



Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 213

There has been an increase of applications to run several more open access services recently, the latest being Arriva, which owns Grand Central, who says an application has been submitted to the Office of Rail and Road to run two additional daily return services between Bradford and London, with up to eight intermediate station calls. This would bring the daily total of trains on the route to six.

It is also proposing to run a new early morning York-London journey, with a return working in the late evening, as well as providing four new daily calls on its Sunderland route at Seaham in County Durham, which would give the town direct London trains for the first time.

Arriva UK managing director David Brown said: 'These proposals would bring more services and choice to passengers, building on the success of Grand Central's open access operations, which connect a number of under-served communities in both the North East and West Yorkshire to London. This is a growth opportunity for the railway and a positive development for passengers and for our colleagues at Grand Central. By delivering additional services through open access, we can encourage more train travel, which is good for the environment and for communities, helping to ensure Britain's rail system can thrive long into the future.'

The move by Arriva to expand Grand Central follows several other open access developments in recent months.

Grand Union has already gained a licence to run between London and Carmarthen, but on March 7th the ORR approved another application from GU, this time between London Euston and Stirling via Larbert, Greenfaulds and Whifflet. A week later, Alstom and SLC Rail submitted an open access proposal to the ORR for services between London, Shropshire and Wrexham, recalling the former Wrexham and Shropshire operation but using London Euston rather than Marylebone, approaching London on the West Coast Main Line from Nuneaton and Milton Keynes.

On May 17th, FirstGroup unveiled plans for more open access services on the West Coast Main Line between Rochdale and London Euston, which would also be branded Lumo. There would be six daily return journeys. The latest development until Arriva's proposals had been an application from Virgin for new services from London Euston to Birmingham, Manchester, Liverpool and Glasgow.

Virgin Group has confirmed reports that it has applied to the Office of Rail and Road for open access rights on the West Coast Main Line. The move comes only days after FirstGroup, which owns the majority of Avanti

West Coast, said it was applying to run open access services between Rochdale and London. Virgin lost its long-running Intercity West Coast operation in 2019, when it was barred, along with Stagecoach, from bidding for the replacement contract in a dispute with the Department for Transport in a dispute over the liability of train operators for railway pension deficits. The new franchise was won by a consortium of FirstGroup and Trenitalia, trading as Avanti West Coast, which was launched in December 2019.

Virgin's plans are the most ambitious ever proposed by a potential open access operator, because it wants to run between London, Birmingham and Manchester, and also to Liverpool and Glasgow, offering hourly services to most of those cities and two-hourly to Glasgow. It would also serve Rochdale. Virgin Group is quoted as saying that the application is 'just the first step towards exploring what might be possible', adding: 'We're confident customers would welcome Virgin Trains back, providing them with much-needed choice and competition.'

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

Wizzo No. D1015 heads the return 17:57 Paignton -Tame Bridge Parkway Pathfinder's tour round the curve at Dawlish Warren on June 1st. [Chris Morrison](#)

Front Cover

Class 66 607 is on full power as it breasts the incline between Woodsmoor and Davenport on May 1st, while working the diverted 6H41 16:12 Tunstead to Bredbury Tilcon loaded stone. [Barry Longson](#)





A wagon move from Peterborough North Yard to Barnetby Reception produced 3 HTAs hauled by Class 66 789, running as 4R03, seen passing through Scunthorpe. *Steve Thompson*

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Charter Scene Railway Touring Company

The Edinburgh Flyer

Black 5 No. 44871 is seen at Morpeth on 1747
07:29 York to Edinburgh 'The Edinburgh Flyer'.
Alan Sinclair



Charter Scene Railway Touring Company

The Edinburgh Flyer

On the second run of the 'The Edinburgh Flyer', Black 5 No. 44871 is pictured approaching Pegswood station on 1Z46 07:27 York to Edinburgh on May 18th, Class 47 815 was the loco on the rear. *Alan Sinclair*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

On June 1st, with the wonderful Coniston Fells as a backdrop, SR BoB Class No. 34067 'Tangmere' works the return leg of 'The Cumbrian Coast Express' round the tight curve on the approach to Kirkby in Furness, heading back to Carnforth and onwards to London.
Shep Woolley



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Class 86 259 'Les Ross/ Peter Pan' passes Red Bank, Newton le Willows, with 1Z47 the return Cumbrian Coast Express from Carlisle to London Euston, on June 1st. *Paul Senior*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

'The Cumbrian Mountain Express' is seen at Watford Junction with Class 86 259 'Peter Pan' in charge running as 1Z86 06:35 London Euston to Carlisle which it will work to Carnforth on May 11th. *Derek Elston*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On May 11th, Class 86 259 hauls a London Euston to Carlisle 'Cumbrian Mountain Express' working through Boars Head cutting.

