford*

▶ Coal Tank No. 1054 and L&Y Ironclad No. 52044 approach Oakworth. *Michael Lynam*



From the Archives

Split-box Peak Class 45 053 heads a return excursion from Stratford-upon-Avon to the northeast approaching Shirley on August 15th 1978. *Chris Morrison*



From the Archives

▶ Black 5s Nos. 44847 and 44683 are seen at Manchester Victoria on July 8th 1967.
John Sloane

▶ Class 03 073 waits its next duty at Birkenhead Docks on May 2nd 1988. *John Sloane*

▶ North British No. 673 'Maud' passes Settle Junction on May 17th 1980. *John Sloane*



From the Archives

▶ Class 31 262 sits outside Norwich Thorpe depot on April 30th 1980. *John Sloane*

▶ Class 60 065 'Spirit of Jaguar', passes south at Red Bank, Newton-Le-Willows, with a return Carlisle to Swindon charter on September 18th 2014. *Paul Senior*

▶ A pair of Fragonset Class 31's pass Standish on an excursion to Carlisle on an unrecorded date in the early 2000's. *John Sloane*



From the Archives

Class 47 No. D1523 speeds south through Newark with an express to London King's Cross in 1969. *John Sloane*



From the Archives

On May 22nd 1989, Class 85 004 passes through the train shed at Rugby with the Dagenham - Garston 'Silcock Express' empty car carriers, a regular class 81/85 turn at the time.
Chris Morrison



From the Archives

Recreating the days of steam on the Cambrian Coast route, GWR 4-4-0 No. 9017 carrying the 'Cambrian Coast Express' headboard and GWR 2-6-2T No. 5526 emerge out of the mist on the Llangollen Railway on April 22nd 2009. The 'Dukedog' 4-4-0s were regular motive power on the route, a number allocated to Oswestry in steam days. *Brian Dobbs*

