

Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 45 - Pictures

Pg 167 - News and Features

Pg 185 - Did you Know

Pg 186 - Different View

Pg 189 - Preserved/Industrial

Pg 217 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 212

We're not getting political this month but thought that we would share the latest to come from the Labour party and what's in store for the railways if Labour do in fact win the General Election. These are their current plans.....

The idea of GBR becoming a 'guiding mind' for the rail industry, as recommended by Keith Williams in the 2021 Rail Review, would be strengthened to 'directing mind' and confirmed by the passing of a new Railways Act. Labour is also announcing plans to 'seize on the huge economic potential of rail freight' and 'deliver a new long-term strategy for train manufacturing' as part of the party's commitment to a comprehensive industrial strategy.

Speaking at a launch event, shadow transport secretary Louise Haigh said that Labour's plans will 'put the passenger first' with a best-price ticket guarantee, automatic delay repay and digital season tickets.

It would also establish a powerful new passenger watchdog, the Passenger Standards Authority, to hold Great British Railways to account and also make significant savings for the taxpayer by eliminating fragmentation, waste, bureaucracy and by stopping profits 'leaking' to private sector companies.

GBR itself would be 'unified, publicly owned, accountable and arm's length, led by rail experts, not Whitehall'.
The transition to public ownership should be completed within the government's first term by 'folding existing passenger contracts into the new body as they expire, without the taxpayer paying a penny in compensation costs'.

Devolved leaders, including Mayoral Combined Authorities, would have a statutory part to play, allowing decisions about the railways to be taken 'closer to the communities they serve'.

Labour would also 'support successful open access and freight operators to continue to deliver, and set clear objectives and targets for passenger services and freight growth'.

Louise Haigh said: 'Labour will deliver the biggest overhaul to our railways in a generation. Whilst the Conservatives are content to let Britain's broken railways fail passengers, Labour will deliver root and branch reform.

'After years of dysfunction and waste our broken railways are unfit to meet the needs of modern Britain. Passengers and taxpayers alike are being failed, and our economy is being held back. Doing nothing is simply not an option.'

Andy Bagnall, who is chief executive of the private sector lobby group Rail Partners, has expressed reservations about Labour's plan..
He said: 'Train companies agree that change is needed for the railways, but nationalisation is a political rather than a practical solution which will increase costs over time. Creating a thriving railway for customers and taxpayers does not have to be an ideological choice between a monopoly railway in public hands and one that delivers private investment and innovation through franchising.

'There is an alternative plan which gives the best of both worlds and is already being used by Labour Mayors and increasingly across Europe.

'To change the railway for the better, we must correctly understand the causes of the current situation to get the right solutions. Since the pandemic, train companies have been effectively renationalised and subject to a level of micromanagement by government not even seen under British Rail. Exclusively blaming train companies for all the challenges facing the railway doesn't stand up to scrutiny.'

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

SR Class West Country 4-6-2 No. 34046 'Braunton' passes through Newton-le-Willows just after sunset with a returning Saphos tour from York to Hereford on April 17th. *Brian Dobbs*

Front Cover

On a route little-used for steam power these days, 'West Country' Class Pacific No. 34046 'Braunton' makes its presence felt at Greenfield heading 'The White Rose' special to York on April 17th. *Gerald Nicholl*



Class 66 738 hauling the 6G92 Hindlow - Small Heath passes Heamies Farm on February 12th.
Carl Grocott

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These issues wouldn't be possible without contributions from:
Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Barry Beeston, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Derek Hopkins, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Pathfinder / UK Railtours

The One Way Wizzo

Class 52 No. D1015 ‘Western Champion’ waits to depart Banbury with the 13:52 London Paddington - Birmingham New St. ‘One Way Wizzo’ loaded test run on April 14th.
Chris Morrison

Charter Scene Pathfinder / UK Railtours

The One Way Wizzo

'Western Champion' sweeps past Kings Sutton with 'The One Way Wizzo' 13:52 London Paddington - Birmingham New St. loaded test run for the loco on April 14th. *Chris Morrison*

Charter Scene UK Railtours/Belmond

The Clan Line 50th Anniversary Pullman

On April 27th, ‘Clan Line’ heads through Andover working 1Z21 London Victoria to Bath Spa. *David Lindsell*



Charter Scene Branch Line Society

May the Fourth be With You

On May 4th, Class 33 012 and 73 136 pass Grateley working 1Z33 Exeter Central to London Waterloo. *Michael Bennett*



Charter Scene Branch Line Society

May the Fourth be With You

The Branch Line Society's 'May the Fourth be With You' railtour rolls into Exeter Central on May 4th. It was booked for one Class 59 piloting 33 012, a 4TC and 73 136 but 59 202, 59 101 and 59 104 all turned up. *Chris Morrison*

Charter Scene Branch Line Society

May the Fourth be With You

BR Green liveried Class 33 012 (D6515) passes St. James Park, Exeter with the 1Z33 14:40 Exeter Central - Eastleigh 'May the Fourth be with You' railtour on May 4th. *Chris Morrison*

Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On April 6th, SR BoB Class No. 34067 'Tangmere' working the "Northern Belle' heads through Beckfoot heading to Carlisle. *Shep Woolley*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On April 27th, you hear the sound of approaching steam, the sun is about to make an appearance and then you hear something approaching from the right, the air was about to turn blue as this happens, SR Battle of Britain Class No. 34067 'Tangmere' makes an appearance with the northbound 'Northern Belle' from Coventry to Carlisle *Shep Woolley*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On April 27th, determined not to be bowled with the return 'Northern Belle' (see previous page) No. 34067 heads away from Ribblehead heading to Preston. *Shep Woolley*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

Struggling to hold onto the camera in the windy conditions on April 6th, No. 34067 ‘Tangmere’ works the return ‘Northern Belle’ over Crosby Garrett Viaduct back to Preston. *Shep Woolley*

Charter Scene Northern Belle

The Settle & Carlisle Steam Special

‘Battle of Britain’ Class Pacific No. 34067 ‘Tangmere’ heads the return Northern Belle’s ‘Settle & Carlisle Steam Special’ away from Ribblehead on April 20th. *Gerald Nicholl*

Northern Belle

The Settle & Carlisle Steam Special



BoB Class No. 34067 ‘Tangmere’ approaches Pleasington at the head of a charter returning from Carlisle to York on April 6th. Class 57 313 on the rear of the above. *John Sloane*

Class 57 315 leads a Northern Belle ‘Settle and Carlisle Steam Special’ into its Newton-le-Willows stop on April 13th. Class 57 313 brought up the rear of this attractive (but pricey!) train. *Jeff Nicholls*

Class 47 815 ‘Great Western’ with 86 401 ‘Mons Meg’ dead behind it hauls a Coventry to Carlisle charter past Standish on April 27th. *John Sloane*





Charter Scene Branch Line Society

BWC Two

Class 37 403 hauling the 1Z39 Oban - Fort William passes Loch Awe on March 9th.
Carl Grocott



Charter Scene Branch Line Society

BWC Two

Class 37 403 hauling the 1Z40 Fort William - Wemyss Bay is seen at Arisaig on March 10th.
Carl Grocott



Charter Scene Branch Line Society

BWC Two

Class 37 403 hauling the 1Z40 Fort William - Wemyss Bay crosses Loch Nan Viaduct on March 10th. *Carl Grocott*

Saphos Trains

The White Rose

West Country No. 34046 ‘Braunton’ is seen shortly after passing Mossley on April 17th working a tour from Hereford to York.
Lee Stanford

‘Battle of Britain’ Class Pacific No. 34046 ‘Braunton’ climbs away from Parkside Junction and heads towards Chat Moss with ‘The White Rose’ on April 17th.*Jeff Nicholls*

West Country No. 34046 ‘Braunton’ passes through a sunny Guide Bridge on April 17th with Saphos Trains’ Hereford to York tour.
Lee Stanford







Charter Scene Saphos Trains

The White Rose

On April 17th, Southern WC Class No. 34046 ‘Braunton’ is seen at Greenfield hauling the 1Z80 Hereford to York. Class 47 828 was out of sight on the rear. *Russell Clarke*

Charter Scene Saphos Trains

The White Rose

On April 17th, Southern WC Class No. 34046 ‘Braunton’ is seen at Moore hauling the 1Z80 Hereford to York. *Mark Enderby*



Charter Scene Railway Touring Company

The Great Britain XVI

Black 5's Nos. 44871 and 45407 'The Lancashire Fusilier' along with Class 47 812 on the rear are seen at Swindon with the 1Z31 Margate to Cheltenham Spa section of this round Britain by steam tour. *Ken Mumford*



Charter Scene Railway Touring Company

The Great Britain XVI

LMS ‘Black Fives’ Nos. 44871 and 45407 head northbound at Winwick with 1Z32 Cheltenham to Lancaster on April 14th. *Brian Dobbs*



Charter Scene Railway Touring Company

The Great Britain XVI

Ian Riley's Black 5's Nos. 44871 and 45407 'The Lancashire Fusilier' make for a fine sight and sound as they work 'The Great Britain XVI' day 2 over the six arch bridge at Galgate on the approach to Lancaster. *Shep Woolley*

Charter Scene Railway Touring Company

The Great Britain XVI

April 15th and SR Battle of Britain Class No. 34067 ‘Tangmere’ approaches Kirkby Stephen Station in awful conditions with day 3 of the ‘Great Britain XVI’ railtour heading to Carlisle.
Shep Woolley

Black Fives Nos. 45407 and 44871 race across Chirk Viaduct with the Liverpool -Swansea leg of 'The Great Britain XVI' railtour on April 20th.
Chris Morrison

On April 19th, SR Battle of Britain Class No.34067 'Tangmere' having taken over the GBXVI stock at Carlisle races through Beckfoot en-route to Liverpool Lime Street. *Shep Woolley*

Railway Touring Co.

The Great Britain XVI

Nos. 44871 and 45407 head ‘The Great Britain XVI’ charter as it storms past Standish with the Cheltenham to Lancaster leg of the tour on April 14th. *John Sloane*



No. 34067 ‘Tangmere’ passes unusual surroundings at Wigan North Western as it heads the Carlisle to Liverpool leg of ‘The Great Britain XVI’ on April 19th. *Lee Stanford*



Black 5s Nos. 44871 and 45407 pass Kempseye with 1Z45 09:00 Liverpool Lime St - Swansea on April 20th. *Keith Davies*



Railway Touring Co.

The Great Britain XVI

LMS ‘Black Fives’ Nos. 44871 and 45407 pass Moore with 1Z32 Cheltenham to Lancaster on April 14th. *Mark Enderby*

Nos. 44871 and 45407 ‘The Lancashire Fusilier’ double head ‘The Great Britain XVI’ railtour running 15 late passing Shrivenham as 1Z31 10:03 Margate to Cheltenham Spa on April 13th. *Derek Elston*





Charter Scene Statesman Rail

Royal Windsor Statesman

On April 11th, Class 47 828 and 47 712 pass Stratton Green working 1Z60 Stafford to Windsor & Eton Riverside. *Ken Mumford*



Charter Scene Midland Pullman

The Cornish Riviera Pullman

‘The Cornish Riviera Pullman’ headed by power car No. 43055 crosses the river Avon at Eckington on its return from Penzance to Berwick-upon-Tweed on April 14th. *Neil Pugh*

Charter Scene Midland Pullman

North Wales Coastal Pullman

PowercarsNos.43059and43055passKempseye with 1Z77 06:02 Plymouth - Llandudno on April 5th. *Keith Davies*



Charter Scene Midland Pullman

Settle to Carlisle & Blackpool Pullman

The Blue Pullman is seen near Bamber Bridge working 1Z44 16:10 Blackpool North - Dundee on April 27th. *John Balaam*

Charter Scene Midland Pullman

The Torbay Riviera Pullman

Power car No. 43055 operating 1Z62 Kingswear - Exeter St. Davids with 43047 on the rear departs from Teignmouth station on April 13th.
Barry Beeston



Midland Pullman

Cornish Riviera/Torbay Riviera Pullman

Power car No. 43055 operating 1Z60 08:01 Penzance - Kingswear with 43047 on the rear, passes over Tregeagle Manor Viaduct on April 13th. *Barry Beeston*

Power car No. 43055 operating 1Z65 09:00 Penzance - Berwick Upon Tweed passes through Treleigh with 43047 on the rear on April 14th. *Barry Beeston*

On April 13th, power car No. 43047 operating 1Z63 18:27 Exeter St. Davids - Penzance with 43055 on the rear passes through Dawlish. *Barry Beeston*







Charter Scene Midland Pullman

Settle to Carlisle & Coastal Pullman

Power car No. 43055 leads the 1Z43 Wolverhampton to Carlisle charter through Oakengates on April 18th. *Richard Hargreaves*

Charter Scene Pathfinder Railtours

The Cambrian Coast Express

On April 18th, Class 97 304 and 97 302 pass Bell Vue, Shrewsbury with 1Z67 06:37 East Midlands Parkway - Pwllheli. *Keith Davies*



Belmond

Belmond British Pullman

With a train full of Grand National guests, Class 67 006 leads 67 021 across Dutton Viaduct, near Weaver Junction, on April 13th.
Jeff Nicholls

Class 67 021 heads south through Acton Bridge with the VSOE stock of the London Victoria - Liverpool South Parkway special run in connection with the Grand National on April 13th. *Jeff Nicholls*

Class 67 021 is seen on the rear of 1Z39 07:50 London Victoria to Liverpool South Parkway passing Northampton with punters heading for the 2024 Grand National on April 13th.
Derek Elston







Charter Scene ECS and Light Engine Moves

Having passed the GBXVI stock to ‘Tangmere’ at Carlisle, Ian Riley’s Black 5’s Nos. 44871 and 45407 ‘The Lancashire Fusilier’ speed through Beckfoot heading to Carnforth for servicing on April 14th. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves

Class 47 805 (D1935) 'Roger Hoskins MA 1925-2013' working 5Z47 09:00 Crewe H.S. to Southall Loco Services Ltd ECS heads through Northampton on April 19th. *Derek Elston*

On April 4th, Class 57 311 passes through Stafford with one coach working from Eastleigh - Crewe L.S.L. *Michael Lynam*

The annual visit of the VSOE to Arpley depot on April 13th features Class 67 006 and its beautiful rake of chocolate-and-cream coaches. Class 67 021 was on the other end. To the left can just be made out the roof-mounted horns of 60 024 which is in storage. *Jeff Nicholls*







Charter Scene

ECS and Light Engine Moves

Class 47 No. D1924 passes Preston Boats with 5P45 12:42 Coton Hill - Crewe HS on April 30th. *Keith Davies*

On May 2nd, 'Blue Peter' heads through Oakengates with the 5P55 Crewe to Crewe test run. *Richard Hargreaves*

On April 5th, LNER A4 No. 60007 'Sir Nigel Gresley' departs Castleton working 5Z60 Bury to Heaton complete with Tyne Tees Pullman headboard. *Russell Clarke*







Charter Scene

ECS and Light Engine Moves

The Belmond Pullman made its annual foray to Liverpool on April 13th, taking people to the Grand National. This year the train ran back to Crewe to reverse before heading to Warrington Arpley yard for servicing. Class 67 006 is seen departing from Crewe some 30 minutes early on its journey to Warrington. *Lee Stanford*

Black 5 No. 45407 'The Lancashire Fusilier' approaches Pleasington with an empty stock working from the ELR to Carnforth on April 10th. *John Sloane*

Class 37 516 hauls 90 001 back to Crewe from Doncaster after failing and is seen passing Coppull Moor on April 9th. *John Sloane*







Charter Scene

ECS and Light Engine Moves

Class 47 812 and 57 012 head through Acton Bridge on April 3rd with a Burton to Carnforth stock move. *Brian Battersby*

On April 24th, Class 47 802 eases up to a red signal at Northampton with 5M43 10:19 Southall Wcr to Carnforth Steamtown while transferring two coaches. *John Sloane*

Class 20 096 and 20 107 head north light engine through Acton Bridge on April 23rd.
Brian Battersby







Charter Scene

ECS and Light Engine Moves

Power cars Nos. 43047 and 43055 head through Charnock Richard cutting with on a Berwick upon Tweed to Crewe ECS working on April 15th. *John Sloane*

On April 15th, Ian Riley's Black 5's Nos. 44871 and 45407 'The Lancashire Fusilier' speed through Greenholme heading to Carlisle to take over 'The Great Britain XVI' railtour around Scotland. *Shep Woolley*

Class 47 812 and Black 5 No. 45407 'The Lancashire Fusilier' double head ECS working 5Z42 09:33 Carnforth Steamtown to Southall Wcr through Northampton running 28 minutes early on April 11th. *Derek Elston*







Avanti West Coast

Class 807 002 speeds through Acton Bridge on April 23rd, heading north with a test run. *Brian Battersby*



Avanti West Coast's low cost Superfare ticket extended to more destinations

Customers can now book Superfare tickets eight weeks in advance of travel Avanti West Coast has extended its innovative and award winning (1) Superfare ticket to more routes to mark the popular low cost fare's first anniversary. Ten more journey opportunities in the West Midlands and Lake District have been added to the train operator's wide range of Superfare tickets. It has seen over 50,000 customers snap up bargains on the Liverpool, Birmingham, Manchester, Preston and Glasgow routes, with many opting for rail over other forms of transport as a result.

The Superfare ticket enables customers to book a journey for a specific date with the choice of morning, afternoon, or evening slots at a cheaper fare – with the exact time of travel being selected by the intercity operator.

With around 24 hours' notice prior to the day of travel, Avanti West Coast will match customers to an empty seat on a quieter train and advise them of their reservation details and train's departure time.

From April 30th, customers from Rugby, Coventry, Nuneaton, Birmingham International and Wolverhampton can travel to London for just £9.

Customers wanting to enjoy the delights of the Lake District can also take advantage of new Superfare tickets from London to Oxenholme (£26), Penrith (£26) and Carlisle (£28). Passengers travelling between Milton Keynes and Manchester (£18) and Preston and Glasgow (£12) now also have the choice of a Superfare ticket. Existing Superfare prices have been frozen and not seen any increase since launch. Of those Superfare customers surveyed, the majority said they would have not travelled or would have done so by a different mode, confirming how Superfare is attracting people to rail.

Each week thousands of Superfare tickets are made available and from May 1st, will be available to purchase much earlier, with bookings possible from eight weeks before travel to allow customers to plan even further ahead. Bookings must still be made at least seven days before travel.

Sarah Copley, Commercial Director at Avanti West Coast said: "We've been overwhelmed by the response to Superfare. For those with flexibility around when they travel, it's a great way to grab yourself a bargain and we're delighted to extend the Superfare ticket benefits to more destinations."

(1) Avanti West Coast's low-cost Superfare ticket wins at Spotlight Rail Awards

Avanti West Coast

Class 390 155 speeds through Grimforth near Adlington, between Bolton and Chorley, with the 13:00 Glasgow Central to Milton Keynes service, diverted due to engineering work south of Wigan, on March 30th. *Paul Senior*

Class 390 047 working the 16:52 Edinburgh to London Euston service heads through Slateford on April 11th. *Colin Kennington*

Class 390 154 heads south past Bodisbury Level Crossing on April 8th while working a Glasgow to London Euston service. *Colin Kennington*







Avanti West Coast

Class 805 006 and 805 007 head through Acton Bridge on April 23rd with a Preston - Stoke test run. *Brian Battersby*



Class 805 010 passes Coppull with a test run from Preston to Watford Junction on April 3rd. *John Sloane*



Class 805 008 stands at Chester on April 30th with a Crewe - Holyhead test run. *Brian Battersby*



Avanti West Coast

An unidentified Class 390 heads north through Crawford on April 8th. *Colin Kennington*

Class 390 152 speeds south in the wet at Acton Bridge on April 3rd with a service to London Euston. *Brian Battersby*

Class 805 010 approaches Acton Bridge on April 3rd with a London Euston - Preston test run. *Brian Battersby*







Avanti West Coast

On April 4th, Bi-mode Class 805 010 passes through Stafford on driver training duties from Preston - Oxley. *Michael Lynam*

Having arrived at 07:45 as ECS working 5Q86, the 06:23 from Crewe, Class 805 010 lays over at Northampton and will depart as 5Q87 the 10:45 to Preston on April 24th. *Derek Elston*

Class 390 107 speeds past Standish with a London Euston to Glasgow service on April 27th. *John Sloane*







Avanti West Coast

Class 390 155 passes Bodisbury Level Crossing north of Beattock on April 8th with the 08:16 London Euston to Edinburgh service. *Steve Chapman*



An Avanti Voyager roars past South Kenton on April 12th heading north. *John Sloane*



Class 390 005 works a diverted 1A35 11:55 Manchester Piccadilly to London Euston through Northampton on April 26th. *Derek Elston*



Chiltern Railways

A three car Class 172 train passes Northwick Park station on April 12th with a London Marylebone service. *John Sloane*

Colas Rail

Class 56 096 arrived at Eastleigh on April 23rd and was used for crew training runs between Eastleigh and Westbury on April 24th. It is seen stabled at Eastleigh on 24th after returning from Westbury. *John Goodrich*

The Carlisle to Chirk log train on April 9th was headed by Class 70 810 as it is seen rolling through Coppull Moor. *John Sloane*

On May 2nd, Class 70 805 thunders through Swindon on the Up Main Line [UML] with 6M40 Westbury Down to Cliffe Hill Stud as a westbound 'Flying Cucumber' awaits departure for Cheltenham Spa via Gloucester.
Ken Mumford







Colas Rail

On April 11th, Class 70 816 is seen receiving some attention at the south end of West Yard at Doncaster. *Michael Lynam*



Class 70 816 takes a load of stone from Millerhill to Doncaster through Prestonpans on April 10th. *Colin Kennington*



Class 70 804 prepares head off the main line at Slateford on April 11th with the Oxwellmains empty cement tanks. *Colin Kennington*



Colas Rail

Class 56 094 approaches Falkirk Grahamston on April 10th with 6S36 Dalston to Grangemouth oil empties. *Steve Chapman*

On April 21st, Class 56 049 and 56 113 are seen at Preston Boats with 6C37 10:30 Chirk Kronospan - Carlisle N.Y. *Keith Davies*

Class 56 094 and 70 813 head south through Acton Bridge on April 23rd. *Brian Battersby*







Colas Rail

Class 70 817 and 70 802 pass Walcot on April 14th, top'n'tail with the 6C23 22:37 Bescot Up Engineers Sidings - Bescot Up Engineers Sidings.
Keith Davies

Colas Rail

On April 25th, Class 70 811 arrives at Chester working 6J37 Carlisle - Chirk logs.
Mark Enderby



Class 56 051 heads north through Acton Bridge on March 26th. *Brian Battersby*



Class 70 806 working the 6M40 Westbury Down to Cliffe Hill Stud Farm, passes through Swindon on April 4th. *Ken Mumford*



Class 56 105 and 56 049 double-head 6M37 Ravenstruther to Carlisle ballast past Wandel near Abington on April 8th. *Steve Chapman*



SRSA'S SUCCESSFUL EASTER SCHEDULE

Across the Easter period, the South Rail Systems Alliance (SRSA) carried out their comprehensive construction programme as they continue to put the passenger first. Across their respective regions, their teams delivered the following:

Tonbridge Division – Staines & Willingdon Junction
Staines, Surrey

Working across three stages, with the final part of the programme completed over the Easter bank holiday, the SRSA's Tonbridge division delivered:

Stage One
Initial possession facilitated 85m of coper adjustments and associated platform resurfacing.