John Sloane



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Black 5 No. 44871 drifts into Lostock Hall with the returning 'Cumbrian Mountain Express' on May 11th. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On May 11th, Stanier Class 5 4-6-0 No. 44871 eases down Houghton Bank with the returning 'Cumbrian Mountain Express'. *Gerald Nicholl*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On a very warm early summer's day, May 11th, LMS Black Five No. 44871 crosses Whalley Viaduct with a returning Carlisle to Preston raitour. *Brian Dobbs*



Charter Scene Pathfinder Railtours

The English Riviera Airshow

Class 52 No. D1015 'Western Champion' passes Marine Terrace, Dawlish with the 06:20 Tame Bridge Parkway - Paignton Pathfinder's tour to the Torbay Air Show on June 1st.

Chris Morrison



Charter Scene Pathfinder Railtours

The English Riviera Airshow

On June 1st, 'Western Champion' renumbered to No. D1011 'Western Thunderer' top and tail with Class 50 007 (50 034) working 1Z50 Tame Bridge Parkway to Paignton stands at Swindon. Colin Pidgeon



Charter Scene Belmond British Pullman

Private Charter

On June 2nd, the Belmond Pullman set finds itself in very unusual surroundings as it heads north at Winwick behind Pullman liveried Class 67 021 bound for Scotland and private charter duties. *Lee Stanford*



Charter Scene Belmond British Pullman

Private Charter

Class 67 021 and 67 024 pass through Northampton on May 24th working 1Z35 08:46 London Victoria to Longton. *Derek Elston*



Charter Scene Saphos Trains

English Riviera Express

Class 40 No. D213 waits to depart Birmingham New St. with the 15:29 Kingswear - Crewe return tour on June 1st. *Chris Morrison*



Charter Scene

Pathfinder Railtours

The Spring Cornish Explorer

On May 4th, Class 37 512 and 37 688 working 1Z66 15:30 Penzance - Dorrige (The Spring Cornish Explorer) are seen approaching Burngullow Junction. *Barry Beeston*



Charter Scene

Vintage Trains

The Shakespeare Express

Vintage Trains' GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' passes Henley-in-Arden with the 16:46 Stratford-upon-Avon to Derby 'Shakespeare Express' on May 26th.

Chris Morrison



Charter Scene

Vintage Trains

The Great Western Railway

On May 10th, GWR Castle Class No. 7029 'Clun Castle' making its first visit since 1985, working 1Z47 Bristol - Plymouth, having started from Birmingham earlier, is seen at Dawlish.

Steve Thompson



Charter Scene

Vintage Trains

The Great Western Railway

On May 10th, GWR Castle Class No. 7029 'Clun Castle' working 1Z48 Birmingham to Bristol section of a Vintage Trains special, heads on the UML through Swindon. *Colin Pidgeon*



Charter Scene Vintage Trains

The Great Western Railway

On May 11th, following a dubious delay on Hemerdon Bank, 'Clun Castle' passes Dawlish in fine style on 1Z47 heading back to Bristol, then onwards to London Paddington and Birmingham, the latter diesel-hauled by Class 47 773, attached to the rear. *Steve Thompson*



Vintage Trains

The Mersey Express

▶ On June 1st, GWR No. 5043 'Earl of Mount Edgumbe' is towed rather ignominiously through Winwick by Class 47 773 on its way to Liverpool Lime Street to work 'The Mersey Express' back to Birmingham. *Jeff Nicholls*

▶ GWR No. 5043 'Earl of Mount Edgumbe' and Class 47 773 cross Dutton Viaduct on June 1st. *Jeff Nicholls*

▶ GWR No. 5043 'Earl of Mount Edgumbe' drifts into Warrington Bank Quay on June 1st with the return working back to Birmingham. *Jeff Nicholls*



Charter Scene Saphos Trains

Private Charter

LSL operated a private charter from Crewe to York on a dull June 3rd and it was captured passing the terraces on the approach to Mossley behind 'Braunton'. *Lee Stanford*



Charter Scene Midland Pullman

Settle to Carlisle & Tyne Valley Pullman

Power car No. 43055 passes Stanton Gate working 1Z43 05:57 St. Albans to Carlisle on May 11th. *Mark Pichowicz*



Charter Scene Midland Pullman

Torbay Riviera Pullman

Power cars Nos. 43047 and 43055 pass Bayston Hill with 1Z23 06:08 Carlisle - Paignton on May 31st. *Keith Davies*