Stage Two
Second stage consisted of 248m of plain line renewal with conductor rail throughout Staines Platform 1.

Stage Three – Easter Bank Holiday Weekend
The final possession involved renewing the life expired double junction country end of Staines Station – with the switches and crossings (S&C) 4354pts, 4353pts and 4353 fixed diamonds replaced with additional plain line and conductor rail works completed. The following weekend, a possession was arranged to undertaking tamping to remove any snagging and ensure the section of track is of the highest quality to be handed back to the client.
While our infrastructure team completed their project scope, the Electrical & Power team (E&P) also undertook a variety of works at Staines, including:

Over 1,500m of New Conductor Rail
Approx 2,500m of New Positive & Negative cable installed with 56 Cable Management Sleepers
13 New Advance plates with 78 New Side Leads
2 New Track Disconnectors (TD) installed
All 6 DC Feeder Cables doubled & renewed at Staines Substation which required significant Civils works & cable ducting.
11 Conductor Rail Welds
High Voltage Feeders switched-out to allow the renewals to go ahead safely.
Both sites successfully Section Proved

The work at Staines was completed successfully with the help of the Kirow team, transporting and lifting the 35 tonne S&C panels safely.

Willingdon Junction, Eastbourne

While the works at Staines were underway, another part of the Tonbridge division also completed a multidisciplinary blockade at Willingdon Junction. The team renewed two point ends and a fixed diamond, 245m of plain line and 750m of conductor rail, as well as minor civil works centred around concrete bases and troughing routes. The E&P team also re-used 6 Existing TDs as part of their scope at Willingdon.

Bristol Division – Swallowfield, Berkshire

Team Bristol handled a two weekend blockades at Swallowfield, with the first phase delivering 269m of track renewals welded and stressed, with a pair of transitions and five cable management sleepers. These improvements allowed the team to hand the site back to the client with a 50mph temporary speed restriction.

The second weekend saw the team install a pair of twist rails, a pair of transitions with continuous welded rail.

Anglia Division – Chelmsford, Essex

For their Easter bank holiday weekend, Team Anglia delivered two S&C renewals at Chelmsford renewal to improve services running through the London End of the station. Anglia also completed 146m of plain line track renewals.

Kings Norton – Thorney Mill

Team Kings Norton started the first of three stages of renewals at Thorney Mill, where they completed 370m of track renewals, including sleepers re-laid and rerailing.
All works highlighted were completed with help from our supply chain and support from our On Track Plant team.
The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.

CrossCountry

On April 17th, Class 220 014 passes through Eastleigh heading for Southampton.
Peter Todd

On April 18th, a Glasgow Central to Plymouth service heads along the sea wall at Dawlish.
Allison Twycross

GWR Class 158 768 calls at Dawlish Warren working an Exmouth to Paignton service as Class 221 133 at front and 221 128 on the rear pass with a Plymouth - Leeds service on April 16th. *Allison Twycross*







CrossCountry

Passing Voyagers at Stafford on April 16th, sees Class 220 011 depart for Bristol as 220 003 heads to Manchester Piccadilly. *Lee Stanford*

On April 25th, Class 170 618 departs Long Eaton with a service to Nottingham.
Michael Lynam





CrossCountry

On April 20th, Class 170 106 is seen at Cardiff Central working the 1M64 Cardiff to Nottingham service. *Ken Mumford*

Class 170 397 working the 1M99 Cardiff - Nottingham service is seen awaiting departure time at Cardiff on April 20th. *Ken Mumford*

On May 4th, Class 220 032 is seen at Laverstock with a diverted 1M70 Bournemouth to Manchester Piccadilly service. *Michael Bennett*







DB Cargo

On May 4th, Class 66 114 passes Grateley hauling the 4O42 Didcot Yard to Southampton Western Docks Berth No. 109.
Michael Bennett

Class 66 024 passes through Wallyford on April 10th hauling empty steel wagons from Dalzell to Tees. *Colin Kennington*

Class 66 056 heads through Acton Bridge on April 3rd with an Arpley - Bescot light engine move. *Brian Battersby*







DB Cargo

Diverted because of engineering work south of Wigan, Class 66 105 makes a rare sight at Crows Nest Junction, at Hindley, with the 6E26 11:51 Knowsley to Wilton bin train, on March 30th. A lot of tree clearance has been done here, for the Wigan to Lostock electrification project. *Paul Senior*



On April 3rd, Class 66 113 approaches Acton Bridge with an Arpley Sidings -Stoke Marcroft move. *Brian Battersby*





Class 66 109 works through Greenfaulds station on April 8th working 4E99 Grangemouth to Tees Dock intermodal. *Steve Chapman*

DB Cargo

Class 66 065 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on April 25th. *Keith Davies*



Having a break from VSOE duties, Class 67 021 runs light past Acton Main Line on April 11th. *John Sloane*



Class 66 198 departs Peterborough with 4E25 11:24 Bow Depot - Heck on April 19th. *John Balaam*



DB Cargo



Class 66 025 heads the 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. empties through Northampton on April 29th. *Derek Elston*

The first train fitted for digital signalling in Britain's main freight fleet moves to dynamic testing

The first locomotive in Britain's principal freight fleet (Class 66s) to be fitted with digital signalling equipment has moved on to dynamic testing on a test track, having successfully progressed through static testing.

DB Cargo locomotive 66039 is the 'First in Class' (FiC) to be retrofitted with European Train Control System (ETCS) equipment. With the fitment at the Progress Rail depot in Doncaster complete, it has been hauled to Network Rail's Rail Innovation and Development Centre (RIDC) in Leicestershire. RIDC is already equipped for ETCS testing and the loco will be put through its paces on the test track in the coming weeks. The Class 66 is the most common type of freight loco on Britain's rail network. The move to RIDC marks a step forward towards hundreds of freight locos being equipped for 'next generation' digital signalling, with its ability to enable longer, faster, heavier freight trains – taking lorries off Britain's roads and reducing transport emissions.

Within a competitive sector, all freight operators in the East Coast Digital Programme (ECDP) have come together to share learnings and agree on the base design with Siemens Mobility which is providing the design and fitment of its ETCS Trainguard 200 on-board equipment onto the locomotives. This reflects ECDP's partnership model of a benefits-led approach where partner operators collaborate on design.

The process has taken 16 months from the start of retrofitting, reflecting the painstaking collaboration involved as the industry has come together to deliver the first of its kind. The time invested in the FiC design will serve to enable an ongoing fitment programme. The base design involved will eventually provide regulatory approval for all types of Class 66 and its sister fleet Class 67.

Over the next few years, hundreds of freight locos will be fitted, many of which will be required to deliver 'no signals' operations through the ECDP. ECDP forms the foundation for the progressive roll out of digital signalling throughout the wider network.
The loco will now undergo dynamic testing at RIDC and after that the loco will accumulate 5,000 miles of fault free running before going through the necessary regulatory approvals.

Ed Akers, Network Rail's Principal Sponsor, ECDP, said: "The task of retrofitting hundreds of freight locomotives is one of the biggest challenges we face in the transition to a digital future. The Class 66 FiC project has required innovation, tenacity and perseverance to get to this point. I pay tribute to the hard work of all those involved – the industry wide collaboration involved is providing a strong foundation for the ongoing process of freight ETCS fitment".

Neil Ethell, Chief Operating Officer, DB Cargo UK, said: "This marks a significant milestone for DB Cargo (UK) on the journey to becoming European Train Control System (ETCS) ready. We're incredibly proud to be undertaking the first in class fitment of a Class 66. Overall, the design and installation for the Class 66 has taken 4 years, which shows the level of complexity in a retro fitment project of this scale. We're excited to see how it performs under rigorous testing at RIDC".

Rob Morris, Joint CEO of Siemens Mobility said: "The Class 66 moving to RIDC marks a major step forward for the Programme. Our teams and fitment partners have worked tirelessly to deliver. The retrofitting will transform the everyday for freight users as well as delivering wider societal and community benefits afforded by digital signalling. A tremendous well done to all involved to date."

DB Cargo

Class 66 651 working the 6H02 Arpley - Tunstead passes Moore on April 24th. *Mark Enderby*

Class 66 158 arrives at Acton Yard with a working from Newhaven on April 11th. *John Sloane*

Class 66 080 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam on April 23rd. *Keith Davies*







DB Cargo

April 25th sees DB Cargo Class 66 165, a recent regular visitor to Tolworth, charge up the rise to Malden Manor at the head of the 6Y08 empties service to Cliffe Brett Marine. *Ian Callander*

On April 16th, Class 66 083 is seen at Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

On April 4th, Class 66 020 passes through Stafford with an empty rake of hoppers from Washwood Heath - Warrington Arpley.
Michael Lynam







DB Cargo

Class 66 004 hauling a Toton to Dollands Moor car train runs beneath the Metropolitan/ Chiltern overbridge at Northwick Park on April 12th. *John Sloane*



Class 66 014 hauls 92 029 through Stafford on April 10th, working 0A06 Crewe EMD to Wembley Yard. *Barry Longson*



Class 66 197 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on April 24th. *Keith Davies*



DB Cargo

Late afternoon sun on April 12th sees Class 66 206 stabled at the head of loaded box wagons at Peak Forest. *Barry Longson*



Class 66 002 leads the 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings through Northampton on April 29th. *Derek Elston*



On April 4th, Class 66 148 passes through Stafford with a train of car components and steel from Dolland Moor - Ditton Foundry Lane. *Michael Lynam*



DB Cargo

Class 66 112 passes Crow Nest Junction with 6M16 empty binliner from Tees Yard ex Wilton to Knowsley on April 17th. The vegetation having been cut back in preparation for the forthcoming electrification to Lostock Jct. *Dave Harris*

On April 4th, Class 66 244 heads through Stafford with an intermodal working from Trafford Park - Southampton. *Michael Lynam*

Class 66 101 heading from Parkandillack to Exeter, trundles towards Dawlish Warren on March 14th. *Allison Twycross*







DB Cargo

On April 6th, recently outshopped Class 66 177 passes through Scunthorpe with a healthy load of slabs on 6N80 Ent C - Tees Yard. *Steve Thompson*



Class 66 086 with 6C03 Northolt to Severnside creeps along platform 4 at Swindon on May 2nd, hard on the heels of the previous IET. *Ken Mumford*



Class 66 117 climbs away from Oakenshaw Junction while working 4L45 Wakefield Europort to Felixstowe intermodal on April 24th. *Steve Chapman*



DB Cargo

On April 20th, Class 66 205 leads 66 083 through Cardiff Central with a Margam to Westbury Down TC light engine move. *Ken Mumford*

Class 66 075 approaches Church Fenton on April 24th with 6E97 Newbiggin to Tees gypsum empties. *Steve Chapman*

Class 66 144 negotiates the crossing from the Day Aggregates yard at Tolworth to the 'up' road on March 19th, as it sets off towards Cliffe Brett Marine with the regular 6Y08 discharged aggregates in tow. *Ian Callander*







DB Cargo

Class 66 100 passes through Doncaster on April 11th in charge of a Wakefield - Felixstowe intermodal. *Michael Lynam*

Class 66 103 leads the 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. service through Northampton on April 26th. *Derek Elston*

Class 66 023, carrying its 'King's Coronation' livery, speeds under Knollmead Bridge between Tolworth and Malden Manor on St George's Day, April 23rd, piloting the regular 6Y08 discharged aggregates en route to Cliffe Brett Marine. *Ian Callander*







DC Rail Freight

Class 60 055 ‘Thomas Barnardo’ crosses Carr Mill Viaduct with 6M89 Middleton Towers to Ravenhead Sidings on April 6th. *Brian Dobbs*

DC Rail Freight

Large logo Class 56 098 working 6Z85 Ravenhead - Chaddesden passes Heamies Farm on February 12th. *Carl Grocott*

Class 60 055 ‘Thomas Barnardo’ crosses Carr Mill Viaduct with 6D85 Ravenhead Sidings to Chaddesden Sidings on April 28th.
Brian Dobbs





DC Rail Freight

Class 60 055 passes through March station on April 22nd hauling the Chaddesden Sidings to Brandon loaded Aggregates service.
Charlie Robbins



In the gathering gloom of the evening on April 23rd, DC Rail operated, Cappagh-liveried 60028 speeds past Tolworth guiding the 6Z17 empties from Chessington South to Willesden DC Rail Sidings. *Ian Callander*



Direct Rail Services

Viewed through the station canopy sees Class 66 423 approach Hellifield on April 5th with the 12:29 Carlisle to Crewe running as 6X05 on this occasion as it was conveying point carriers. *Russell Clarke*

Class 66 031 is seen near Harlesden with the Daventry to Tilbury 'Tesco' service on April 12th. *John Sloane*

Class 68 005 passes Acton Bridge on April 30th hauling a Mossend - Daventry intermodal. *Brian Battersby*







Direct Rail Services

At Stafford on April 10th, Class 68 008 forges north in the driving rain while in charge of 4S44 12:16 Daventry to Coatbridge intermodal service. *Barry Longson*



The daily 12:16 Daventry to Coatbridge headed by Class 68 003 unusually arrived at Stafford on the down fast line on April 16th and is seen waiting for the signal to clear to allow it to cross over to the down slow and onwards to Crewe *Lee Stanford*

Class 88 005 is seen at Coatbridge Central working 4D01 Blackford to Coatbridge intermodal from Mossend on April 9th. *Steve Chapman*





Direct Rail Services

On April 4th, Class 68 009 passes through Stafford with an intermodal from Coatbridge - Daventry. *Michael Lynam*

Class 68 031 heads through Stafford on April 4th with a rake of debranded TPE stock, from Longsight en route to Long Marston for storage. *Michael Lynam*

On April 11th, Class 68 005 rushes into Wigan NW at the head of the 4M27 Mossend to Daventry intermodal service. *John Sloane*







Direct Rail Services

Class 68 033 approaches Ashchurch for Tewksbury hauling the Crewe - Bridgwater flasks on April 18th. *Charlie Robbins*

Class 66 425 passes Northwick Park with a Tibury to Daventry 'Tesco' service on April 12th. *John Sloane*

On a miserable cold wet April 9th, Class 88 002 and 88 005 head north with the 06:25 Daventry to Mossend 'Tesco' train whilst 318 258 pulls into Wishaw station. *Colin Kennington*







Direct Rail Services

Class 88 002 and 88 005 double-head the 4S43 Daventry to Mossend intermodal through Wishaw on April 9th. *Steve Chapman*

Class 68 007 speeds through Acton Bridge on March 26th with a Mossend to Daventry intermodal. *Brian Battersby*

The sun is shining at Slateford on April 11th as Class 88 006 and 68 033 power the 14:54 Torness to Carlisle flask train. *Colin Kennington*







Direct Rail Services

Class 68 002 and 88 007 hurry through Standish with the Daventry to Mossend ‘Tesco’ train on April 27th. *John Sloane*

Class 66 422 leads another class member on the 4M27 intermodal from Mossend to Daventry on April 27th. *John Sloane*

On April 4th, Class 88 010 passes light engine through Stafford working from Crewe - Bescot. *Michael Lynam*







Direct Rail Services

Class 66 427 passes through Northampton with 4M07 10:02 Tilbury 2 Container Terminal Fl to Daventry DRS (Tesco) on April 26th. *Derek Elston*

Class 68 007 passes through Stafford on April 4th with an intermodal from Daventry - Coatbridge. *Michael Lynam*

On April 26th, Class 66 431 eases through Northampton running an hour late with 4L48 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal Fl. *Derek Elston*







East Midlands Railway

On April 20th, Class 170 424 departs Heckington with a late afternoon Skegness - Nottingham service, crossing onto single track here until Sleaford. *Charlie Robbins*

Class 222 011 is seen at Derby on April 25th with a service to London St. Pancras. *Michael Lynam*

On April 18th, Class 158 854 and 158 863 pass through Hunts Cross on a Liverpool Lime Street - Norwich service. *Michael Lynam*







Freightliner

On April 24th, Class 59 102 hauling the 6C48 Appleford to Whatley Quarry heads through Swindon. *Ken Mumford*

The 2M42 Chessington South to London Waterloo service disappears over the crest towards Malden Manor on April 29th as Class 59 202 'Pride of Ferrybridge' draws its rake of aggregates hoppers to a stand, awaiting call-on from the Day Aggregates yardman, where it will terminate the 6O45 service from Hanwell Bridge Loop. *Ian Callander*

Class 70 004 is pictured at Oakenshaw Junction on April 24th with 6M89 Dewsbury to Hope cement empties. *Steve Chapman*







Freightliner

On April 16th, Class 66 568 passes Southampton in full spring sunshine hauling the 09:23 Crewe - Southampton Maritime. *John Goodrich*

Freightliner

Class 66 548 heads south through Acton Bridge on April 3rd with an Ince & Elton - Crewe Basford Hall working. *Brian Battersby*



Class 59 102 heads through Eastleigh on April 17th hauling the 6V16 Fareham ARC to Westbury Tarmac (Wilts). *Peter Todd*



Class 66 549 and 66 553 head through Swindon on April 24th working the 6B12 Merehead to Wootton Bassett. *Ken Mumford*



Freightliner

On April 17th, Class 66 605 hauling the 6F91 Ince - Crewe passes Walton Old. *Mark Enderby*

On April 4th, Class 90 043 and 90 042 passes through Stafford with a Felixstowe - Trafford Park liner. *Michael Lynam*

On April 3rd, Class 66 601 is seen at Acton Bridge with a Hardendale Quarry - Tunstead Sidings working. *Brian Battersby*

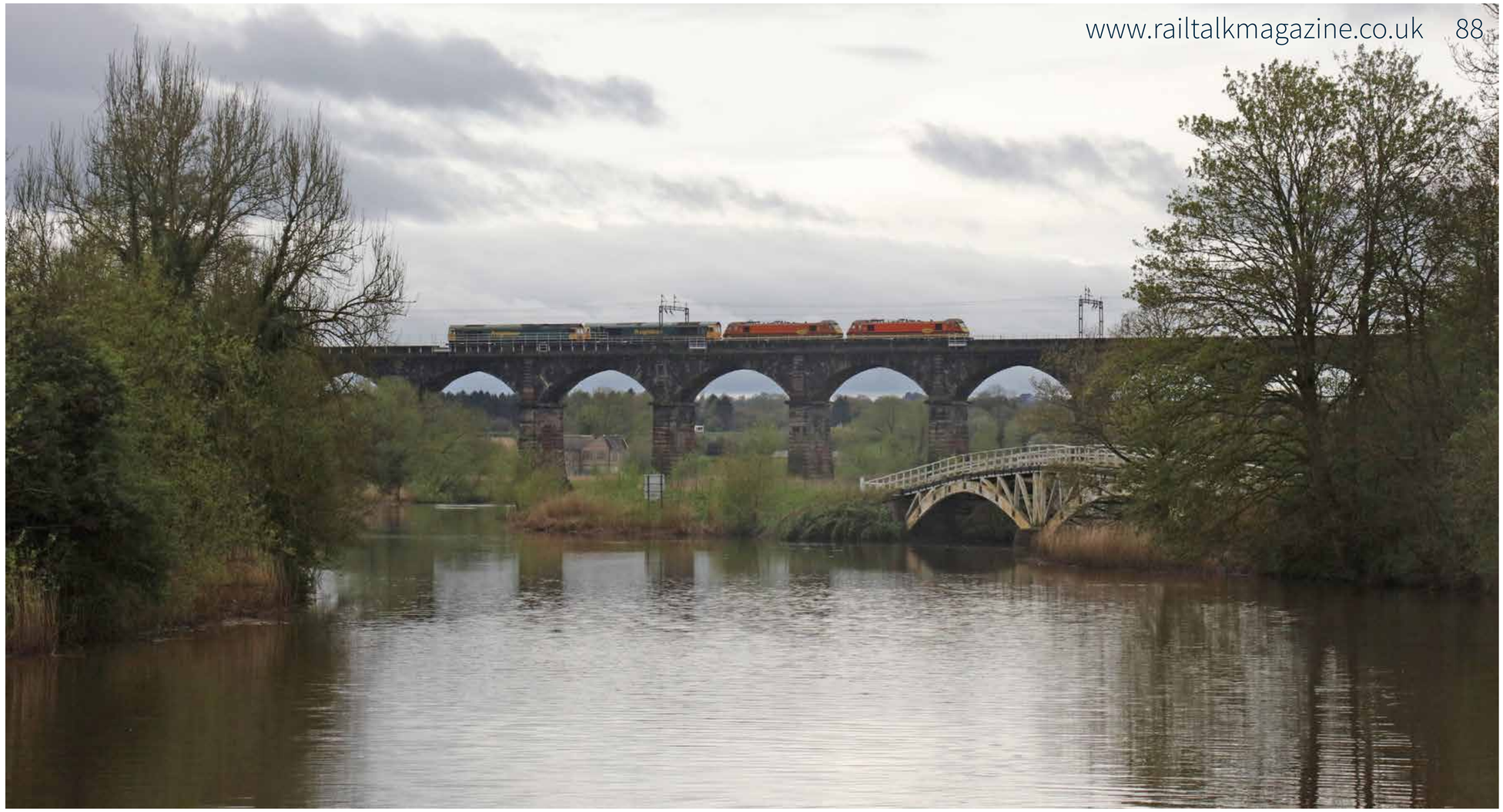






Freightliner

The weekly Saturday convoy of locos from Garston to Crewe crosses Dutton Viaduct on April 13th. Class 66 508, 66 592, 90 047 and 90 041 made up the convoy. *Jeff Nicholls*



The 6A61 Whatley to West Drayton Frays Sidings with Class 66 606 in charge is seen near Pewsey on May 1st. *Michael Bennett*

Class 66 618 creeps past Acton Yard on April 11th with a Hanwell to Churchyard Sidings working. *John Sloane*





Freightliner

Class 70 005 gingerly descends the link from Acton Wells Junction to the GW main line at Acton at the head on the Lawley St. to Southampton liner on April 11th. *John Sloane*



Class 66 532 runs light past Acton Yard on April 11th. *John Sloane*



On April 11th, Class 66 571 passes Acton Main Line with the Wentloog to London Gateway liner. *John Sloane*



Freightliner

Class 66 531 rolls into Acton Main Line with an unidentified working on April 11th.
John Sloane

Class 59 202 and 66 592 creep past Acton Main Line with a Wembley to Whatley empty stone train on April 11th. *John Sloane*

Class 66 601 passes Acton Yard with a Thorney Mill to Tunstead working on April 11th.
John Sloane







Freightliner

Class 90 015 and 90 003 approach Highbury and Islington at the head of a Crewe to Felixstowe liner on April 12th. *John Sloane*

Class 90 006 and 90 013 are seen at Northwick Park with a Felixstowe to Trafford Park liner on April 12th. *John Sloane*

Class 90 044 and 90 007 creep into Camden Road with a Garston to Felixstowe liner on April 12th. *John Sloane*







Freightliner

Class 66 502 ‘Basford Hall Centenary 2001’ eases through Northampton working 4L44 06:15 Trafford Park F.L.T. to London Gateway on April 24th. *Derek Elston*

Class 70 005 heads away past South Kenton hauling a Lawley St. to Southampton liner on April 12th. *John Sloane*

Class 66 525 is seen at Donnington on April 30th working 4G97 from Crewe to collect a TfW Class 197. *Richard Hargreaves*







Freightliner

Class 66 531 leads the 6V51 14:35 Churchyard Sidings (Flhh) to Stoke Gifford (Fhh) passing Shrivenham running an hour early on April 13th. *Derek Elston*

On April 11th, Class 66 564 passes Doncaster working a Felixstowe - Leeds liner.
Michael Lynam

Class 66 568 passes through Stafford on April 4th in charge of a Ditton - Felixstowe liner.
Michael Lynam







Freightliner

On April 6th, no passenger trains ran due to the strike action by ASLEF and the possession between Appleby and Elsham meant no through freight either. However, there was some action as Class 66 594 passes Scunthorpe Station with 6Y32 Doncaster Up Decoy - North Lincoln Jct., with 20 JNAs loaded with stone.
Steve Thompson

Class 66 537 passes through Peterborough on April 11th hauling the 4L85 Tinsley - Felixstowe liner. *Steve Thompson*

On April 11th, Class 66 601 'The Hope Valley' bimbles up to a red signal at Northampton with 6M51 14:32 Thorney Mill Fhh to Tunstead Sidings empties. *Derek Elston*







Freightliner

On April 9th, Freightliner moved another Class 66 from Midland Road Depot to Immingham Nordic Terminal for export to Poland. Passing through Scunthorpe station is Class 66 509 hauling 66 956 on its day of destiny, running as 0D64. *Steve Thompson*

On April 5th, in preparation for a weekend of track renewal between Appleby and Elsham, two ballast trains were run between Doncaster Up Decoy and North Lincoln Junction. One of them was Class 66 538 working 6Y30 consisting of 22 empty JNA/MLA, seen here heading through Scunthorpe. *Steve Thompson*

On April 4th, Class 66 952 with 4L55 Wentloog to London Gateway is seen waiting time at Swindon. *Ken Mumford*







Freightliner

Class 70 011 passes Northampton on April 19th working 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. *Derek Elston*

Class 90 006 ‘Roger Ford’ and 90 010 head the 4M87 11:13 Felixstowe North F.L.T. to Ditton (O’Connor) liner through Northampton on April 26th. *Derek Elston*

Class 66 953 heads north through Northampton with 197 123 in tow after attention at Wolverton Works,, running as 6Q97 10:01 Wolverton Centre Sidings to Crewe C.S. (L&NWR Site) on April 17th. *Derek Elston*







Freightliner

On April 10th, Class 90 008 and 90 014 attract the attention of enthusiasts at Stafford, as they pass with 4M63 08:01 Felixstowe North to Trafford Park. *Barry Longson*



On a very wet April 10th, Class 66 615 leads 6B71 07:19 Tunstead to Northampton Castle Yard through Stafford. *Barry Longson*



Class 90 014 and 90 008 creep through Coatbridge on April 9th with a liner bound for Crewe. *Steve Chapman*



Class 70 002 leads the 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. through Northampton on April 24th. *Derek Elston*

FREIGHTLINER SELLS COATBRIDGE TERMINAL TO JOHN G RUSSELL

On April 13th 2024 Freightliner confirmed that ownership of the Coatbridge terminal has be taken over by Russell Railroad Limited, a subsidiary of John G Russell, effective immediately. Following a strategic review of the Freightliner Coatbridge terminal, it was recognised that the Coatbridge facility would be better served under new ownership. Freightliner rail services remain unaffected by this sale and will continue to run into the Coatbridge terminal as usual.

Chris Lawrenson, Managing Director – Intermodal Logistics, Freightliner UK/Europe, said "We are looking forward to continuing to work with the team at Russell Railroad Ltd. The Coatbridge terminal is essential for maintaining effective Intermodal connections into and out of Scotland and Russell RailRoad's new ownership of the terminal will ensure these services continue to run smoothly. We look forward to forging this partnership and continuing to serve the Scottish Intermodal market."

Graham Russell – Director John G Russell, said "I would like to thank the Freightliner team for all of their diligent work at the Coatbridge facility. We are looking forward to working with customers, existing and prospective, to deliver market leading Intermodal services for the Scottish market."

About John G Russell

Russell Group is a leading transport and logistics provider committed to delivering high value solutions across the UK and Europe. Consisting of John G Russell (Transport) Ltd, Carntyne Transport Co Ltd, and Russell RailRoad Ltd the Group offers a complete range of supply chain solutions including warehousing and distribution. With strategically located depots offering nationwide coverage, Russell Group has the resources and knowledge to work in partnership with its customers to proactively manage the supply chain, enabling customers to focus on their core activities.

The Russell family have been at the forefront of the transport & logistics industry since the early 19th century, being the first to bring a diesel tractor into use in Scotland in 1930. Established in 1969, John G Russell (Transport) Ltd, now known as Russell Logistics, employs over 740 staff and operates 250+ vehicles, 850+ trailers & 1000+ containers.

Operating 24/7, 365 days a year, Russell Logistics is proud to include some of Europe's largest Blue Chip companies as its customers. Russell Logistics is the largest partner within the Partnerlink, a partnership of 17 privately owned logistics companies in the UK and Ireland with a total revenue of over 300 million employing over 3,000 people. Partnerlink delivers integrated solutions across the supply chain allowing the ability to be an extension to our clients' businesses.

Grand Central

Class 180 102 rounds the curve at Oakenshaw Junction heading for Monk Bretton from Crofton on April 24th. *Steve Chapman*

On April 11th, Class 180 105 speeds through Doncaster working a Sunderland - London King's Cross service. *Michael Lynam*

Class 221 142 departs Doncaster on April 11th working a Bradford - London King's Cross service. *Michael Lynam*







GBRf

On April 14th, Class 66 793 hauling the 6O98 Prestwick to Grain aviation fuel empty tanks passes Pleasington. *David Hollowood*



Class 66 305 with the 4O01 Doncaster iPort to Southampton Western Docks passes Grateley. *Michael Bennett*



Class 60 076 heads through Acton Bridge on April 30th with a Liverpool - Drax Biomass working. *Brian Battersby*



GBRf

Class 66 730 ‘Whitemoor’ waits outside Southport station during engineering works on April 4th. *John Sloane*

Class 66 727 passes Walcot with 6M19 12:01 Barton Hill - Coton Hill Yard on April 16th. *Keith Davies*

Class 197 006 waits time at Newton-le-Willows with a Llandudno - Manchester Airport service as Class 60 056 approaches with a Drax - Tuebrook empty Biomass working on a gloomy April 11th. *Jeff Nicholls*







GBRf

The engineering trains between Eastleigh and Westbury often include locos dead in train. On April 16th, Class 66 734 'Platinum Jubilee' leads 66 143 and 66 791 on 14:50 Eastleigh - Westbury which is seen passing Southampton as the sun disappeared behind some cloud. *John Goodrich*



Class 66 774 hauling the 4M19 Southampton Western Docks to East Midlands Gateway heads through Eastleigh on April 17th. *Peter Todd*

Class 66 759 ambles south through Acton Bridge on March 26th. *Brian Battersby*





GBRf

Class 66 774 approaches Southampton with the 11:47 Southampton Western Docks - East Midlands Gateway on a sunny April 17th. *John Goodrich*

Class 66 742 passes Oakenshaw Junction on April 24th with 6G97 Ravensthorpe to Doncaster departmental. *Steve Chapman*

Class 66 768 is seen at Bayston Hill hauling the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on April 21st. *Keith Davies*







GBRf

Class 60 047 passes through Newton-le-Willows station with 6M09 Drax to Liverpool Biomass terminal at sunset on April 17th.
Brian Dobbs

Class 66 789 passes through Acton Bridge on April 3rd hauling the Ditton - Felixstowe intermodal. *Brian Battersby*

Class 69 009 is seen stabled at Eastleigh on April 17th. *Peter Todd*







GBRf

Class 66 715 passes Bayston Hill on April 14th with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings
Keith Davies

GBRf

In very wet conditions on April 9th, Class 66 718 runs through Coppull Moor at the head of a Carlisle to Kineton special working. *John Sloane*

Class 69 002 passes through Sherburn-in-Elmet on April 24th leading 6N71 Doncaster to Tyne Yard departmental. *Steve Chapman*

Class 66 304 is seen at Wallyford on April 10th working 6E45 Fort William to North Blyth alumina empties. *Steve Chapman*







GBRf

Class 66 767 passes south Kenton with a Felixstowe to Trafford Park intermodal on April 12th. *John Sloane*

Class 66 770 runs past Willesden Junction Low Level at the head of a London Gateway to Hams Hall intermodal on April 12th. *John Sloane*

On April 4th, Class 66 748 ‘West Burton power station’ is seen in Southport station during engineering works. *John Sloane*







GBRf

Class 66 740 ‘Sarah’ is captured shunting 6B92 04:30 Tunstead Sidings GBRf to Northampton Castle Yard GBRf for unloading on April 24th. *Derek Elston*



On April 4th, Class 66 721 passes Stafford with a car train from Dagenham Docks - Garston Car Terminal. *Michael Lynam*



On April 4th, Class 66 738 passes through Stafford with an aggregate train from Tunstead - Banbury. *Michael Lynam*



GBRf

Double stamps as Class 66 779 'Evening Star' with DIT 66 712 'Peterborough Power Signalbox' passes through Northampton working 4M47, 12:18 London Gateway GBRf to Hams Hall GBRf on April 26th. *Derek Elston*

On April 11th, Class 69 004 passes through Doncaster light engine on driver training duties from Belmont Down Yard - Moorthorpe Goods Loop. *Michael Lynam*

Class 69 001 passes through Doncaster on April 11th working a Doncaster Up Decoy - Tyne SS engineers. *Michael Lynam*







Class 69 008 ‘Richard Howe’ approaches Northampton running as 0Z60 12:18 Leicester L.I.P. to Northampton EMD on April 26th. *Derek Elston*

GB RAILFREIGHT EXTENDS HAULAGE CONTRACT WITH NETWORK RAIL

GB Railfreight (GBRf) has extended its haulage contract with Network Rail. Effective from April 1st 2024, the contract is a two-year extension with an option for a third year.

GBRf will continue to provide critical services essential for the smooth operation of Network Rail’s engineering works and renewals. This includes the provision of possession trains and the movement of Network Rail wagons to support engineering trains, with up to 16 daily trains dedicated to network services.

In addition, GBRf will continue to operate bulk services, facilitating the transportation of stone from quarries to Network Rail’s Logistics Delivery Centres (LDCs). With up to four daily trains allocated for bulk services, this essential function ensures a steady supply of materials to key locations, including the LDCs.

The agreement includes the continuation of GBRf operation of the LDCs at Whitemoor, Eastleigh and Bescot. These strategic locations play a pivotal role, enabling efficient distribution of materials and equipment necessary for the successful delivery of maintenance, renewal, and enhancement projects across the rail network.

Commenting on the contract extension, John Smith, GBRf’s CEO said, “We are delighted to extend our partnership with Network Rail, further cementing our role in supporting the operation and maintenance of the UK’s rail infrastructure. We’re proud to deliver reliable and high-quality services that contribute to the continued success of the UK rail industry.”

Mark Dickinson, Director, Supply Chain Services at Network Rail, said: “By extending our contract with GB Railfreight, we can continue to move our essential engineering materials safely and efficiently across the country to support projects that deliver a better railway for passengers and freight customers.”

GBRf

Class 66 789 ‘British Rail 1948 - 1997’ arrives at Ely with 4E20 13:21 Felixstowe South - Masborough on April 19th. *John Balaam*

After stopping for a driver change, Class 60 087 gets back underway at Hellifield with the 12:54 Ribblehead to Tuebrook on April 5th. *Lee Stanford*

Unique liveried Class 66 780 passes Stafford on April 16th working the 09:34 Tunstead to Small Heath. *Lee Stanford*







GBRf

Class 66 789 passes through Stafford on April 4th with a container train from Ditton - Felixstowe. *Michael Lynam*



GBRf LAUNCHES NEW RAIL FREIGHT SERVICE CONNECTING SOUTHAMPTON TO HAMS HALL

GB Railfreight (GBRf) has started a new intermodal service connecting Southampton to Hams Hall Rail Freight Terminal in the West Midlands. This is the first time that GBRf has run an intermodal service from the UK's second-largest deep sea port to the West Midlands.

GBRf will be running five trains a week from Southampton to Hams Hall with a further option to connect Southampton with Mossend International Rail Freight Terminal in Scotland, with final mile delivery available at both terminals. For this service, GBRf is using its brand-new high-density FEA-G intermodal wagons, which will significantly increase the volume of cargo that can be transported on each journey.

The new train is part of DP World's trial Modal Shift incentivisation programme for cargo owners to use rail within 140 miles of The Port of Southampton. It is hoped that the scheme will reduce 30,000 metric tonnes of carbon dioxide emissions per year and remove thousands of lorries from the road network. Schemes like this will help the UK Government achieve its long-term freight growth target, to increase rail freight by at least 75% by 2050 and GBRf to run c.80 intermodal services a day by 2025.

Julie Garn, Head of Intermodal at GB Railfreight said: "This new service from Southampton to Hams Hall has been made possible by DP World's Modal Shift programme and the new investment made at Solent Rail Terminal. Flagship initiatives like this help harness the benefits of rail freight allowing Britain's supply chains to move goods more sustainably, efficiently and reliably."

Mark Hooper, Director of Rail & Containers, Solent Stevedores said: "This is real positive news from GB Railfreight, giving customers the opportunity to utilise rail and support the Government's targets for rail freight growth along with reducing carbon emissions which should be on everyone's agenda. This new service also aligns with DP World's Modal Shift Program where customers can take advantage of the incentive available as Hams Hall is within a 140-mile zone from the Port.

With the recent official opening of our Solent Rail Terminal and the £17.5 million partnership investment between Associated British Ports (ABP) and Solent Stevedores, this is a major investment into the future of rail and reducing the reliance on HGV's."

John Trenchard, Vice President UK Commercial & Supply Chain at DP World, said: "The first six months of the Modal Shift Programme trial at our Southampton logistics hub has been a major success so far, with the share of freight units being moved by rail instead of road increasing by two thirds – from 21% to 35%. The success of the trial is proof that rail can be effectively utilised to achieve lower carbon international supply chains that better serve the UK economy and environment, and so we are delighted that the new Southampton-Hams Hall service will contribute to this."

John Bailey, Managing Director – Intermodal at Maritime Transport said: 'We are delighted to see GB Railfreight taking full advantage of Hams Hall's strategic position on the logistics map with the introduction of this new service, connecting a major UK port with an important gateway to the West Midlands. Shifting freight to rail and reducing carbon emissions is a key part of our environmental strategy and this service paves the way for regional businesses to actively join us in this effort."

GBRf

Class 69 008 ‘Richard Howe’ having collected 360 108 from the Siemens depot heads south as 5F60 16:18 Northampton EMD to Kettering Stabling Sidings on April 26th. *Derek Elston*

Class 66 711 ‘Sence’ works through Northampton with 4M22 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf on April 26th. *Derek Elston*

On April 29th, Class 66 306 ‘SCS Logistics’ passes through Northampton with 4M47 12:18 London Gateway GBRf to Hams Hall GBRf. *Derek Elston*







GBRf

On April 8th, a rather grubby 'Flying Dustman', Class 66 783, passed through Scunthorpe station on 6Z37 Arcow Quarry - Ent C comprising of 20 JNAs loaded with stone. *Steve Thompson*



Class 66 702 approaches Peterborough on April 11th with the 4M33 Felixstowe - Hams Hall containers. *Steve Thompson*



On April 9th, passing behind Scunthorpe station and onto E Line, the nicely-decorated Class 69 001 heading 6D74 Doncaster Belmont - Ent C with a part-loaded RDT set.
Steve Thompson



GBRf

On April 11th, recently introduced Class 66 306 heads the 4L13 Hams Hall - Felixstowe through Peterborough. *Steve Thompson*



Class 66 782 passes Ely on April 20th with 4E22 10:20 Felixstowe - Peterborough.
John Balaam



Class 66 724 passes Scunthorpe on April 8th working 6D01 Doncaster Belmont - Ent C with an empty RDT set. *Steve Thompson*



GBRf

Class 66 703 ‘Doncaster PSB 1961-2002’ working 4O51 Wentloog to Southampton heads through Swindon on April 25th.
Ken Mumford

On April 5th, in preparation for a weekend of track renewal between Appleby and Elsham, two ballast trains were run between Doncaster Up Decoy and North Lincoln Junction. One of them was Class 66 784 working 6G40, comprising 17 empty track carriers and 4 MLAs.
Steve Thompson

From time to time, the GBRf-operated rail trains from Scunthorpe to Doncaster/Eastleigh are used to ferry DB locos as well as engineers traffic. April 2nd was one such occasion, as Class 69 001 hauls 66 105 and 66 076 plus a loaded RDT set on 6D75 Frodingham Trent Yard - Doncaster Belmont, passing Scunthorpe station on a grey old morning. *Steve Thompson*







Greater Anglia

A comparison of different generations of DMU at Peterborough on April 11th as Class 158 852 departs on 1L11 Liverpool - Norwich as 755 334 waits for departure time working 2L79 Peterborough - Ipswich. *Steve Thompson*



Class 755 409 arrives at Thetford with 1K73 11:27 Norwich - Stansted Airport service on April 20th. *John Balaam*



Class 720 101 making its first mileage accumulation trip departs Northampton working as 5Q27 08:45 Wembley InterCity Depot to Rugby Udt Signal RN4184 on April 24th. *Derek Elston*



Greater Anglia

Class 720 519 departs Northampton on test working 5Q27 08:45 Wembley InterCity Depot to Rugby Udt Signal Rn4184 on April 17th. *Derek Elston*

Great Western Railway

On April 8th, an IEP working 1G17 London Paddington to Cheltenham passes the site of Oaksey Halt. Oaksey Halt is a closed station on the Golden Valley Line south of Kemble railway station and Kemble Tunnel on the line to Swindon. There were short (150 ft) stone platforms, each with a small corrugated iron shelter. After the halt was closed in 1964, the platform on the up London Paddington line remained until October 2013 when it was dismantled as part of the Swindon to Kemble redoubling works. *Ken Mumford*