Power cars Nos. 43047 and 43055 climb the bank at Langho working the 1Z43 from Newton on Ayr to Blackpool North via the S&C on May 25th. *Michael Lynam*



Charter Scene Statesman Rail

Llandudno Victorian Statesman

On May 6th, Class 47 802 and 47 712 pass Harlescott with 1Z45 16:05 Llandudno-Woking return charter. *Keith Davies*



Charter Scene Saphos Trains

The Welsh Marches Express

Class 47 828 and 47 805 (D1935) top'n'tail the 1249 High Wycombe to Shrewsbury through Swindon on May 30th. *Colin Pidgeon*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

On May 1st, SR West Country Class No. 34046 'Braunton' heads 'The Settle & Carlisle Fellsman' through Langcliffe. *Shep Woolley*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

On May 1st, SR West Country Class No. 34046 'Braunton', under cloudy skies, is seen working the return 'Settle & Carlisle Fellsman' railtour over Denthead Viaduct back to Blackpool .
Shep Woolley



Saphos Trains

The Settle & Carlisle Fellsman

On May 23rd, with a fortunate break in the weather, LNER A4 No. 60007 'Sir Nigel Gresley' puts on the style as it works 'The Settle & Carlisle Fellsman' through Hincaster heading to Carlisle. *Shep Woolley*

'Sir Nigel Gresley' is seen with the return working of 'The Settle & Carlisle Fellsman' approaching Aisgill summit, heading back to Crewe on May 23rd. *Shep Woolley*

Sunshine and showers on the S&C on June 5th as A4 Class No. 60007 'Sir Nigel Gresley' works the 1Z46 'Fellsman' through Selside heading towards Ribbleshead and on to Carlisle. *Shep Woolley*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

With a moody looking Wild Boar as a backdrop, LNER A4 Class No. 60007 'Sir Nigel Gresley' works away from Lunds Viaduct on the approach to Moorcock Tunnel with the return leg of 'The Fellsman' to Crewe on June 5th. *Shep Woolley*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

The photo belies the wet and murky conditions as A4 Pacific No. 60007 'Sir Nigel Gresley' blasts towards the site of long-gone Houghton station with 'The Settle & Carlisle Fellsman' on the evening of May 23rd. *Gerald Nicholl*



Charter Scene Private Charter

FA Cup Final FOOTEX

FA Cup Final day on May 25th saw Class 86 259 head a Footex for Manchester City fans from Manchester Piccadilly to Wembley Central with the Blue and Grey Mark 2 set. Rekindling memories of the halcyon days of the WCML electrics the service is seen approaching Stockport. *Lee Stanford*



Charter Scene Private Charter

FA Cup Final FOOTEX

Class 86 259 'Peter Pan' approaches Northampton with FA Cup Final Footex, 1Z84 08:41 Manchester Piccadilly to Wembley Central on May 25th. Class 86 401 was on the rear. *Derek Elston*



Charter Scene Railway Touring Company

The Royal Duchy

On May 5th, Black 5 No. 44871 and Class 47 746 working 1Z48 16:51 Par - Bristol Temple Meads (The Royal Duchy) pass over Clinnick Viaduct. *Barry Beeston*



Saphos Trains

The Lakelander

▶ 'West Country' Class Pacific No. 34046 'Braunton' catches the early evening sun heading the southbound 'Lakelander' over the weeds at Black Dyke on May 18th.

Gerald Nicholl

▶ On May 18th, despite the hot weather, SR WC Class No. 34046 'Braunton' puts on fine display as it works 'The Lakelander' through Hincaster heading towards Carlisle. *Shep Woolley*

▶ 'Braunton' works 'The Lakelander' away from Furness Abbey tunnel, with part of the old Abbey in shot, on May 18th, heading back to Carnforth and Nottingham. *Shep Woolley*



Saphos Trains

The Lakelander

▶ No. 34046 'Braunton' accelerates through Hest Bank on May 18th while working Saphos Trains' 'The Lakelander' which originated at Nottingham and ran to Carlisle, out via Shap, returning via the scenic Cumbrian Coast Line.
Colin Kennington

▶ 'Braunton' rolls through Silverdale on May 18th while working the return 'Lakelander' from Carlisle to Nottingham via the Cumbrian Coast line.
Colin Kennington

▶ Class 47 712 accelerates away from Carnforth on May 18th, having taken over from 'Braunton' on 'The Lakelander' in the loops just south of Carnforth station.
Colin Kennington



Charter Scene ECS and Light Engine Moves

Class 47 712 passes Willington working 5Z73
14:02 Toton Centre to Crewe ECS on May 19th.
Mark Pichowicz