Great Western Railway

Class 800 003 passes over Malvern Common working a Hereford to London Paddington service on April 2nd. *Neil Pugh*



Class 800 016 carries 'White Ribbon' branding, seen at Swindon on April 24th working 1C16 London Paddington to Bristol T.M. service. *Ken Mumford*



Class 158 750 waits departure time at Swindon on April 4th with 2M26 to Westbury. *Ken Mumford*



Great Western Railway

On April 20th, Class 165 129 and 165 131 depart Cardiff Central with the 1F17 to Portsmouth Harbour. *Ken Mumford*



Class 802 113 working a London Paddington to Penzance service, passes through Dawlish Warren on April 18th. *Allison Twycross*



On April 20th, the 1L18 Swansea to London Paddington service departs Cardiff as Class 150 280 heads for Cardiff (Queen Street) with a Treherbert service. *Ken Mumford*



Great Western Railway

Class 800 313 operating 1A94 16:50 Plymouth - London Paddington departs Teignmouth on April 13th. *Barry Beeston*



Power car No. 43187 on the rear of 2C26 13:42 Plymouth - Penzance with 43097 leading, passes 43188 operating 2P17 13:50 Penzance - Plymouth with 43189 on the rear which was sat awaiting departure in St. Austell on April 30th. *Barry Beeston*



Class 800 317 operating the 1A84 10:20 Penzance - London Paddington service arrives into Par on April 29th. *Barry Beeston*



Great Western Railway

Power car No. 43186 operating 2C11 10:15 Plymouth - Penzance departs Par with 43198 on the rear and passing a Colas Rail Tamper parked in the siding on April 29th. *Barry Beeston*



Class 802 106 working a London Paddington to Penzance service passes through Dawlish Warren on April 16th. *Allison Twycross*



Class 158 768 working an Exmouth to Paignton service is seen on the sea wall heading towards Dawlish on April 18th. *Allison Twycross*



Great Western Railway

Power car No. 43098 operating 2C65 10:42 Plymouth - Penzance is seen sat awaiting time in Par station with 43092 on the rear on April 29th. *Barry Beeston*

Class 150 247 operating 2N09 15:10 Newquay - Par passes over Goss Moor heading towards Par on April 26th. *Barry Beeston*

On April 30th, power car No. 43092 operating 2P1512:50 Penzance - Plymouth approaches Burngullow Junction with 43098 on the rear. *Barry Beeston*







Great Western Railway

Class 150 234 operating 2N06 16:35 Par - Newquay passes over Goss Moor heading towards Newquay on April 28th. *Barry Beeston*

Class 800 301 operating 1C88 16:03 London Paddington - Plymouth passes through Dawlish on April 13th. *Barry Beeston*

Class 800 002 operating 2M72 17:50 Plymouth - Bristol Temple Meads exits Kennaway Tunnel approaching Dawlish on April 13th.
Barry Beeston







Great Western Railway

Class 387 156 and 387 171 are London bound as they pass Shrivenham with 1L27 17:24 Bristol Parkway to London Paddington service on April 13th. *Derek Elston*



Class 158 767 stands at Swindon awaiting departure time with 2M30 17:35 to Westbury on April 27th. *Derek Elston*



Class 802 111 heads for London Paddington as it speeds past Acton Main Line on April 11th. *John Sloane*



Great Western Railway

Power car No. 43093 is seen passing the once busy China Clay sidings as it slows for its Lostwithiel stop with the 15:55 Plymouth to Penzance on April 25th. *Lee Stanford*

In the tight confines of Looe station, Class 150 202 waits to depart with the 11:06 to Liskeard on April 24th. *Lee Stanford*

Great Western HST operation is now confined to Cornwall and on a dull April 25th, power car No. 43098 approaches Lostwithiel with the 15:47 from Plymouth to Penzance. *Lee Stanford*







Hull Trains

On April 11th, Class 802 303 arrives at Doncaster working a London King's Cross to Hull service.
Michael Lynam

L.N.E.R.

An unidentified Azuma heads south through Wallyford with the Edinburgh hills in the background on April 10th. *Colin Kennington*

The camera manages to freeze Class 801 122 as it races north through Prestonpans on April 10th forming the 11:30 London King's Cross to Edinburgh service. *Colin Kennington*

Class 801 212 passes Torness power station heading for Edinburgh on April 13th.
Colin Kennington







On April 11th, Class 91 109 arrives at Peterborough working 1D09 London King's Cross - Leeds service.
Steve Thompson



LIVE UPDATES ONBOARD AS LNER LAUNCHES NEW DIGITAL INFORMATION PLATFORM

LNER customers will be able to find the latest journey updates, destination inspiration and more while they are travelling onboard, with the launch of a new one-stop digital information service.

By simply scanning a QR code on the seat, customers will be able to self-serve and have access to a variety of information. This includes the latest on their journey and connecting services, the wider rail network, facilities at their destination station, and ideas on attractions and places they could visit when they get there.

Customers in Standard will also be able to order food and drink to be delivered directly to their seat using the 'Let's Eat At Your Seat' service.

The new platform is being introduced across LNER's fleet of trains. It will also provide customers with information on LNER's loyalty programme LNER Perks, where they can receive £5 for signing up and earn credit for future journeys. There is also an option to share feedback on their journey experience. LNER has worked with Whoosh to develop the platform.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "We know from our customers just how important it is for them to have the latest information about their journeys. At LNER, we believe the digital experience plays a crucial role in helping people enjoy the best possible experience when they travel with us. This is just one way we are further enhancing that experience and we will be looking to add more features in the future."

Edmund Caldecott, CEO of Whoosh, said: "We're so proud to have our solution being introduced on LNER services, right at the forefront of the revolution in passenger information. It is a one-stop shop for all passenger needs during their journey."

L.N.E.R.

Class 91 106 is seen propelling the 1Y84 York - London King's Cross away from the platform at Peterborough on April 11th. *Steve Thompson*

LNER PROJECT SEES 600,000 STUDS INSTALLED ON PLATFORMS ACROSS ITS NETWORK

Every LNER managed station is now safer thanks to the installation of tactile surfacing at platform edges. The raised surfaces create a visual and physical alert to the presence of the platform edge, which are especially helpful to people who are blind or partially sighted.

More than 600,000 studs have been installed across platforms over the past two years and work has just been completed on the project, introducing and enhancing the surfacing across eleven stations managed by LNER.

Carl Howarth, Principal Estates Manager at LNER, said: "The studs and paving on our platform edges are just some of what we have been working on to help make our stations even more accessible and safer for our customers. We have already opened our first Passenger Assist Lounge and Family Lounge and are planning to introduce facilities at more stations. Our new digital information screens incorporate British Sign Language, providing the latest travel information for customers, and we have upgraded many waiting areas, offering a more comfortable and enjoyable experience when visiting our stations. We are proud to continue working to make rail more inclusive for all."

The surfacing is in place on platforms at all of LNER's eleven managed stations: Berwick-upon-Tweed, Newcastle, Durham, Darlington, York, Wakefield Westgate, Doncaster, Retford, Newark Northgate, Grantham, and Peterborough railway stations.



L.N.E.R.

On April 11th, Class 801 208 speeds through Doncaster working a London King's Cross - Edinburgh passing DVT No. 82222 with 91 106 on the rear, working a York - London King's Cross service. *Michael Lynam*

PANCAKES, CRUMPETS & PIES: LNER LAUNCHES NEW ONBOARD MENUS

From April 24th, LNER is delighted to reveal its new First Class menus, which continue its long-held commitment to championing and celebrating local food and drink producers along its route. LNER's handpicked suppliers stretch from Caithness in the Scottish Highlands to London, with producers based in destinations across LNER's almost one-thousand-mile route. From Aberdeen, Edinburgh, Newcastle, Durham, Northallerton, York, Harrogate, Leeds and Stevenage, the food and drink specialists have been selected for the quality of their produce, as well as their responsible approach to production.

All four of LNER's First Class complimentary onboard menus are serving up new dishes. Dine, Dish, Deli and Brunch options offer customers a wide choice, with menus differing depending on which service they choose to travel on.

A tasty American style pancake stack will join the famous 'Full LNER' and 'Full Veggie LNER' breakfast menu for customers travelling on Dine services. The pancakes also feature in the new Dish and Brunch menu alongside firm favourites the bacon roll and plant-based sausage sandwich. Lighter options include Hot Buttery Crumpets, or Peach Melba Overnight Oats with peach, raspberries and blossom honey topped with gluten-free oats soaked in natural yoghurt. These two options can be found across all four menus.

For those travelling later in the day, among a selection of hot and cold dishes, there's a new Homity Pie served with crisp salad on Dine, Dish and Brunch services. Filled with potato, leek and onion in a creamy sauce, the pie is topped with cheddar cheese and served with a crunchy green pea and bean salad and lemon vinaigrette dressing.

Customers enjoying LNER's Dine services will also be able to opt for a fish dish of oven roasted cod, boulangère potatoes and green beans, with either a cheese plate or a lemon and elderflower dessert to finish.

From May 15th, a variety of new sandwiches and drinks, including both vegan and gluten-free options, will also be introduced to LNER's Café Bar and through the 'Let's Eat At Your Seat' service.

Richard Judge, Head of Customer Experience at LNER, said: "We are always excited when we get to launch a new menu and we believe this is one of our best and most extensive yet. We are proud to work with local producers and suppliers across our route to create a truly wide range of delicious food and drink options onboard our trains, ensuring our customers get the very best experience and service when travelling with us."

Full details of LNER's menus can be found here: https://www.lner.co.uk/the-east-coast-experience/first-class/menu/



L.N.E.R.

NEW RESEARCH SHOWS PASSENGERS WASTING £££ BY BOOKING LATE

Rail passengers could save a fortune by booking their train tickets at the same time as the rest of their travel plans, as research carried out by YouGov on behalf of LNER shows many leave it late. The data shows that day trips are expected to be the most popular type of leisure trip this year, with 36 per cent of those questioned saying they would be enjoying a day out. This is followed by short breaks (25 per cent) and then overnight stays (18 per cent).

The study revealed that while overnight stays are largely decided on and hotels booked a month before, those travelling by train don't book their tickets until the week before their trip.

For longer breaks that are planned two to three months in advance, one in three people still don't book their train tickets until the week before they go.

LNER, which serves more than fifty destinations along its almost one-thousand-mile East Coast route between the Scottish Highlands and London, is encouraging customers to book ahead for best value fares. Tickets are already on sale for many journeys between now and well into September.

Customers who book direct on the LNER website or app can save up to 45 per cent on Advance fares. LNER's fixed-price Family Tickets can see savings of up to 65 per cent for travel between seventeen destinations for up to two adults and four children. For those looking for inspiration, LNER's Deal Finder app highlights great value fares and destinations to discover.

David Flesher, LNER's Commercial Director, said: "This research shows that our customers are planning trips weeks and months in advance, but missing out on best value fares by not actually booking their tickets at the same time. We want LNER customers to get the best deal possible, so we'd encourage people to book early. Right now, tickets are on sale through the summer holidays for many dates well into September 2024. If you're looking to travel between now and then, we encourage you to plan ahead and make the most of our fantastic destinations."



TRAIN OPERATORS JOIN FORCES ON DRAGONS' DEN-STYLE SCHEME FOR TECH STARTUPS LOOKING TO SHAPE THE FUTURE OF THE RAIL INDUSTRY

Four train operators have joined forces on a Dragons' Den-style scheme to support innovation in the rail industry. LNER, Northern, Southeastern and TransPennine Express are looking for cutting-edge technology startups to apply to Future Labs – a scheme designed to accelerate ideas that address common and emerging issues for the sector. Successful applicants will gain access to industry data and resources as well as mentors and subject matter experts working for the train operators to bring their products and services to life.

They will be able to apply, test and demonstrate their ideas in real-world environments over a 12-week period. For more information and details of how to apply, visit: www.thefuturelabs.co.uk. The deadline for applications is Sunday, June 16th 2024.

A spokesperson on behalf of the four train operators, said: "Future Labs is all about transforming the rail industry through open, pioneering and proven innovation. By giving technology startups access to live environments and expert mentorship they can test their proposed solutions in a real-world environment. Ultimately, this is all about advancing the passenger and employee experience as well as supporting performance and operational excellence."

The AI platform Amygda is a startup that achieved breakthrough success across the rail industry in 2022.

Commenting on the value of Future Labs to their success, Faizan Patankar, the chief executive and founder, said: "The rail industry provided us with invaluable access to live environments that allowed us to test and develop our product.

"The unique opportunity to generate our own insights was instrumental in building an understanding of the nuances of real-world data capture. Given the excellent experience it was to work with rail experts, the expanded scale of the programme with four operators is a really exciting opportunity for innovators looking to disrupt an industry."

LNER, Northern, Southeastern, and TransPennine Express are wholly owned subsidiaries of DfT OLR Holdings Limited ('DOHL'), the Public Sector Owning Group.

Lumo

On April 11th, Class 803 002 speeds through Doncaster passes working an Edinburgh - London King's Cross service. *Michael Lynam*

Network Rail

Recent vegetation clearance and the advent of a bit of daylight in the morning has opened up a photo opportunity that's been lost for some time, but here is the 'Yellow Peril' Class 950 001 making its way towards E Line at Scunthorpe on 2Q08 Derby RTC to Barton-On-Humber on April 8th. *Steve Thompson*



Class 37 610 could be found stabled in the yard at Chester on April 30th with a Network Rail test train. *Brian Battersby*



Power cars Nos. 43274 and 43357 stand at Swindon on April 24th working 1Z22 Derby to Bristol (Kingsland Road) via the world!!
Ken Mumford



Network Rail

Class 37 607 and 37 610 are seen in Chester on April 9th with a test train from Crewe. *Brian Battersby*

On April 11th, Class 37 219 is seen stabled in Doncaster West Yard after working the previous night's 3Q13 to Immingham. *Steve Thompson*





Network Rail

Class 73 961 ‘Alison’ passes Saxon Road, Southampton, on the rear of a test train heading for Guildford on April 16th. The train is 10:47 Eastleigh East Yard - Eastleigh East Yard via the south coast and Surrey. This leg of the journey commenced at Totton.
John Goodrich

Rail Adventure

Power cars Nos. 43468 and 43480 head through Doncaster on April 30th working 6Z44 Shirebrook to Gasgoine Wood with 26 former coal hoppers in tow. *Russell Clarke*

Power cars Nos. 43480 and 43468 are seen along with barrier vehicles in Wembley Yard on April 11th. *John Sloane*





Rail Adventure

On April 17th, power cars No. 43465 and 43484 along with 20 189 and 20 205 approach Walton Old working 5Z76 Kings Norton - Walton Old. *Mark Enderby*



On April 21st, power cars Nos. 43467 and 43423 are seen stabled alongside the carriage shed at Kidderminster.
Richard Hargreaves

Rail Operations Group

On April 17th, Class 37 901 and 37 884 pass Waverton top'n'tailing former TfW DMU Class 175 112 heading from Holyhead to Barton under Needwood. *Brian Battersby*



Class 37 901 passes Bayston Hill with 5W78 07:43 Crewe South Yard - Landore TMD on April 23rd. *Keith Davies*



On April 8th, Class 37 901 and 37 611 head through Oaksey Road working 5Q75 Bicester MOD to Lydney Up Goods Loop, hauling a former Heathrow Express unit
Ken Mumford



Rail Operations Group

Class 37 884 hauls GWR EMU Class 387 146 though Camden Road on a working from Ilford to Reading on April 12th. *John Sloane*



On April 8th, Class 37 901 and 37 611 head through Swindon working 5Q75 Bicester MOD to Lydney Up Goods Loop, hauling a former Heathrow Express unit. *Colin Pidgeon*



TransPennine Express

Class 802 212 departs Newton-le-Willows and crosses Stephenson's Viaduct with 9M36 Newcastle to Liverpool Lime Street service on April 17th. *Brian Dobbs*

Class 802 213 speeds past Torness power station on April 13th. *Colin Kennington*

A Class 397 is seen near Abingdon on April 8th as it heads for Manchester Airport.
Colin Kennington







TransPennine Express

Class 397 002 speeds through Blackrod, between Bolton and Chorley, with 1M87 12:12 Edinburgh to Manchester Airport service on March 30th. *Paul Senior*

The TPE Mark 5 stock which is no longer used but is still hired to Trans Pennine is still moved from various storage points to Longsight depot for exams, on a rainy April 10th, Class 68 032 passes Stockport heading to Longsight with a set of debranded stock for an exam.
Lee Stanford

Dwarfed by the 'new' Manchester skyline, Class 397 006 approaches Piccadilly station with an ECS from Preston to Longsight on April 11th.
Jeff Nicholls







Transport for Wales

Under cloud laden skies and a rare patch of sun on April 19th, Class 67 015 departs Stockport with the 14:30 Manchester Piccadilly to Cardiff Central service. *Barry Longson*

On April 4th, Class 153 325 waits to depart Crewe with a service to Shrewsbury. *Michael Lynam*

Class 67 012 departs Crewe on April 4th on the rear of a service to Cardiff. *Michael Lynam*







Transport for Wales

On April 1st, Class 67 010 working the 1W57 Cardiff - Manchester Piccadilly service arrives at Shrewsbury. *Richard Hargreaves*



Class 67 013 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on April 23rd. *Keith Davies*



Class 197 044 and 197 011 climb Hencote Bank with 1V89 16:36 Holyhead - Cardiff Central on April 17th. *Keith Davies*



Transport for Wales

Class 67 008 hauling the 1W96 17:14 Cardiff Central - Holyhead service is seen at Hencote on April 17th. *Phil Martin*



DVT No. 82216 leads Class 67 012 past Kempseye with 1V46 14:30 Manchester Piccadilly - Cardiff Central on April 30th. *Keith Davies*



On April 16th, Class 67 015 passes Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*



Transport for Wales

On April 17th, Class 197 011 and 197 044 are seen on Hencote Bank working the 1V98 16:36 Holyhead - Cardiff Central service. *Phil Martin*



Class 67 022 climbs Hencote Bank with 1W96 17:17 Cardiff Central - Holyhead service on April 24th. *Phil Martin*

On April 3rd, Class 67 012 is seen at Kempseye with 1W19 12:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*





Transport for Wales

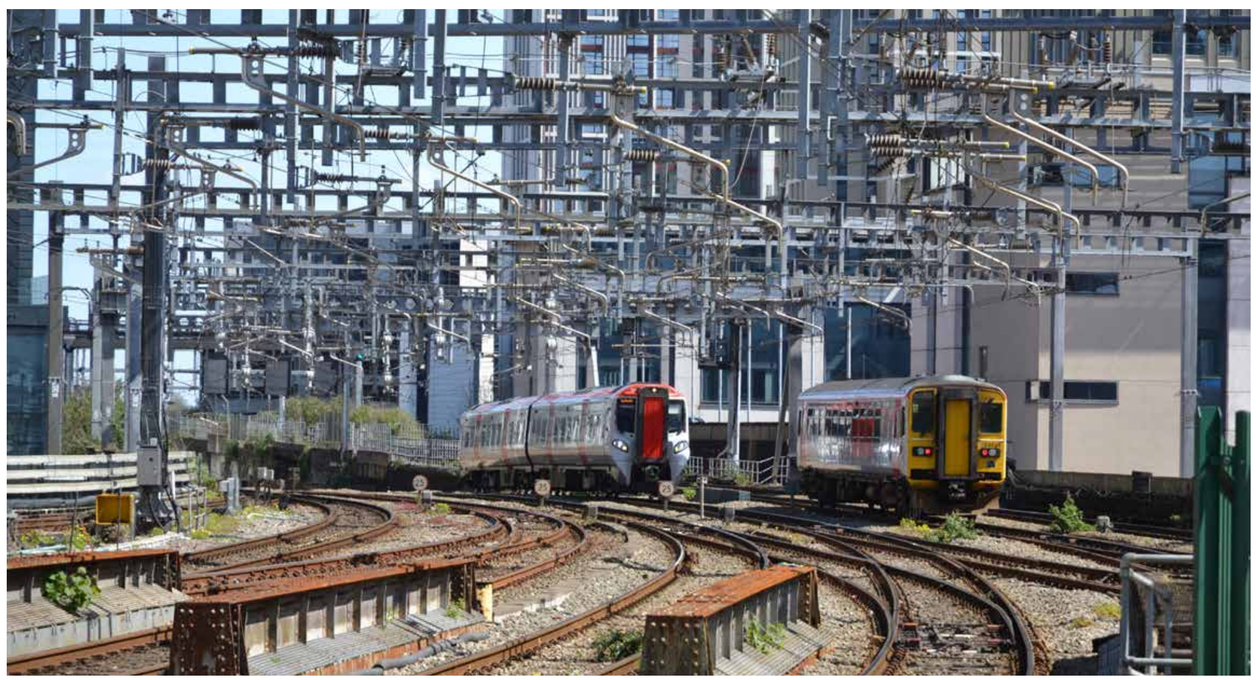
Class 197 120 arrives at Cardiff Central working 1B59 Carmarthen to Cardiff on April 20th. It will then form 5B39 Cardiff Central to Cardiff Central reversing at Pengam Sidings.
Ken Mumford

Class 153 921 departs Cardiff on April 20th working 2C25 to Coryton *Ken Mumford*

Class 67 008 arrives at Hereford with 1V37 08:30 Manchester Piccadilly - Cardiff Central service on April 3rd. *Andy Pratt*







Transport for Wales

At Cardiff Central on April 20th, on the line between Cardiff (Queen Street) and Cardiff Central, the 2D38 Penarth to Bargoed heads away from the camera with 2P49 Ystrd Mynach to Penarth coming towards the camera! Disappearing down the incline is 5B39 Cardiff Central to Cardiff Central reversing at Pengam Sidings as an unknown Class 153 approaches. *Ken Mumford*

Class 67 010 and DVT No. 82216 pass Kempseye working the 1W55 08:48 Cardiff Central - Manchester Piccadilly service on April 2nd. *Keith Davies*

THE SARDINE SPECIAL?? Class 150 229 arrives at Platform 0 at Cardiff with 2N12 Ebbw Vale to Cardiff Central. How many passengers were standing?? *Ken Mumford*







Transport for Wales

On April 17th, Class 67 015 climbs Hencote Bank with 1W96 17:16 Cardiff Central - Holyhead service. *Keith Davies*

DVT No. 82226 leads 67 008 past Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on April 20th. *Keith Davies*

Class 150 264 working the 2C21 Radyr to Coryton service is seen at Cardiff on April 20th. *Ken Mumford*





Transport for Wales

Class 67 013 heads past Kempseye on April 24th with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*

On April 26th, Class 67 022 passes Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*

On April 5th, Class 67 025 is seen at Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*





Transport for Wales

On April 25th, Class 197 114 stands at Crewe undergoing mileage accumulation runs. *Michael Lynam*



Class 197 012 passes Waverton on April 17th with a Chester - Crewe service. *Brian Battersby*



Class 67 022 departs Chester on April 30th with a Cardiff - Holyhead service. *Brian Battersby*



Units: DMUs and EMUs

Merseyrail's Class 507 001 calls at Capenhurst on April 15th with a service to Chester.
Brian Battersby

On April 15th, Merseyrail's Class 507 007 calls at Capenhurst with a Liverpool Central service.
Brian Battersby

Viewed from Ainsdale station footbridge, Merseyrail's Class 777 021 arrives with the 16:42 Southport to Hunts Cross service on April 24th.
Barry Longson







Units: DMUs and EMUs

South Western Railway's Class 450 016 arrives at Southampton as empty stock from Southampton Up Goods Loop to form the 11:56 stopping service from Southampton - Bournemouth on April 17th.
John Goodrich



Northern's Class 195 017 passes Walton Old on April 17th with a Chester - Leeds service.
Mark Enderby



West Midland's Class 196 111 crosses Malvern Common on a service from Birmingham New Street to Hereford on April 3rd. *Neil Pugh*



Units: DMUs and EMUs

Merseyrail's blue and grey liveried Class 507 001 arrives at Wallasey Village, having covered the 550 yards from Wallasey Grove Road, seen in the background, with the 15:38 New Brighton - Liverpool Central service on March 30th. *Chris Morrison*



London Overground's Class 378 207 calls at Highbury and Islington with a service to Stratford on April 12th. *John Sloane*



Northern's Class 156 455 is on a Colne to Preston working as it approaches Pleasington on April 10th. *John Sloane*



Units: DMUs and EMUs

SWR 4-car unit Class 458 422 passes Horseshoe Bridge. St Denys on a cloudy April 9th as the leading unit on 11:19 Bournemouth Depot - Basingstoke test run. Class 59 206 can be seen in the background in Southampton Up Yard waiting to depart with the 13:24 empty stone wagons to Westbury. *John Goodrich*



Not yet in traffic, Merseyrail's new EMU Class 777 051 is seen approaching Formby on 5T07 15:35 Southport to Sandhills Reversing sidings, driver training /mileage accumulation run. *Barry Longson*



The travelling public shelter from the pouring rain on April 10th as London NorthWestern's Class 350 256 departs Stafford working the 12:34 Birmingham New St. to Liverpool service. *Barry Longson*



Units: DMUs and EMUs

Having arrived from Hadfield, Northern's Class 323 225 sits at the buffers on Platform 2 at Manchester Piccadilly on April 11th. *Jeff Nicholls*

West Midlands Trains' Class 730 047 passes Acton Bridge on April 30th with a Crewe - Liverpool service. *Brian Battersby*

SWR's 5-car unit Class 458 514 passes Eastleigh on a dull April 4th on a stock move from Wimbledon Depot to Bournemouth Depot. It returned to Wimbledon on the afternoon of April 12th. *John Goodrich*







Units: DMUs and EMUs

The 10:01 Wimbledon Depot - Bournemouth Depot stock move normally consists of one or two Class 455 units. However on April 26th it consisted of Nos. 5874, 5713, and 5729. The unusual 12-car formation is seen passing Eastleigh. *John Goodrich*



London NorthWestern's Class 350 248 runs past Northwick Park, South Kenton on April 12th with a service to Tring. *John Sloane*



South Western Railway's Class 159 022 and 159 016 working the 1L53 London Waterloo to Exeter St. Davids service passes Grateley on May 4th. *Michael Bennett*



Units: DMUs and EMUs



London Overground's Class 378 205 in its 'Every Story Matters' livery arrives at Highbury and Islington on April 12th. *John Sloane*



West Midlands Trains' Class 730 018 on a test run heads for London Euston past Northwick Park on April 12th. *John Sloane*



London Overground's Class 710 374 passes Northwick Park with a London Euston service on April 12th. *John Sloane*

Units: DMUs and EMUs

Southern's Class 377 708 passes South Kenton on April 12th with a Milton Keynes service. *John Sloane*

Several former Greater Anglia Class 321 units are seen in Wembley Yard on April 12th. *John Sloane*

West Midland's Class 730 014 and 730 018 head away from South Kenton with a service to Milton Keynes on April 12th. *John Sloane*







Units: DMUs and EMUs

West Midland's Class 196 010 arrives into Coventry with 2G69 07:40 Leamington Spa to Nuneaton service on April 27th. *Derek Elston*



Northern's Class 769 424 arrives at Parbold with a Southport to Stalybridge service on April 29th. *John Sloane*



LNWR's Class 730 210 and 730 211 pass through Northampton ECS as 5Q72 10:34 Oxley Car. M.D. to Camden C.S.D. on April 10th. *Derek Elston*



Units: DMUs and EMUs

London NorthWestern's Class 350 104, still wearing Eurovision livery, calls at Stafford working a Birmingham New Street - Liverpool Lime Street service on April 4th. *Michael Lynam*

On April 4th, London NorthWestern's Class 730 220 passes Avanti's Class 805 002 at Stafford. Both units were on driver training duties working from Crewe - Nuneaton and Holyhead - Crewe respectively. *John Sloane*

Debranded West Midlands Railway's Class 323 202 eases through Northampton on transfer to Northern running as 5Q36, the 13:02 Wolverton Centre Sidings to Allerton Depot on April 19th. *Derek Elston*







Units: DMUs and EMUs

On April 16th, in pleasant Spring sunshine, South Western Railway's Class 450 057 leads a twelve car formation racing down the cutting on the SW main line towards Farnborough (Main) and about to plunge under the aqueduct which carries the railway beneath the Basingstoke Canal. *John Johnson*

A sunny morning at Smethwick Galton Bridge sees West Midland's Class 172 219 arrive with an unidentified sister working the 08:24 Kidderminster to Whitlocks End. *Lee Stanford*

London Overground's Class 378 209 approaches Highbury and Islington on April 12th.
John Sloane







Units: DMUs and EMUs

A Northern Class 323 crosses Carr Mill Viaduct with 2F64 Liverpool Lime Street to Wigan North Western service on April 16th.
Brian Dobbs



Northern's Bi-mode Class 769 424 sits inside Southport station, having arrived with the 10:52 service from Stalybridge on April 24th.
Barry Longson



Now on borrowed time, Merseyrail's Class 507 014 calls at Blundle Sands and Crosby with 2V41 16:52 Southport to Hunts Cross service on March 30th. *Paul Senior*



Units: DMUs and EMUs

Northern's Bi-Mode Class 769 456 passes Crows Nest Junction, at Hindley, in the suburb of Wigan, with the 11:27 Manchester Oxford Road to Southport service on March 30th. The tree clearance has been done here for the Wigan to Lostock electrification project.
Paul Senior



Merseyrail's Class 777 041 departs Sandhills on April 24th, working the 14:34 Ormskirk to Liverpool Central service. *Barry Longson*

Retro liveried Class 323 221 runs into Birmingham New Street on the rear of 2U32 12:31 Redditch to Four Oaks service on April 16th. Class 323 218 was the lead unit.
Derek Elston





Scotrail

Class 385 002 arrives at Greenfaulds with the 17:31 to Glasgow Queen Street on April 8th.
Colin Kennington

Class 385 006 terminates at Alloa on April 10th.
Colin Kennington

Class 320 316 reverses at Wishaw on a Wifflet to Wifflet ECS move on April 9th.
Colin Kennington







Scotrail

Power cars Nos. 43131 and 43139 get ready to depart from Glasgow Queen Street with the 10:07 to Aberdeen on April 11th.
Colin Kennington

Nos. 43021 and 43032 stand at the buffer stops at Glasgow Queen Street on April 12th. During the photographers visit, trains were of good quality and clean, staff were friendly and helpful, stations were clean and tidy with good information; indeed it gave the impression of a very professionally run railway which is appreciated by its customers. *Colin Kennington*

Class 170 413 and a unidentified Class 158 depart Inverkeithing with a service to Glenthrothes with Thornton on April 11th.
Colin Kennington







Scotrail

Class 385 004 arrives at Shotts on April 9th with the 10:25 Edinburgh to Glasgow Central service. *Steve Chapman*

Power cars Nos. 43015 and 43032 head through Inverkeithing working the 12:07 Aberdeen to Edinburgh service on April 11th.
Steve Chapman

On April 10th, power cars Nos. 43028 and 43181 wait at Stirling with the 10:35 to Inverness. The service started from Stirling this day because of earlier disruption. *Steve Chapman*







Scotrail

Class 318 255 and 318 257 arrive at Coatbridge Central with the 16:17 Cumbernauld to Dalmuir service. *Steve Chapman*

Class 320 401 and 320 318 arrive at Newton on April 12th while working the 13:30 Dalmuir to Cumbernauld service. *Steve Chapman*

Class 153 380 and 156 492 pause at Dalmuir on April 12th with the 10:36 Glasgow Queen Street to Oban service. *Steve Chapman*







Going Underground

A Metropolitan Line train at is seen at Northwick Park on April 12th. *John Sloane*



A Bakerloo Line train, unit No. 3299 leading, heading to Elephant and Castle has just passed beneath the Metropolitan/Chiltern line overbridge at Northwick Park on April 12th. *John Sloane*

Bakerloo Line unit No. 3236 heading to Harrow runs north from South Kenton on April 12th. *John Sloane*





Going Underground

Bakerloo Line unit No. 3244 with a service to Elephant and Castle arrives at South Kenton on April 12th.
John Sloane





Southern steam loco No. 34046, with Class 47 828 on the rear, approaches Mirfield on April 17th with 1Z82 York to Hereford 'The White Rose' charter.
Steve Chapman

Energy upgrade will make Whittlesford Parkway rail station greener

Whittlesford Parkway station is to become more energy efficient.

Train operator, Greater Anglia, is about to carry out a programme of electrical upgrades at the rail station in Cambridgeshire to reduce energy consumption and improve facilities for passengers.

The scheme will see solar panels and electric vehicle charging points installed.

This is the first time that solar panels have been installed to help meet energy requirements at a rail station in East Anglia, helping the railway to become even more sustainable as the rail industry works to achieve net zero by 2030.

LEDs, new variable controls, and automatic settings for the lighting and new, more efficient car park and footbridge lighting will help to reduce electricity consumption and improve energy-efficiency, reducing the station's carbon footprint.

The work is due to be completed by the summer and will not cause any inconvenience to passengers, as the station will remain open as usual.

Greater Anglia's Asset Management Director, Simone Bailey, said: "This work will help to reduce energy consumption at Whittlesford Parkway and, at the same time, will improve the station ambience and environment for passengers."

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

Fares Advice *with RailUK*

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

How unpredictable are the algorithms that identify the cheapest split ticket options?

Q: I compared the split ticket options offered by Trainsplit and by Trainline for the same journeys.

All were for travel on Wed June 12th after 10:00 (on the basis that it's a date that Advance tickets should be available, but not so close that they will be likely to have sold out). The fares set out below are the cheapest journeys from the options offered.

1. Halifax to Plymouth. Trainsplit offered an £87.47 fare with seven splits and one change of train. Trainline offered a £96.20 fare with one split and one change of train.

2.Alexandria to Middlesbrough. Trainsplit offered £27.97 with one split and three changes of train. Trainline offered £32.90 with a single ticket and three changes of train.

3. Oxford to Selby. Trainsplit offered £43.75 with two splits and three changes of train. Trainline offered £48.00 as a single ticket and two changes of train. (Both included tube transfers within these.)

What are the likely reasons for the differences? Is it:

a) Different Advance ticket allocations
b) Different number of ticket splits considered (although I was not asked how many I would accept)
c) Different numbers of changes of train acceptable
d) Different wider algorithms
e) Some other reason?

A: Advance availability should theoretically be the same across all retailers. Retailers with more sales naturally get more up-to-date availability information which they can cache (this is how Trainline can tell you what advances on other days start at, for example), which means that you're less likely to suddenly face a price increase when you try and book because the cache was out of date

Trainline typically finds fewer splits than TrainSplit's journey planner does, because it's simply not set up to know as many. I'm sure you've noticed that TrainSplit can sometimes feel slower than Trainline's journey planner (especially for longer or more complex journeys), and I'm sure you can guess why. I think it's safe to say that different retailers want to prioritise different aspects of their booking process, and speed is important to many customers and hence many to businesses too.

The journey planner TrainSplit uses (FastJP) has been fine-tuned over many years by very knowledgeable people to consider as many split-ticketing locations as possible, try various combinations of these locations together, and does so rather aggressively to help to reduce the cost.

If someone spots a split that saves money which TrainSplit/FastJP doesn't find, posting about it in the forum ticketing thread often means it'll be fixed for the next day which is service you don't get with any other retailer/JP as far as I'm aware! :p

There is no feature to specify "maximum split count" for either journey planner. It's worth mentioning that Trainline can be cheaper, typically on routes where there is only one worthwhile split, as they do not charge anything except the base price of the tickets (if you buy on the day, through the app), while TrainSplit will charge a portion of the saving compared to a through ticket.*

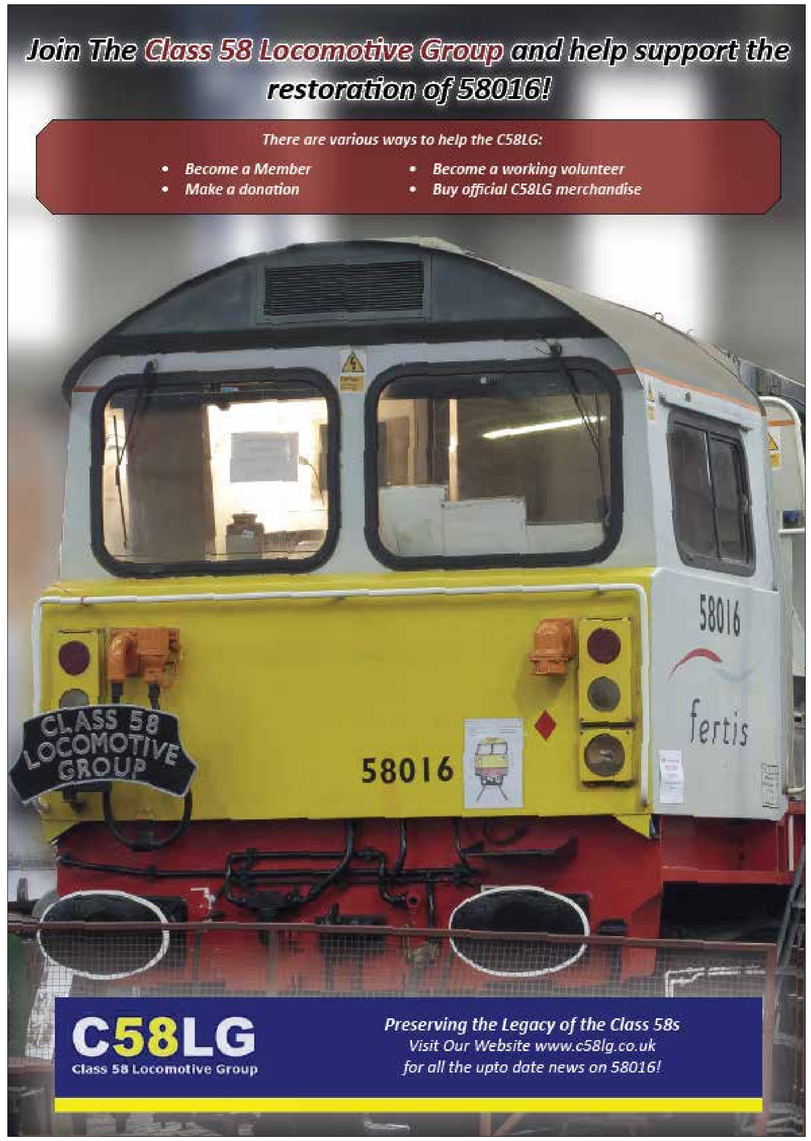
I don't actually know anything about how Trainline's journey planner or split ticketing engine works, and I also don't really know much about how FastJP actually works behind the scenes, but I can usually see quite clearly how the results from the two differ.

Trainline seems only to offer splits at a rather short, predefined list of stations, and in a rather suboptimal manner usually only involving singles. That can still deliver savings vs the cost of through tickets but retailers that have a wider range of split points and/or number of splits will inherently find a better choice of splits. Trainline will only ever offer a single split, whereas Trainsplit will use as many as possible

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!

Colas Rail's track machine No. DR75010 'Roger Nicholas' passes through Swindon on April 4th heading from Westbury UP TC to Swindon Transfer Sidings. *Ken Mumford*



Greater Anglia unveils regional Pride train

Greater Anglia has unveiled a special Pride livery for one of the trains on its regional network. The livery, which has been applied to a Stadler-built 'class 755' regional train (number 755421), includes both the Pride and transgender flags adjacent to the driver's cab, on both ends and sides of the four-carriage train. The train primarily operates services both between Ipswich and Felixstowe, Lowestoft, Cambridge, and Peterborough, and between Norwich and Cambridge/Stansted Airport, Great Yarmouth, Lowestoft, and Sheringham.

The livery, launched at a special ceremony at Norwich station on Wednesday April 3rd, also includes the word 'Pride', applied beneath the windows of the first and last carriages, in colours supporting the progress flag and representing visibility for marginalised LGBT+ people, as well as the wider values of diversity and inclusion.

The unveiling marks the second 'Pride train' on Greater Anglia. In July 2023, a Class 720 suburban train, which operates on a large number of Greater Anglia routes from London to Essex, Hertfordshire, Cambridgeshire, and Suffolk, was unveiled at London Liverpool Street in a similar livery. The addition of the livery to one of the regional bi-mode trains, will mean it will now be seen across most Greater Anglia routes and passing most Greater Anglia stations.

Andrew Goodrum, Greater Anglia's Client and Programme Director, said: "This is now the second Greater Anglia train with a Pride livery, meaning this livery will now be seen across the majority of our network, all year round. Absolutely everyone is welcome on the railway and this livery is a fitting way of demonstrating that fact for passengers and staff alike. Many of our customers and colleagues are members of the LGBT+ community and I know how proud they were when the first train was unveiled in London in 2023 – so it's now great to extend that approach across the rest of the Greater Anglia network."

Jamie Gooch, who works as a Senior Conductor and is also a member of the LGBT+ community, said: "I'm so very proud to have witnessed the unveiling of this new Greater Anglia Pride train. For Pride-liveried trains to now run across the majority of our network and be particularly visible across rural areas of Suffolk and Norfolk, spreads the message that the railway is here for everybody. It is another step forward to bringing communities together and ensuring that everyone, regardless of sexuality and gender, can be their true selves while travelling with us and working for us."

The livery is part of Greater Anglia's wider diversity and inclusion strategy, which sees the company working year-round to make itself a better and more inclusive place to work. The train operator also recently celebrated International Women's Day and last October unveiled a train with a special livery celebrating black history, both of which are part of a wider programme of initiatives to encourage inclusion, including its Greater Together programme for colleagues across the company.

National Rail



Maroon liveried Class 66 746 takes 'The Royal Scotsman' through Inverkeithing on April 11th.
Colin Kennington

Loco Fleet List Ten

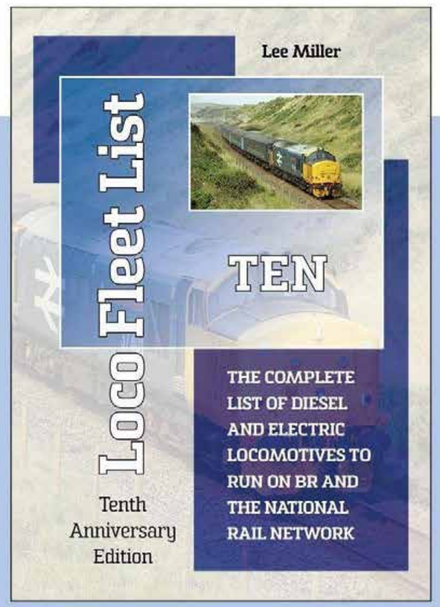
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Diversity and togetherness: community mural unveiled at Finsbury Park station



Public artwork designed by local youngsters with support from Govia Thameslink Railway, Arsenal football club and community art specialists Co-Creative Connection
11-metre by 3-metre mural conveys the local community's "diversity and togetherness"

Passengers at Finsbury Park station are now enjoying brighter journeys thanks to a colourful mural created by a local community project. Led by community art experts Co-Creative Connection, and funded by train company Govia Thameslink Railway's (GTR's) 'Your Station, Your Community' improvement fund, the vibrant multi-patterned artwork has been designed by young local people. Ten 14-to-15-year-olds took part in workshops led by Co-Creative's founder Rose Hill, an artist specialising in the organisation and production of community projects. Arsenal in the Community, the football club's community support arm, recruited the teenagers from the nearby City of London Academy Highbury Grove, and hosted the workshops at the Arsenal Hub, close to the station and the Emirates Stadium. Working overnight to avoid affecting station operation, Rose herself has installed the part-vinyl, part-painted mural in a previously drab and dingy area inside the station's main entrance. She has used the young local artists' designs to create an exciting public artwork that celebrates both the diversity and togetherness of the area.