Charter Scene ECS and Light Engine Moves

Class 57 313 passes Wingfield Park with 5Z72
10:40 Burton-on-Trent Wetmore Sidings -
Carnforth ECS on May 5th. *Mark Pichowicz*



Charter Scene ECS and Light Engine Moves

On May 14th, No. D1015 'Western Champion' leads the convoy that also included Class 20 311, 20 302, 50 021 and 50 026 from Swanage to Eastleigh where the Class 50s were detached. They are seen approaching Saxon Road footbridge, Southampton. *John Goodrich*



Charter Scene

ECS and Light Engine Moves

On May 10th, passing alongside Marine Parade, Dawlish is Class 47 773 (D1755) turned out immaculately by Vintage Trains, running as 0Z47 Bristol East Depot - Plymouth.

Steve Thompson

On June 5th, Class 50 008 passes Micheldever working 0050 Chaddesden to Eastleigh.

Michael Bennett

With Class 57 313 leading, the 5Z25 09:15 Carnforth to Bristol East Depot ECS passes Wigan North Western on May 30th.

Paul Senior



Charter Scene

ECS and Light Engine Moves

▶ A loaded test run for No. 60532 'Blue Peter' took place on May 2nd and the loco is seen arriving at Shrewsbury for its booked water stop.
Lee Stanford

▶ Class 45 118 leads Class 40 No. D213 and 37 409 at Shireoaks on May 29th with the 0Z41 Worksop to Barrow Hill. *Steve Chapman*

▶ InterCity liveried Class 47 828 passes Northampton running 21 mins early on May 7th, working 5Z47 09:00 Crewe H.S. to Southall Loco Services Ltd ECS move. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

LSL's Scotrail liveried Class 37 409 'Loch Awe' passes Blakedown on May 20th with the 11:53 Kiddeminster - Crewe ECS. *Chris Morrison*

With a single Mk1 coach in tow, Class 47 828 thrashes through Nuneaton running as 5Z49 10:16 Crewe H.S. to Southall Loco Services Ltd on May 29th. *Derek Elston*

Class 47 805 (No. D1935) 'Roger Hoskins M A 1925-2013' leads The Statesman coaching stock through Northampton returning home as 5Z46 11:16 Southall Loco Services Ltd to Crewe H.S. on May 7th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves



Running early, West Coast's Class 37 668 and 37 518 have an easy task at Winwick with a Wetmore Sidings - Carnforth move on May 7th. *Jeff Nicholls*



Class 33 No. D6515 had a main line outing on June 5th as it passes Ashurst New Forest en route from Swanage to Arlington's Works at Eastleigh. *David Mead*



West Coast pair Class 37 518 and 37 685 pass Stafford on May 3rd during a light engine move from Carnforth to Burton. *Lee Stanford*



Charter Scene

ECS and Light Engine Moves

▶ Class 57 313 and 57 601 top and tail a Carnforth to Bristol ECS working past Bradley on May 30th. *John Sloane*

▶ Scotrail liveried Class 47 712 'Lady Diana Spencer' brings up the rear of 5Z46 11:16 Southall Loco Services Ltd to Crewe H.S. at Northampton on May 7th. *Derek Elston*

▶ BR Standard Class 7 No. 70000 'Britannia' approaches Northampton working 5Z70 09:31 Crewe H.S. to Southall Loco Services Ltd ECS with Class 47 No. D1935 tagged on the rear on May 24th. *Derek Elston*





Avanti West Coast celebrates third anniversary of Standard Premium with reduced price advance tickets for summer

Sales of Avanti West Coast's popular Standard Premium product have topped 2.5 million journeys in the first three years since launch.

A record last twelve months have seen an additional 100,000 customers travel in Standard Premium, up 11.5% on the previous year.

The West Coast operator became the first train company operating solely in the UK to offer an additional class of travel as part of its services in May 2021. Sitting between Standard and First, Standard Premium customers enjoy roomier seats, greater space and a guaranteed table.

Previously, for a fixed fee customers could upgrade from Standard to Standard Premium but as a "thank you" to help celebrate the third anniversary of three classes, Avanti West Coast is reducing the upgrade cost to offer lower Standard Premium fares for travel over the summer months.

Customers can take advantage of this discount by booking at least three weeks in advance on long distance routes for travel between July 25th and September 1st 2024, can take advantage of heavily discounted Standard Premium advance tickets.

Andy Mellors, Managing Director at Avanti West Coast said: "Standard Premium goes from strength to strength, and much like our popular Superfare, is a great example of how we are innovating to encourage more people to travel by rail.