Mark Pavlides, GTR's Chief Customer Officer, said: "At GTR we are proud to work with community partners and are impressed with the fantastic artwork here. Thanks to our partners, Co-Creative Connection and Arsenal football club, for bringing everyone together to make this project a success. The real credit, however, goes to all the artists for bringing their creativity to this work. Their amazing contributions mean that our Finsbury Park mural truly represents and belongs to the community. We're honoured to be able to display the mural at the station. It bonds our colleagues who work here with the community we serve, and I expect it to be a lasting, valuable legacy for the people of Finsbury Park."

Rose Hill said: "Our workshops at the Arsenal Community Hub and final co-designed mural showcased incredible creativity. Murals are such an amazing way to bring a community together, and we love adding colour to transform an area into a joyful space. It's incredible seeing people of all ages, abilities, and walks of life taking part - that's what Co-Creative Connection is all about, bringing people together to learn, create and paint. This vibrant co-designed mural at Finsbury Park Station is a perfect example - a beautiful reflection of the creativity and contribution of the participants who helped bring it to life. This artwork embodies the spirit of Finsbury Park's diverse and united community, celebrating togetherness and diversity. It's a shining testament to the power of collaboration and we're excited to share it with you. Please visit it and take a look at everyone's creativity."

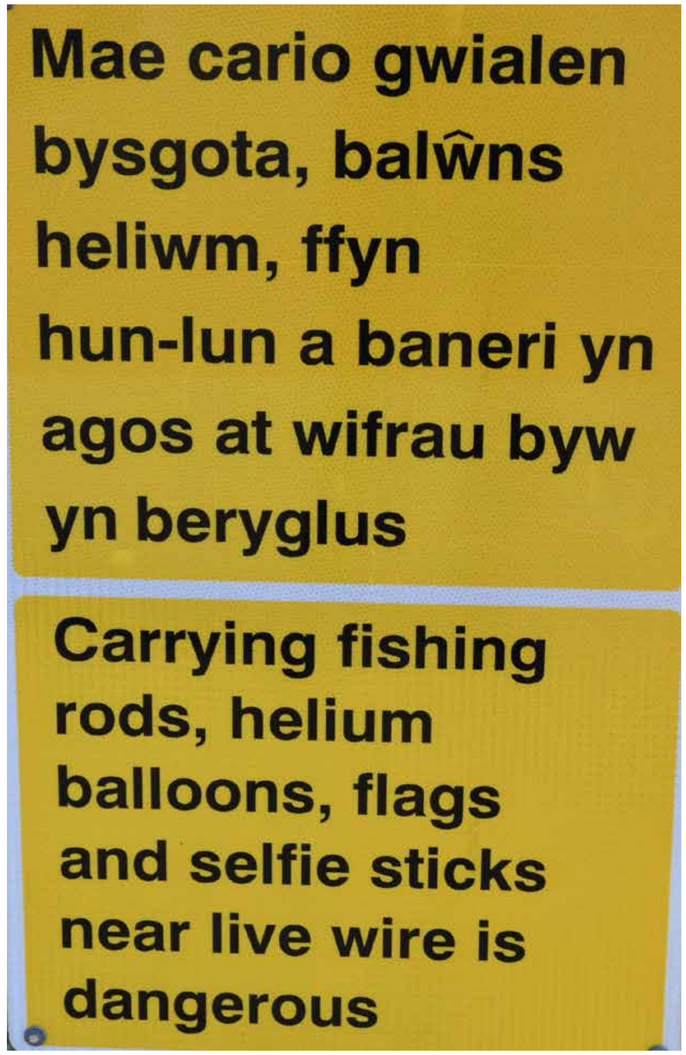
Muaad, one of the young artists, said: "I'm most proud of my drawing. I think it will represent the youth of Finsbury Park and Islington."

Ibrahim, a fellow design contributor, said: "My favourite part of the workshop was doing the activities with the people I know - it was fun. I think it'll mean a lot to the Finsbury Park community, like we are all one and together we're stronger."

Freddie Hudson, Head of Arsenal in the Community said: "Arsenal is a club with deep-rooted relationships in our community, and our local work remains at the heart of everything we do. We're pleased to come together with GTR and Co-Creative Connection on this project alongside some of our local talented young people. This project adds to the sense of connection and belonging that our local community has with our club and our place in Islington."

National Rail

Welsh and English sign at Cardiff. Not seen a warning of fishing rods anywhere else in the UK? *Ken Mumford*



Class 66 124 heads north at Bodsbury Level Crossing on April 8th on a Carlisle to Millerhill move. *Colin Kennington*



‘Braunton’ storms past Lostock Hall Junction with a Blackpool to Carlisle charter on May 1st. *John Sloane*



National Rail

Network Rail's Rail Grinder Unit consisting of Nos. DR79265, DR79264 and DR79275 is seen in the Andover station sidings on route from Haywards Heath to Salisbury on April 27th.
David Lindsell



SOUTHERN COUNTIES RAILWAY SOCIETY
A club for anyone interested in the railways of Southern England.
www.southerncountiesrailwaysociety.co.uk

Major milestone reached for UK's first 'Beacon' bridge at Garforth as bridge deck installed



Passengers at Garforth station can look forward to soon being able to have a safe, step-free route between platforms for the first time as installation of a new accessible bridge reaches a major milestone. Engineers craned in the deck of the bridge under cover of darkness to connect the two already installed lift shafts to each other. At the same time, the additional link span which connects the station to Aberford Road was also installed, maintaining the previous entrance to platform 1.

The stations' 'Beacon' bridge, so-called due to the striking design of its two lift shafts, is the first of its kind in the UK and will give rail passengers a safe, step-free option at the station for the first time.
The £6m project, part of the UK Government's Access for All scheme, started in May 2023. The footbridge is expected to be open to passengers by the end of June, making the experience of passengers at the station better.

Additional work to allow the lifts to open can only be carried out following the removal of the temporary footbridge. This work is expected to be completed by the end of August.

While the work is being finished, alternative routes between the platforms continue to be clearly signposted.

Chris Wright, Senior Sponsor for Network Rail's North & East route, said: "This is a major milestone for Garforth's 'Beacon' bridge project and brings easy, step-free access closer to reality for the station's passengers. This bridge is a UK first and we have, naturally, run into some challenges along the way, but our teams have worked hard to overcome those. The installation of the bridge deck is a huge achievement for the project and one I am very proud of. We want to thank passengers and local residents for their continued patience while work progresses."

AmcoGiffen Operations Director, Pete Law, said: "This milestone is a significant achievement for our team, our supply chain and our partners at Network Rail. The successful installation of the main span is the final major structural element bringing us closer to completion.

"The unique 'Beacon' design with its dual aspect lifts, will undoubtedly transform the station, creating improved accessibility and a better experience for passengers and we look forward to seeing the positive impact it will have for the community of Garforth."

Vital bridge replacement means no trains on Liverpool Street – Chingford line for 16 consecutive days this summer

Trains will not be able to run for 16 straight days while Network Rail delivers a critical stage of a bridge replacement project between Saturday July 20th and Sunday August 4th. The 150-year-old bridge over the railway is located to the south of Hackney Downs Park and carries the junction of Downs Park Road and Bodney Road. It backs directly onto a tunnel, which emerges further down the line towards Clapton.

The bridge is monitored closely to check it is safe, but its cast iron girders are in poor condition, and they are continuing to deteriorate. A replacement structure is needed to avoid an unplanned closure and keep passengers and road users moving in future.

Over the 16 consecutive days, engineers from Network Rail's contractor, Murphy, will demolish the old bridge and start building the new one.

Passengers are advised that between July 20th and August 4th (inclusive):

No London Overground services will run between Hackney Downs and Chingford stations. This means there will be no rail service to or from Clapton, St James Street, Walthamstow Central, Wood Street, Highams Park and Chingford stations.

The London Underground Victoria line from Walthamstow Central will be operating throughout this time to help people get around, including the Night Tube on Fridays and Saturdays.

Local buses will be running across the affected route.

Passengers wanting to travel between Liverpool Street and Hackney Downs / Bethnal Green will be able to use London Overground services running to and from Enfield Town and Cheshunt.

London Overground services to and from Enfield Town and Cheshunt may have different timetables during the 16 days, so regular passengers should check before they set off.

Greater Anglia services that usually run between Liverpool Street and Hertford East will start and finish at Stratford instead. The usual Stratford – Meridian Water services won't run, but other services will make additional stops at both Meridian Water and Northumberland Park. Additionally, Liverpool Street to Cambridge / Stansted Airport services will be diverted via and call at Seven Sisters instead of Tottenham Hale. Bishop's Stortford to Stratford services will not operate, with passengers advised to use alternative services. Work began on site last month, and part of Downs Park Road is already closed to vehicles. The closure will be extended to pedestrians and cyclists from July 2024.

The project is expected to be completed, and Downs Park Road fully reopened, by early 2025. The new bridge is designed to last for 120 years.

Simon Milburn, Network Rail Anglia infrastructure director, said: "Thousands of people travel under and over this bridge every day by rail and road, and our project is vital to keeping their future journeys safe and reliable. We're sorry for the disruption this summer but we'll be working flat out to deliver a replacement bridge that will serve the community for generations to come."

Rory O'Neill, TfL's General Manager for London Overground, said: "These Network Rail works are essential to ensure London Overground services can continue to operate safely and reliably for many years to come. My advice is to plan ahead, check before you travel and allow extra time to complete your journey while this work is taking place."

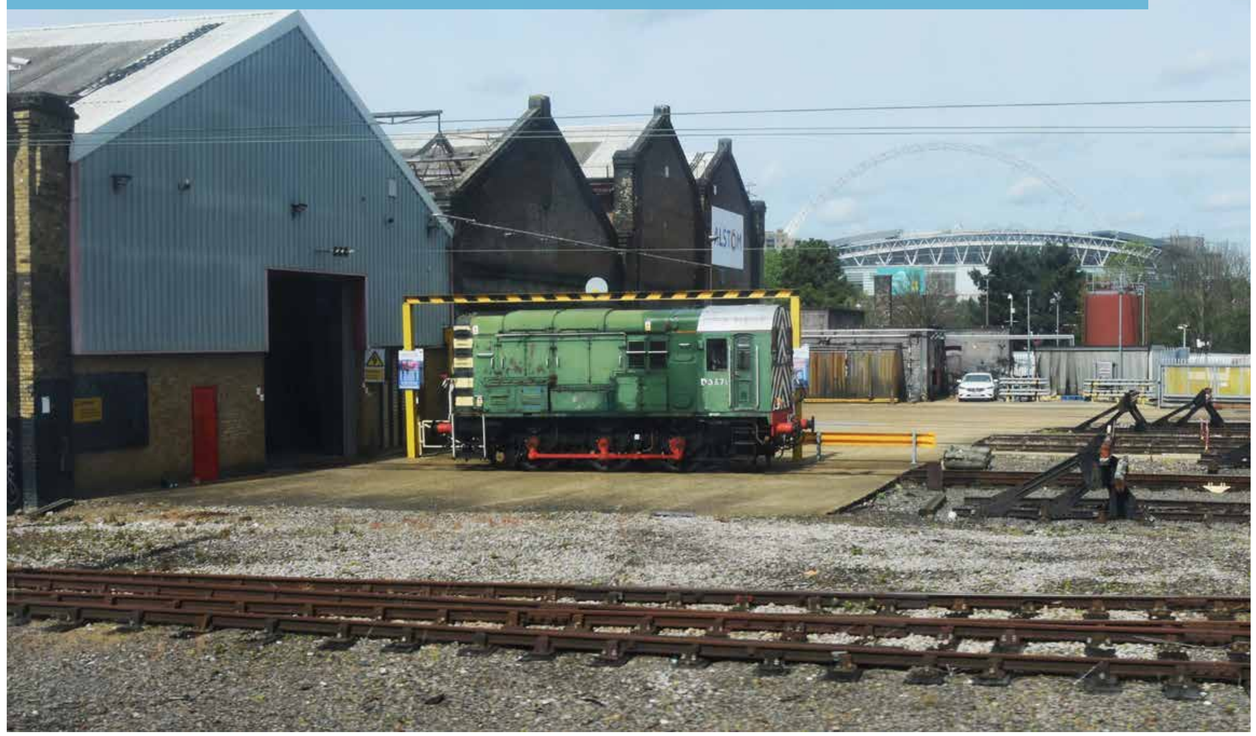
Jamie Burles, Greater Anglia managing director, said: "Customers are advised to check before they travel and allow more time for their journeys while this work takes place."



Wabtec's Class 08 669 is seen going about its duties at Doncaster on April 11th. *Michael Lynam*



Class 08 No. D3671 stands outside the Alstom depot at Stonebridge Park on April 12th. *John Sloane*



Scotland's Railway gets climate ready

Scotland's Railway has, on April 17th, published its Climate Ready Plan which sets out how the nation's railways will respond to the challenges of our changing climate over the next five years and beyond.

Published jointly by Network Rail Scotland and ScotRail the 109-page plan will inform investment across the railway's infrastructure during the next five years from April 2024 to March 2029.

The plan sets out the actions Scotland's Railway will take to improve the resilience of the railway against physical changes in the climate. It includes plans for direct investment in infrastructure as well as introducing additional climate science and adaptation capabilities to strengthen the industry's decision-making.

The plan also lays the groundwork for development of a longer-term adaptation strategy for managing the risks associated with changes in Scotland's climate.

Alan Ross, Network Rail Scotland's director of engineering and asset management, said: "We know that our climate is changing at an unprecedented rate, and that this is having an impact on Scotland's Railway.

"In our current climate – which is already warmer and wetter – we know that extreme weather events can impact our railway in a way that causes disruption for our customers.

"Our plan will look at how we can implement new and improved climate science and adaptation capabilities that will strengthen our decision-making processes and help us manage our changing climate in the future."

David Lister, safety and sustainability director for ScotRail, said: "Our vision is to deliver a safe, sustainable, inclusive and accessible railway for Scotland.

"Climate resilience is a strategic priority for Scotland's Railway, and this plan will keep track and train working together to ensure Scotland's Railway is adapting to the impacts of climate change while targeting actions that enable the continued safe operation of the railway and reduce the disruption climate change can cause."

Jonny Casey, head of climate ready leadership at sustainability charity Sniffer and manager of the Adaptation Scotland programme, said: "Our climate is changing, and while some of these changes are avoidable, other consequences are now unavoidable. We need to adapt to live well with present and future impacts. Scotland's Railway is central to connecting our places, and a vital system for business and leisure transport on which many other services depend.

"We are delighted to see Scotland's Railway take such a leading role in Scotland's infrastructure resilience planning. This work will help ensure the railways are able to adapt our changing climate as well as inspiring action from peers and partners across Scotland through Network Rail's membership of the Adaptation Scotland Public Sector Climate Adaptation Network."

In total £1.9bn will be invested in renewing the railway's infrastructure in Scotland over the next five years.

More than £400m of this will contribute towards the resilience of the network against extreme weather and future changes in climate – including over £100m on earthworks, £100m on lineside infrastructure including drainage and over £40m on structures like bridges and tunnels.

This builds on investment already made over recent years including the establishment in Scotland of the British railway's first 24/7 specialist weather desk, staffed by qualified meteorologists, to analyse the real-time impacts of extreme weather on the railway.

Scotland's Railway is also at the forefront of deploying remote monitoring equipment on the infrastructure to help give early warning of potential issues with wireless tilt meters now installed at over 150 locations.

With plans to roll this kit out to more sites, the tilt sensors detect movement in slopes and send an alert via the mobile network to the railway's control room.

River level monitors and scour telemetry has also been installed on key bridges across the Scottish network and additional investment has been made in surveying and maintaining drainage assets across the country.

National Rail

Plasseur & Theurer Ballast Regulator No. DR77906 is seen stabled in Northampton's Castle Yard on April 24th. *Derek Elston*



Class 66 796 'The Green Progressor' passes through Northampton on April 26th hauling the 6O55 14:40 Daventry GBRf to Dollands Moor Sidings. *Derek Elston*



The Highclere and Bombay Sapphire British Pullman is seen in the forest that is Andover station on May 1st with Class 67 006 "Royal Sovereign" working the 1Z68 16:56 Andover to London Victoria return charter. *David Lindsell*



National Rail

Network Rail appoints new directors to its executive leadership team

Network Rail has announced two new directors who will join its executive leadership team, filling roles made vacant by recent moves and secondments.

Appointed to the vacant role of group director, system operator, is Anit Chandarana who returns to Network Rail following his DfT secondment. Anit will take up the position from 29 April on a permanent basis*.

Liam Sumpter has been appointed into the role of managing director for Network Rail in Scotland, following the announcement that Alex Hynes will be moving to the DfT on a two-year secondment as director general, rail services.

Liam is currently route director Scotland and will take up his new position from 15 April on a two-year secondment.

* Anit replaces Lawrence Bowman, who had been covering the role on an interim basis and is now covering the role of route managing director for Anglia. Jake Kelly, the previous permanent director, system operator, is now regional director for Eastern.

Liam began his career in the engineering innovation & examination team with Railtrack in 2002. He then spent several years working across finance and maintenance functions before being appointed as area director for the West Midlands & Chilterns in 2013. Liam then spent nearly three years with Arriva Rail North as their regional director, before returning to Network Rail as the chief operating officer in Scotland and more latterly, route director for Scotland

New steam loco No. 6880 'Betton Grange' is seen on display at Tyseley on April 27th. *John Alsop*



Network Rail thanks passengers for their patience as Knottingley line reopens following landslip

Rail passengers in Knottingley are being thanked by Network Rail for their patience and understanding during recent disruption to train services as work is completed to repair a landslip in the area. The line between Knottingley and Pontefract Monkhill has reopened following seven weeks of round-the-clock work by Network Rail engineers to rebuild an embankment after it slipped in early-March.

More than 2,000 tonnes of stone has been installed along with a new 30m retaining wall structure to strengthen the land. 60 metres of track has been removed and replaced, with engineers also carrying out signalling and telecommunications work.

Teams have been working around the clock to reopen the line for local communities, with Network Rail thanking passengers and residents for their patience and understanding while the work has been carried out.

The landslip is believed to have been caused by the recent prolonged period of wet weather. However, during investigations, minor voids were discovered beneath the railway embankment that are believed to relate to historic mineral mining in the area.

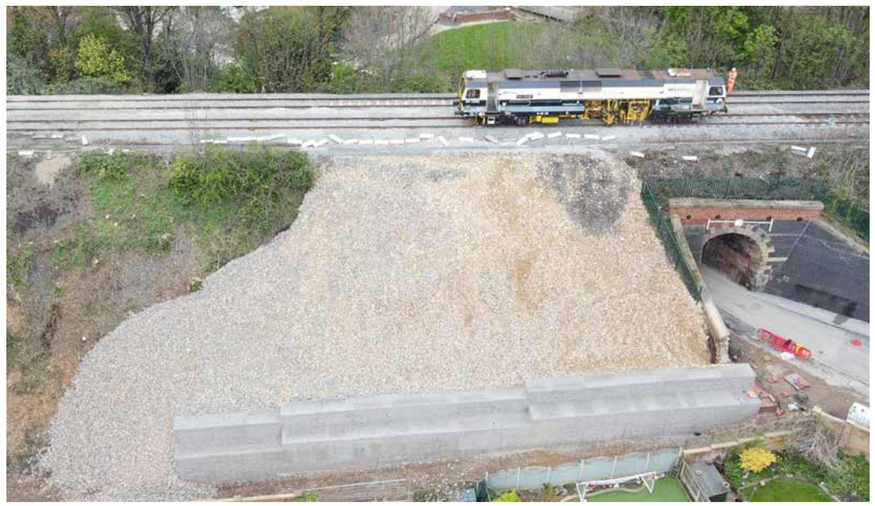
This has meant that the work to reopen the line has taken longer and has been more complex to complete.

Extensive work has since been carried out to fill the voids while engineers have also worked to reinstate the railway infrastructure above to allow the line to be reopened.

Engineers will continue to monitor the embankment to make sure that the land remains safe for trains to run over, with a temporary speed restriction in place through the area.

A rail replacement service has operated by Northern throughout the closure to keep passengers connected.

Over the next five years, Network Rail is investing £60m in Yorkshire and the North East to help tackle disruption brought by severe weather, with major drainage schemes taking place throughout the region and the creation of new dedicated drainage roles on the organisation's North & East route.



Jason Hamilton, Route Director for Network Rail's North & East route, said: "I want to say a huge thank you to our passengers and lineside neighbours for their understanding, patience, and acceptance during the disruption they have faced and of the need to work around-the-clock close to their homes.

I'm delighted that we have completed this major repair work so that the people of Knottingley and the surrounding areas can once again travel freely by train.

Our engineers have worked incredibly hard over the last seven weeks to carry out this work as quickly and as safely as possible and I want to thank them, also, for their dedication and work ethic. We will continue to monitor the embankment to make sure trains can continue to pass safely through the area."

Kerry Peters, regional director for Northern, said: "We're delighted to be able to resume services on the line between Pontefract Monkhill and Knottingley. Our colleagues at Network Rail have worked round-the-clock to make the line safe for our customers and we appreciate the patience and understanding shown by the people affected by this issue over recent weeks."

National Rail

Network Rail Stoneblower No. DR80201 is seen stabled in Northampton Castle Yard on April 26th. *Derek Elston*

Plasseur & Theurer tamper No. DR73921 trundles through Northampton on transfer as 6J11 09:55 Crewe P.A.D. to Tring CE Sidings on April 24th. *Derek Elston*

Despite a 42min late departure, Class 69 011 hammers through Kettering 2mins early with Class 720 101 in tow as 5Q42 08:55 Derby Litchurch Lane to Willesden T.M.D. on April 19th. *Derek Elston*







National Rail

Multi-million-pound investment for world famous Glenfinnan viaduct

Network Rail has started a £3.4m investment to carry out repairs on the 123-year-old Glenfinnan viaduct. Along with principal contractor AmcoGiffen, engineers will assess the condition and strength of the viaduct, while carrying out work to protect it from water erosion, completing concrete repairs and making improvements beneath the track to keep the stone ballast in place. It's part of Network Rail's ongoing maintenance programme and will help future-proof the landmark, which sits 100ft above the River Finnan on the West Highland Line, 17 miles from Fort William. The work is scheduled to take just under a year to complete.

There will be no disruption to rail services during the work and no change to the appearance of the structure – the longest concrete viaduct in Scotland (spanning 1000ft) - when complete.

Laura Craig, scheme project manager, Network Rail, said: "The viaduct is an iconic landmark which attracts visitors from across the world, so we've worked hard to develop a solution which will help preserve the structure, respect its historic significance while minimising the visual impact of our work."

Stephen Campbell, operations director, AmcoGiffen, said: "We are privileged to contribute to the preservation of this cherished landmark and will work closely with Network Rail to protect the heritage of the viaduct and surrounding area while repairing its structural integrity for generations to come."

Mark Ilderton, service delivery director, ScotRail, said: "ScotRail journeys on the West Highland Line, taking in the iconic Glenfinnan viaduct, are incredibly popular and it is fantastic to see this work being carried out by our colleagues at Network Rail Scotland.

Plasseur & Theurer Tamper No. DR73116 is seen stabled in Northampton's Castle Yard on April 24th.
Derek Elston



175-year-old Yarm Viaduct plaque renewed as wider restoration work continues

Network Rail has partnered with the Railway Heritage Trust (RHT) to refresh a commemorative plaque on Yarm Viaduct, while further work is underway to restore the structure.

Last November, vital engineering work began on restoring the Grade-II listed viaduct which will see the structure strengthened and maintained to extend its lifespan for future years.

The essential work will help to reduce disruption for passengers and freight services and make journeys more reliable on a more resilient railway.

Our teams were contacted last year by the local community in Yarm in relation to vegetation on a historic plaque which can be seen on the central column of the viaduct.

Network Rail colleagues cleared the vegetation from the site and restored the 175-year-old plaque back closer to its original condition.

The restoration was funded by the Railway Heritage Trust with specialist rope teams carrying out the work. The project has now preserved the commemorative plaque for many more years to come.

The ongoing engineering work to strengthen the viaduct and repair the stonework is estimated to be completed in winter 2024.

Work will strengthen 14 piers and will include de-vegetation, excavation, and concrete underpinning to prepare for pilling from July. The site will also see masonry repairs to key areas across the viaduct to recondition the stonework.

The type of piling engineers will be using does not generate the same amount of noise as hammer piling in a bid to reduce noise disruption for local residents.

Network Rail is working with Yarm Wellness Centre to transform two arches under the viaduct when the work is completed for a garden and a seating area to improve the area for the local community.

Sean Ellerby, Scheme Project Manager for Network Rail said: "We are delighted that we've been able to work with the Railway Heritage Trust to restore this 175-year-old piece of history closer to its former glory.

"While our work primarily focuses on making sure our rail network is safe and reliable for passengers, we try to take every opportunity we can to restore important and valued pieces of railway history such as Yarm Viaduct's plaque, dating back to 1849.

"Further upgrades to improve the viaduct are ongoing and we want to thank local residents for their support while this work continues."

Tim Hedley-Jones, Director of the Railway Heritage Trust: "We are pleased to have supported the work on Yarm Viaduct with a grant to restore the plaque.

"It is a testament to the skill of those who designed and built this structure that it still fulfils the function for which it was constructed, after completion in 1852."



National Rail

Development agreement signed to deliver £1.1 billion York Central regeneration



Homes England and Network Rail Property have signed a development agreement with McLaren Property and Arlington Real Estate to be strategic development partners for York Central, one of the UK's largest city centre regeneration schemes. The milestone development agreement will lead to the transformation of one of the largest brownfield sites in England alongside other partners the City of York Council and the National Railway Museum. The mixed-use development will build 2,500 new homes (20% of which will be affordable) and create up to one million sq ft of office, retail and hospitality space, along with improvements to the York Railway Station and an enhanced National Railway Museum. York Central has the potential to generate up to 6,500 jobs and will help to grow York's future economy by 20%, by adding £1.1bn GVA to the city.The one million square feet of new offices, retail and leisure uses, to the rear of York station, will create a major new employment hub for northern England.

York Central will include a new 17-acre urban park, with 50% of the rejuvenated site set to be green space, along with vibrant public squares that will connect the new development to the surrounding neighbourhoods and the adjacent York City Centre. Work is already underway on site, preparing it for development, with £135m of infrastructure works currently underway delivering 2km of new roads including bus lanes, segregated footpaths and cycleways, along with two new bridges.

McLaren Property and Arlington Real Estate have been undertaking initial community and stakeholder engagement and will continue to work closely with the local community on plans for York Central ahead of submitting plans later this year.

Robin Dobson, Group Property Director at Network Rail said: "York Central is a hugely important scheme and given its scale and significance to the region signing the development agreement is a major step forward. Infrastructure is at the centre of York Central's success – from using our brownfield land to creating a new community delivering investment, jobs, new homes and amazing open space – all that neighbours the rail network."

Leon Guyett, Director of Regeneration Partnerships (York) at Homes England said: "This marks an important step forward for the York Central project, which will have significant impact on the local area. This is a clear example of how Homes England can use its resources and capabilities to bring together public and private sector organisations and make sustainable places possible. This is a proud moment in the journey of York Central and we look forward to future collaboration to bring this unique brownfield regeneration opportunity to life."

Tom Gilman, Regional Managing Director of McLaren Property, said: "This is a fantastic opportunity for the city and a milestone moment in the delivery of York Central. We are committed and passionate about providing much needed new homes, best in class commercial space, along with substantial green space, enhanced public realm and amenities, all of which will bring significant economic benefits and local jobs. As York is my home city, I am genuinely thrilled to work with our partners, local stakeholders and the community on our vision to bring forward a scheme that will breathe new life and regenerate an unutilised brownfield site, connecting it to the great cathedral city of York."

Allan Cook, founder of Arlington Real Estate, said: "York Central is recognised as one of the largest city centre regeneration schemes in the UK and will deliver huge benefits, not only for the people of York and its visitors, but for the wider economy. This is a landmark project and completion of the formal Development Agreement is another significant step forwards. "Creating a brand new city quarter right in the heart of York, with its own entrance to one of the UK's best connected railway stations, is an amazing opportunity. We look forward delivering a great place worthy of its unique location and heritage."

The Nosh Report

Double espresso: Croydon station coffee kiosks signal green shoots of economic recovery

Govia Thameslink Railway (GTR), operator of Southern, Thameslink and Gatwick Express, has welcomed the opening of two new food and drink outlets at East Croydon station, boosting the choice of refreshments for passengers. The kiosk serving Platforms 5 and 6, which had been empty for over a year, is now occupied by the latest branch of The Carriage, a small but growing coffee-and-pastries chain run by businesswoman Ayse Mevlit. Ayse is now trading at three stations on the Southern network, and plans to open a fourth later this year.

Passengers using the station's northern footbridge are now offered hot drinks and spicy snacks at Tasty Bites, trading in a unit that had been vacant since the first Covid lockdown in 2020. The business's owner, Dan Tyson, has been operating the kiosk next door, Coffee by Dave, for two years.

The Croydon businesses join a wave of new lettings across the GTR network, which the train company sees as a sign of strong recovery in local economies after the effects of the pandemic. With around 350 retail units in total at the stations it manages, GTR now has over 60 tenancy agreements in progress, more than were completed in the whole of last year. Many units that have been vacant for two years or more, and some since before the pandemic, are now being let to confident traders.

David Gornall, GTR's Commercial Director, said: "A warm welcome to The Carriage and Tasty Bites. We're delighted to see our stations' retail businesses bouncing back after such a difficult period. As passenger numbers recover, station retail units are again being seen as good opportunities for thriving trade. And of course, it's great news for our customers, who can enjoy more choice, better facilities and a better journey experience. Over the next few months, we'll continue to announce a great variety of high-quality retail openings across the network."

Ayse Mevlit said: "We are thrilled to announce the opening of our newest coffee shop at East Croydon station. After proudly serving the community at East Grinstead for two decades, we are excited to extend our renowned service and quality offerings to East Croydon. This expansion marks a significant milestone for us, and we look forward to welcoming commuters and locals alike to experience our exceptional coffee and warm hospitality."

Danny Tyson said: "We are excited to introduce something new to East Croydon – Tasty Bites, with a mix of homemade Caribbean and English cuisines to tickle your taste buds. We also offer Coffee By Dave, at the rear exit of the station, specialising in coffee and confectionery with the same fast, effective, competitive and convenient service."

Photos: Double espresso: Southern's Area Station Manager Sophie Finn with new East Croydon retailers Ayse Mevlit (left) and Dan Tyson (right)





National Rail

There is plenty of humour on ScotRail, rather than the usual boring 'not in service' we have 'Chillin'. *Colin Kennington*



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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

Softshell, from £27.00 each, minimal order of 2.



10+ Price: £25.50 EACH

Morf's (neckwear), starting from £9.00 each, minimal order of 3.



15+ Price: £8.35 EACH

Gymsacs, starting from £5.00 each, minimal order of 3.



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



10+ Price: £7.60 EACH

Clubs and Societies Apparel

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Oh no you don't!

The Cwmbran banker operated '*as required*' to assist trains up the Eastern Valley to Waunavon [*1,400 feet above sea level*] where McAlpine had opened an open-cast mine and required 120 empty wagons every day.



On one such turn, pannier tank No. 3717 was prepared at 86G[Pontypool Road shed], then worked '*light engine*' to Cwmbran where it coupled up to the guard's van of a 60 empty wagon train to bank it up to Waunavon, both locos stopping at Talywain to take on water.

Leaving the train at Waunavon, 3717 and its crew went '*light engine*' back down the Eastern Valley to Newport [Maindee Junction] where 3717 coupled up to its second Waunavon train though this time both locos took water at Panteg and Talywain.

Approaching Blaendare Road Halt [*see below*] bridge, 3717's fireman noticed some West Mon Grammar School boys leaning over the parapet looking as if they were up to mischief - dropping stones down locomotive chimneys?

This fireman's cure?

To put two quick shovels of coal up the front end of a bright fire which produced two puffs of smoke, leaving some irate schoolboys!





Even though Bulleid was impressed with how Maunsell's '*Schools*' class 4-4-0s performed in his programme for '*front ends*' with a multiple-jet blastpipe. A further 'improvement' was made with the above loco [937 '*Epsom*'] in 1939 when its smokebox was extended and the blastpipe set at an angle to the vertical house within a stovepipe chimney. This scheme was soon discarded!



D7024 heading the 10-coach 5-20 p.m. Newport to London '*Capitals United Express*' caught fire at Newport (High Street) station on February 16th 1963. The train left [*103 minutes late*] behind 3714 - a Newport pilot loco!

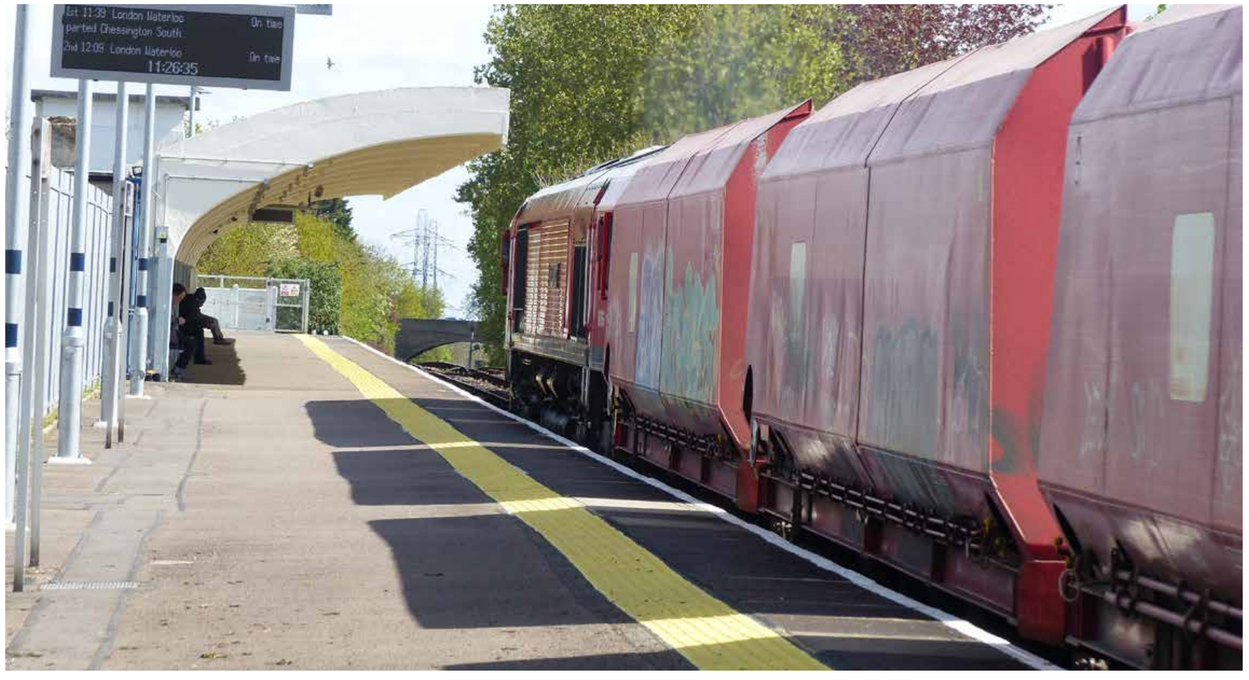
A Different View

On its way out at Southport on April 24th, Merseyrail's car No. 64405 from EMU 507 001 tells the world how old it is. *Barry Longson*

A glimpse between the some passing containers at Peterborough on April 11th, revealed Class 91 109 on the rear of the departing 1D30 Leeds - London King's Cross service. *Steve Thompson*

DB Cargo's Class 66 066 'Geoff Spencer' eases through Tolworth Station on April 18th, awaiting the tail of the train to clear the points from the Day Aggregates yard. The throttle will be opened as the loco nears the end of the platform, the train quickly gathering speed on the downhill run to Malden Manor.
Ian Callander







A Different View

GWR No. 5239 ‘Goliath’ is seen after departing Kingswear on April 16th, passing over Waterhead Creek Viaduct with a service to Paignton. *Allison Twycross*

The front of Cardiff Central station, now devoid of the buses. *Ken Mumford*





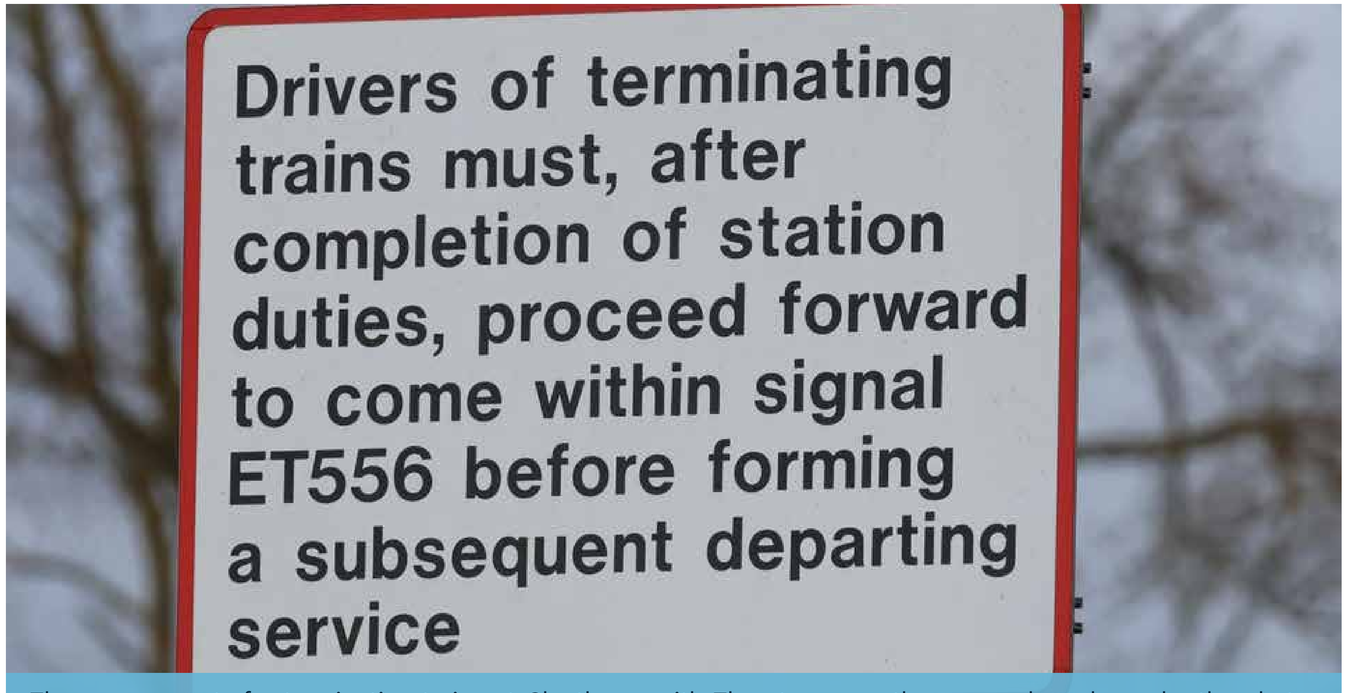
A Different View

Prestonpans stations is unstaffed, but the entrance is rather nice. *Colin Kennington*



Many of the ScotRail stations have planters like these brightening up the platforms, but this one seem to have lost a wagon! *Colin Kennington*





The arrangements for terminating trains at Glenthroes with Thornton are rather unusual as shown by the photo, presumably due to signalling constraints. The train arrives from Edinburgh at the southbound platform where everyone has to get off. The unit then heads north until it has passed the signal at the end of the platform. Once the signal has cleared it comes back into the same platform to pick up passengers for Edinburgh. *Colin Kennington*

Preserved Railways

SECOND UNIQUE VICTORIAN LOCOMOTIVE TO BE RETURNED TO STEAM BY DEDICATED SWANAGE RAILWAY VOLUNTEERS



Dedicated Swanage Railway volunteers – who restored a unique Victorian steam locomotive so it could haul a passenger train for the first time in almost 80 years – are embarking on their next ambitious challenge to overhaul another Victorian locomotive.

The Swanage Railway Trust's 563 Locomotive Group is to overhaul 1899-built London and South Western Railway T9 class steam locomotive No. 30120 which was attacked by a German fighter near Wool, west of Wareham, during the Second World War.

The enterprising group returned 1893-built London and South Western Railway T3 class steam locomotive No. 563 to working order in October, 2023, after a six-year £650,000 project almost completely funded by donations from railway enthusiasts and the public.

On loan from the National Railway Museum's extensive National Collection, T9 No. 30120 arrived on the Swanage Railway – from the Bodmin and Wenford heritage railway in Cornwall - during 2017 but the unique Victorian steam locomotive has not steamed in the Isle of Purbeck since 2020 when it failed its boiler examination.

Built at the Nine Elms railway works in London during 1899, T9 No. 30120 spent its career after the Second World War hauling trains in Devon, Dorset, Hampshire and Surrey before being withdrawn by British Railways at Eastleigh in Hampshire during October, 1961.

Nicknamed 'greyhounds' for their turn of speed on the main line, the T9 class steam locomotives operated on the ten-mile Wareham to Swanage branch line from the 1920s through to the early 1960s – first on passenger trains from London and then later on freight trains to Corfe Castle and Swanage.

563 Locomotive Group chairman Nathan Au said: "It is exciting to be embarking on our second ambitious challenge because we see the overhaul of the T9 as the natural follow-on project to the T3 in providing the Swanage Railway with another affordable locomotive with an impeccable Southern pedigree.

"We are delighted to be able to support the National Railway Museum in its mission to ensure that selected steam locomotives from its National Collection are available for the public to enjoy in steam and hauling passenger trains," added Nathan who is a volunteer driver on the Swanage Railway.

The National Railway Museum's railway partnerships manager, Paddy McNulty, said: "Following the success of the T3 restoration, we are pleased to be working with the Swanage Railway Trust on its plans for the T9.

"We look forward to seeing progress towards the successful overhaul of the T9 and enjoying the splendid sight and sound of both locomotives in steam on the Swanage Railway in the future," he added.

Nathan Au explained: "The project to overhaul the T9 will start with an assessment of the locomotive to confirm what work is necessary, that the restoration work is viable and that there is the necessary financial support available before a commitment is made to the full overhaul.

"The hoped for overhaul of No. 30120 will be shared between the Flour Mill engineering works in the Forest of Dean, Gloucestershire, and the Swanage Railway's Herston engineering works in Swanage with the Flour Mill doing the boiler and tender and the Swanage Railway doing the chassis of the T9.

"The Flour Mill successfully returned the T9 to steam in 2010 so its skilled staff are already familiar with the locomotive while their involvement in No. 30120 builds on the successful relationship established with the restoration of the T3," added Nathan who is also a director of the Swanage Railway's train operating company.

Bill Parker, of the Flour Mill locomotive engineering works in the Forest of Dean, Gloucestershire, said: "After finishing one LSWR locomotive, T3 No. 563, last year for the Swanage Railway Trust's 563 Locomotive Group, we are delighted to be involved with the restoration of another Victorian steam locomotive.

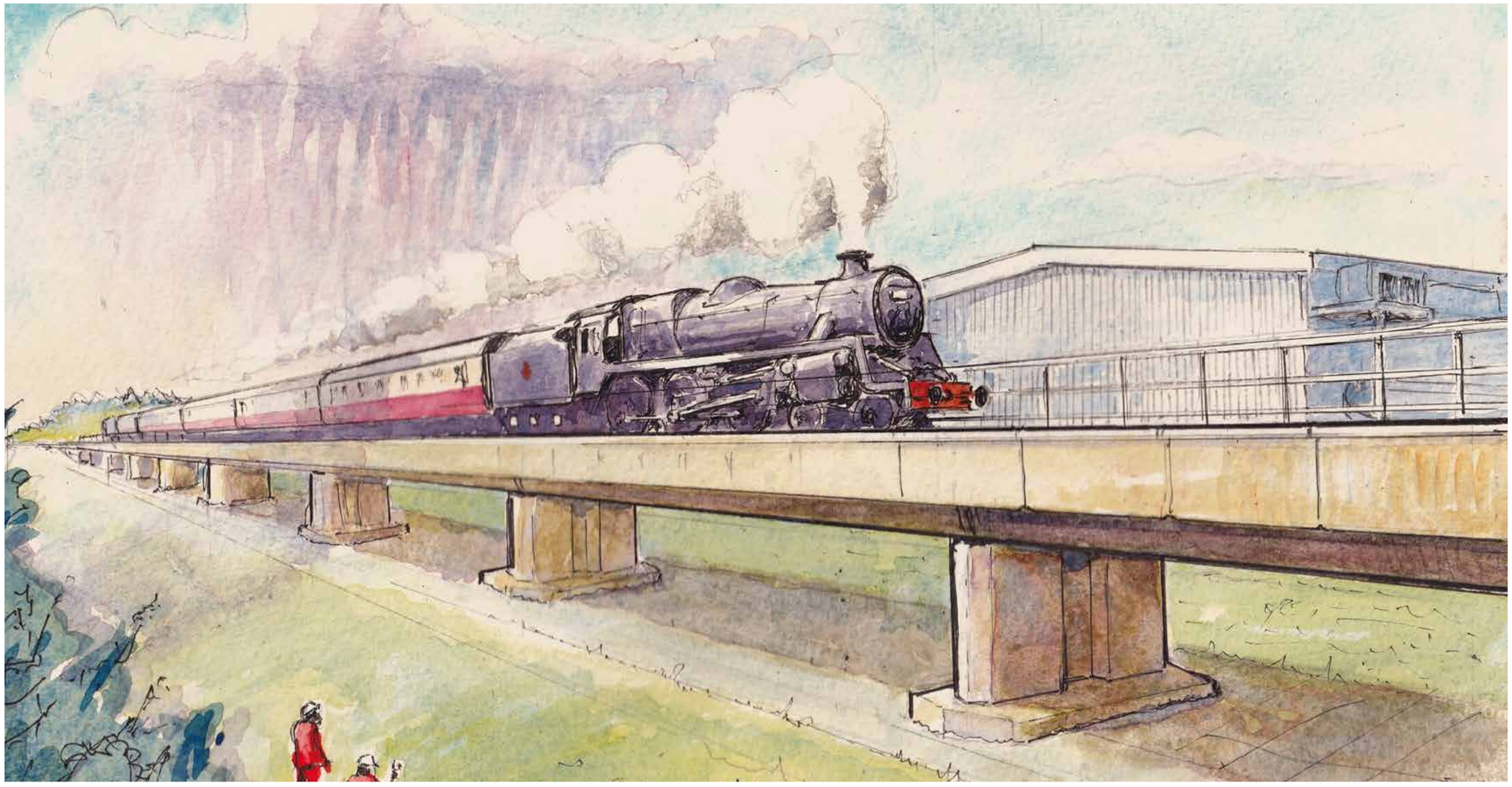
"Funded by the late and much-missed Swanage Railway Trust patron Alan Moore, we overhauled T9 No. 30120 some fifteen years ago for the Bodmin and Wenford Railway in Cornwall so it will be interesting to see what ten years of hauling trains has done to the T9. No. 30120 is ideal for the Swanage Railway," he added.

T9 No. 30120 was due to leave the Swanage Railway, by road transporter, on April 19th, for the one-day journey to the Flour Mill in the Forest of Dean.

Photo: T9 No. 30120 at Corfe Castle in March 2014.
©ANDREW PM WRIGHT

Preserved Railways

GREAT CENTRAL RAILWAY REVEALS DRAMATIC NEW DESIGN FOR NEXT PHASE OF AMBITIOUS 'REUNIFICATION' PROJECT



The Great Central Railway is preparing to submit a planning application for it's ambitious Reunification scheme. A new image has been released of the urban viaduct section, which will carry the line linking the two separate halves of the Great Central Railway back together.

The project will create an eighteen-mile heritage line stretching from the north of Leicester to the south of Nottingham, centred on Loughborough.

General Manager of the Great Central Railway Malcolm Holmes said, "We'll be submitting our planning application in a matter of weeks, so we want to tell people about our plans. The new image shows a train running on the proposed viaduct. Originally we had expected to build an embankment around 300 metres long but the space we have available would have made that quite complex. Our new plan needs 100 metres of embankment, then 200 metres of viaduct. It should be slightly cheaper and simpler to construct."

This section of railway will also include two steel bridge spans, one to carry the railway across a culvert, the other to take it over Railway Terrace road in Loughborough. The full designs will be included in the planning application along with the necessary reports.

Malcolm continued, "After we have submitted our planning application we'll need to spend around half a million pounds taking the design documents and turning them into construction and engineering blueprints. Those documents are essential - as is planning consent - before we can build again. While we have £2m already raised for the project, we want to protect as much of that fund as possible for actual building work. Our new appeal for half a million pounds is to fund the vital next steps and get this epic project 'shovel ready.' The more money we raise, the sooner we can build again and the more we can achieve."

Donations can be made online at gcrailway.co.uk/unify or via post with a cheque made payable to 'David Clarke Railway Trust' marked 'Reunification' on the back. Cheques can be sent to Lovatt House, 3 Wharncliffe Road, Loughborough, Leics LE11 1SL.

Originally opened in 1899, the Great Central was a fast Victorian Main Line to London. It was closed in the 1960s by British Railways. Two sections have survived but five hundred metres of track between them was also removed.

Restoring the missing section has been underway since 2017. One new bridge has been built, one replaced and a third completely refurbished. Supported by local, national and international well wishers, millions of pounds have been raised to fund the work.

The Great Central has also confirmed the two bridge decks secured for the scheme in 2012 are no longer needed.

"The bridge decks were kindly donated by Network Rail when they were removed from Reading station. They were absolutely instrumental in getting the whole Reunification project started," concluded Malcolm. "However with our design changes they would require expensive modification to fit with our plans so with regret we have decided they will be disposed of in due course. Instead the two steel bridge spans required for the Reunification line are more than likely to be brand new structures."

Preserved Railways

Hopetown Darlington is the country's new, leading railway heritage visitor attraction

HOPETOWN -DARLINGTON-



Due to open in summer 2024 and set across 7.5 acres of historic railway land in the heart of Darlington, the new visitor attraction celebrates and promotes Darlington's proud 200-year railway heritage.

Nestled amongst early railway buildings, including the world's oldest railway bridge still in continuous operation – the Grade I listed Skerne Bridge, built in 1824 – sits North Road Station Museum, formerly the Head of Steam - Darlington Railway Museum.

The Grade II* listed building, constructed in 1842, contains a new permanent exhibition that tells the story of the Stockton & Darlington Railway, and Darlington's influence on railways across the world. Visitors can marvel at selection of historic locomotives on display including Derwent, a Robert Stephenson & Hawthorns No.39, and the last Class 37 diesel locomotive built in Darlington.

Mike Crawshaw, head of Heritage and Culture at Darlington Borough Council said "the new site, which includes a live railway station, will celebrate Darlington's railway heritage".

Of the live station. Mike also added "it's a live station and that's part of the beauty and appeal of Hopetown Darlington, because you can sit and have a coffee and, as well as celebrating the history of the site, you've got the Bishop Line passing alongside parallel".

The A1 Steam Locomotive Trust, housed in Darlington Locomotive Works which forms part of the Hopetown Darlington site, are currently building the UK's newest and most powerful steam locomotive – the P2 class No.2007 Prince of Wales. Visitors to Hopetown Darlington can gaze at the progress from a new viewing gallery.

The Grade II listed Carriage Works, built in 1853, contains The Stores where the remainder of Hopetown Darlington's collection will be on display. The Stores allow visitors to get up close and personal with the objects and artefacts, some of which have never been seen in the public domain before. Items include signals, signalling equipment, railway artwork, model railway of all sizes and railway ephemera.

Hopetown Darlington holds both the Ken Hoole and John Mallon archive and photograph collections that showcase the railway history of the North East region. The archives will be available to view by appointment.

2025 sees the bicentenary of the Stockton & Darlington Railway of which Hopetown Darlington will play a major role in the year-long celebrations. More details about the festival will be revealed in September 2024.

To find out more about Hopetown Darlington and the heritage items in their collection please visit www.hopetowndarlington.co.uk

East Lancs Railway

A Castle at Castlecroft: GWR 4-6-0 No. 4073 'Pendennis Castle' pulls out of Bury Bolton Street station and passes the ELR Transport Museum on April 11th.
Gerald Nicholl

East Lancs Railway

Visiting from Didcot, GWR 4-6-0 No. 4073 ‘Pendennis Castle’ catches a patch of sunlight at picnic time at Irwell Vale station on April 11th. *Gerald Nicholl*

East Lancs Railway

GWR 4-6-0 Castle Class No. 4079 ‘Pendennis Castle’ is seen at Burrs Country Park with the 14:15 Bury to Rawtenstall service on April 21st. *Brian Dobbs*

East Lancs Railway

GWR 4-6-0 Castle Class No. 4079 ‘Pendennis Castle’ departs Ramsbottom with a service to Rawtenstall on April 20th. *Jeff Nicholls*

Warship No. D832 ‘Onslaught’ departs Irwell Vale on April 14th with a service to Rawtenstall. *Michael Lynam*

On April 14th, Class 50 015 departs Irwell Vale with a service to Rawtenstall. *Michael Lynam*







East Lancs Railway

On April 3rd, Class 08 164 is seen outside the diesel maintenance shed. *Michael Lynam*

Hunslet 0-6-0 tender engine No. 2890 is seen departing Ramsbottom on April 14th with the Sunday dining service. *Michael Lynam*

Class14No.9531workingtheBury-Ramsbottom shuttle, is seen arriving in the sidings to run round its train on April 14th. *Michael Lynam*







Peak Rail

BR Derby built Class 44 Peak No. D8 'Penyghent' slows on the approach to Darley Dale, while working the 13:10 Rowsley South to Matlock service on April 12th. *Barry Longson*

GBRf Class 69 008 visited Peak Rail for its diesel gala and on April 12th, is seen next to Rowsley signal box in a rare bit of sunshine.
Lee Stanford

Class 108 DMU cars Nos. M52062 and M51950 sit between duties next to Rowsley South signal box during Peak Rail's diesel gala on April 12th.
Barry Longson







Ffestiniog Railway

Double Fairlie No. 12 ‘David Lloyd George’ waits departure time at Porthmadog on April 4th. *Richard Hargreaves*

Ffestiniog Railway 2-4-0ST No. 590 ‘Linda’ is seen at Porthmadog on April 4th. *Richard Hargreaves*

Double Fairlie No. 12 ‘David Lloyd George’ is seen shunting stock for the next departure from Porthmadog on April 4th. *Richard Hargreaves*







Llangollen Railway

BRCW Type 2 No. 5310 stands at Glyndyfrdwy on April 14th before returning to Corwen with the shuttle service. *Lee Stanford*

Class 108 DMU Nos. 54504 and 51933 are seen at Carrog. *Richard Hargreaves*

Kitson Works No. 5459 0-6-0ST 'Austin 1' is seen in the headshunt at Llangollen. *Richard Hargreaves*







Llangollen Railway

GWR Pannier Tank loco No. 7754 is seen at Carrog on April 14th. *Phil Martin*

Class 26 No. D5310 and Austerity steam locomotive No. 68067 top'n'tail a service at Glyndyfrdwy on April 14th. *Phil Martin*

Class 26 No. D5310 and Austerity steam locomotive No. 68067 top'n'tail a service at Glyndyfrdwy on April 14th. *Phil Martin*







Mid Hants Railway

LMS Ivatt Class 2MT No. 41312 working the 13:35 Alresford to Alton service stands at Ropley on April 26th. *David Lindsell*

Visitor to the railway, Jubilee Class No. 45690 ‘Leander’ is seen at Ropley with the 14:15 service from Alresford to Alton on April 26th. The boiler ticket expires in May therefore this could be the last chance to see the loco in steam for quite some time. *David Lindsell*

1929-built Peckett ‘Kilmersdon’ is seen shuttling up and down the yard at Ropley on driver for a fiver runs on April 26th.
David Lindsell







Mid Hants Railway

Southern No. 34070 ‘Manston’ in 1960s filth is seen working the 14:30 from Alton to Alresford at Ropley on April 26th. *David Lindsell*

LSWR Urie S15 Class No. 506 working the 15:42 from Alresford to Alton is seen arriving at Ropley on April 26th. *David Lindsell*

Lambton Tank No. 29, which was due to work the goods to Meadstead in the afternoon of the April 26th, arrives on the shed at Ropley for stabling having suffered some sort of fault during the morning run. *David Lindsell*







Bo'ness and Kinneil Railway

A former Class 314 EMU is seen alongside the station at Bo'ness on April 13th. *Colin Kennington*

Class 37 025 and 37 403 are seen in the yard at Bo'ness. *Colin Kennington*

Former East Coast giant, Class 91 131 is now an exhibit in The Museum of Scottish Railways at Bo'ness, seen on April 13th. *Colin Kennington*







Lakeside and Haverthwaite

Ivatt Class 2 4-6-0 No. 46441 is seen stabled out of use at Haverthwaite on April 4th. *Derek Elston*

Swindon Built Class 03 No. D2117 is seen stabled in Haverthwaite Shed on April 3rd. *Derek Elston*

Fairburn tank No. 42085, stripped and undergoing restoration, stands in front of fellow classmate No. 42073 on shed at Haverthwaite on April 4th. *Derek Elston*







Ravenglass and Eskdale Railway

1966 built 2-8-2 ‘River Mite’, comes off the turntable after being turned at Dalegarth on April 4th. *Derek Elston*

Heywood 0-4-0T ‘Katie’ originally built in 1896 for the Eaton Hall Railway is seen displayed in the Museum at Ravenglass on April 5th. *Derek Elston*

Ravenglass & Eskdale Railway’s 1976 built 2-6-2 ‘Northern Rock’ *Derek Elston*







Vale of Rheidol Railway

Former Great Western Railway's 2-6-2 side tank locomotive No. 8 'Llywelyn' is seen at Aberystwyth on May 4th. *Phil Martin*

Dartmouth Steam Railway

On April 16th, GWR Class 5205 loco No. 5239 ‘Goliath’ with the 10:00 departure from Paignton is seen arriving at Kingswear. *Allison Twycross*

Swanage Railway

T3 Class No. 563 makes a spectacular start as it departs Swanage on the railway's first big event of the year 'The Victorian Day' and fortunately blessed with good weather. *Charlie Robbins*

Severn Valley Railway

GWR No. 7812 ‘Erlestoke Manor’ approaches Highley station during the lines Spring Steam Gala on April 19th. *Neil Pugh*

GWR 4-6-0 No. 4930 ‘Hagley Hall’ makes a steady start away from Kidderminster with the 15:35 to Bridgnorth on April 20th.
Barry Longson

GWR Hall No. 4930 ‘Hagley Hall’ arrives at Highley station during the Spring Steam Gala on April 19th. *Neil Pugh*







Severn Valley Railway

GWR Manor Class No. 7812 ‘Erlestoke Manor’ is seen at Eardington on April 21st hauling the 15:25 Kidderminster - Bridgnorth service. *Phil Martin*

Severn Valley Railway

GWR 0-6-0PT No. 1369 with the 12:15 Highley - Kidderminster service arrives at Bewdley on April 19th. *Phil Martin*



BR Standard 4MT 4-6-0 locomotive No. 75069 is seen approaching Highley station during the Spring Steam Gala on April 19th. *Neil Pugh*



On April 20th, ‘Erlestoke Manor’ stands at Hampton Loade working the 07:45 Kidderminster - Bridgnorth service. *Phil Martin*



Severn Valley Railway

Great Western Panniers Nos. 1369 and 7714 are seen at Eardington on April 21st with the 16:25 Bridgnorth - Kidderminster service.
Phil Martin

On April 21st, GWR Pannier Tank loco No. 1369 arrives at Kidderminster with a goods train .
Richard Hargreaves

On April 18th, 'Blue Peter' is seen stabled in the platform at Kidderminster. *Lee Stanford*





Severn Valley Railway

On March 28th, No. 60532 ‘Blue Peter’ is seen on test at Bewdley. *John Alsop*

The line used their Class 108 DMU on local services during the Spring Steam Gala from April 18th to 21st. Here the veteran DMU departs Kidderminster with the 15:55 to Bewdley on the 20th. *Barry Longson*

On April 19th, GWR Hall Class No. 4930 ‘Hagley Hall’ departs Bewdley with the 12:05 Kidderminster - Bridgnorth service.
Phil Martin







Severn Valley Railway

On April 20th, LBSCR Terrier No. 72 'Fenchurch' is seen at Bridgnorth with the 10:35 Bridgnorth - Hampton Loade 'local' service. *Phil Martin*

GWR Pannier Tank No. 1369, visiting the Seven Valley Railway from the South Devon Railway, is seen at Hampton Loade on April 18th looking quite at home in this branch line scene. *Lee Stanford*

Lampto, Hetton & Joicey Colliery Company (LH&JC) 0-6-2 tank loco No. 29 is seen being prepared for service at Bewdley on April 18th. *John Alsop*







Severn Valley Railway

This side on view shows the sheer size of West Country Class No. 21C127 ‘Taw Valley’ as she buffers up to the stock for the 17:35 departure to Bridgnorth on a sunny April 20th.
Barry Longson

GWR Pannier Tank No. 1366, a visitor from the South Devon Railway, is seen taking on water at Kidderminster on a pleasant April 20th.
Barry Longson

BR Standard 4MT No. 75069 makes a spirited start away from Kidderminster on April 20th with the 16:25 Bridgnorth service.
Barry Longson







Severn Valley Railway

On April 20th, Stanier Mogul No. 13268 with the 17:30 Bridgnorth - Kidderminster makes a fine sight at Eardington. *Phil Martin*

LBSCR Terrier No. 72 'Fenchurch' runs round its stock at Hampton Loade. *Richard Hargreaves*

On April 19th, BR Riddles 4MT No. 75069 with the 15:25 Kidderminster - Bridgnorth arrives at its destination. *Phil Martin*







From the Archives

On August 17th 1962 No. 30689 rests in store at Exmouth Junction shed with a snowplough attached. However it never used the snowplough again as it was withdrawn before winter arrived. *John Sloane*



From the Archives

English Electric Class 40 No. 345 passes Overdale, Bolton, with a Preston to York charter on November 29th 2014. *Paul Senior*

Class 60 006 heads an ore working through Barnetby on September 5th 1997. *Brian Hewertson*

Class 37 684 and 37 682 pass Buxton heading towards Peak Forest with a stone train on April 29th 1989. *Brian Hewertson*







From the Archives

On June 19th 2010 the line-up next to Eastleigh station was Class 73 141, 73 208, 66 731, 66 729 and 66 709. *John Sloane*

Class 50 No. 425 races past Standish Junction signal box. *John Sloane*

Class 25 265 is seen on Buxton shed, April 29th 1989. *Brian Hewertson*







From the Archives

Class 20 088 and 20 137 pass the site of Warrington Bank Quay low level platforms with an empty MGR coal train from Fiddlers Ferry to Bickershaw Colliery on June 17th 1988.
John Sloane

From the Archives

Class 31 459 is seen at Croes Newydd working a Merseyrail electric unit from Birkenhead North depot to Doncaster on August 30th 2007.
John Sloane



From the Archives

With plenty of evidence of the coal industry in the background, Class 31 102, 20 054 and 20 096 are stabled up at Shirebrook on March 20th 1982. *Jeff Nicholls*



Class 20 092 and 20 042 are seen stabled up for the weekend at Shirebrook on February 12th 1984. *Jeff Nicholls*



Class 56s as far as the eye can see! Shirebrook depot on a Sunday afternoon, March 20th 1982. *Jeff Nicholls*