And for those looking to get away this summer, there's even more reason to with our lower Standard Premium fares for those customers who are able to book in advance."

In addition, Avanti West Coast has frozen the price of its popular Family Ticket, with over half a million heavily discounted tickets available for families looking to escape over the summer months.

Family tickets are for groups from one adult and one child to a maximum of two adults and three children, offering great value prices without the need for a railcard.

Avanti West Coast

▶ On May 11th, the COP26 liveried Pendolino heads through Boars Head cutting with a London Euston - Glasgow service. *John Sloane*

▶ On May 16th, Class 221 108 and 221 113 pass Northampton off route working 1B34 10:21 Birmingham New Street to London Euston service. *Derek Elston*

▶ Class 805 108 is seen at Charnock Richard on a Preston to Oxley test run on May 23rd. *John Sloane*





Hunt for National Treasures by rail with Avanti West Coast

Avanti West Coast has partnered with the National Gallery as part of their Bicentenary celebrations creating an opportunity to see famous paintings away from their London home.

With the school holidays here, the intercity operator is promoting the institution's 'National Treasures by Rail' campaign which has seen 12 works of art temporarily relocated to art galleries around the UK, with three on the Avanti network.

Ikon Gallery in Birmingham is displaying Artemisia Gentileschi's 'Self Portrait as Saint Catherine of Alexandria'; The Walker Art Gallery in Liverpool is exhibiting 'The Rokeby Venus'; and Vermeer's 'A Young Woman Standing at a Virginal' is on display at the National in Edinburgh.

The campaign is a key part of the National Gallery's Bicentenary celebrations where the loaned artworks will be celebrated with individual events at each of the 12 galleries. Some of these activities will be available during the half-term school holidays, giving families an opportunity for a fun day out by train.

For the duration of 'National Treasures', 35 million people - more than half the UK population - will be within an hour's journey of a National Gallery masterpiece. Avanti West Coast, an official travel partner for the campaign, is encouraging people to travel by train to the exhibitions on its network, with a range of cost-effective tickets including Advance single fares and its Superfare ticket for those with greater flexibility.

Sarah Copley, Commercial Director at Avanti West Coast, said: "We are proud to play a part in supporting the National Gallery with this fantastic campaign which will bring these masterpieces to cities around the UK.

With the school holidays upon us, this is the perfect time to travel by train to be inspired by these paintings, as well as join in with all the creative events which will be run by each gallery."

Alexandra Kavanagh, Head of National Touring at the National Gallery, London, said, "The National Treasures project aims to put more people than ever before in easy distance of great paintings from the National Gallery - and what better way to visit the National Treasures than by rail. We are delighted to be partnering with Avanti West Coast to promote the exhibitions in Birmingham, Liverpool and Edinburgh, bringing art to where people are and giving them another reason to visit their local museums."

Avanti West Coast

▶ In warm evening sunshine, Class 390 118 passes Golbourne Junction, with 9S93 16:34 London Euston to Preston service on May 19th.

Paul Senior

▶ Class 805 002 passes Nuneaton working 3P94 the 08:02 London Euston to Preston on May 29th. *Derek Elston*

▶ On May 21st, Class 805 012 working 3A96 Preston - Crewe crew trainer heads through Warrington Bank Quay. *Mark Enderby*





Balfour Beatty

On May 23rd, Class 20 901 and 20 905 top and tail the Balfour Beatty drainage remediation train at Charnock Richard during a movement from Kings Norton and Crewe to Oxenholme/Tebay. *John Sloane*



Caledonian Sleeper

Class 92 020 on a late running 1M16 to London Euston passes Moore on May 30th. *Mark Enderby*



Class 68 015 'Kev Helmer' passes
Hatton North Junction with
the 12:00 London Marylebone -
Birmingham Moor St. on May 25th.
Chris Morrison



Chiltern Railways add extra rush hour train as part of June 2024 timetable changes

Chiltern Railways has asked customers to check ahead before they travel, as a timetable change comes into effect on Sunday June 2nd. The operator has added an additional morning and evening train service on Tuesdays, Wednesdays, and Thursdays for commuters in Buckinghamshire, which aims to relieve capacity on other morning services and provide more seats during the busiest times of the week.

The extra morning train will run from Princes Risborough and call at High Wycombe and Beaconsfield before reaching London Marylebone, with the extra evening journey from London Marylebone calling at High Wycombe and Princes Risborough.

This means that on Tuesdays, Wednesdays and Thursdays, an additional 380 seats each morning and evening will be provided to Buckinghamshire customers at the busiest time of day. The additional service is expected to reduce crowding at peak times and provide a beginning to end journey separate from Chiltern's Birmingham and Oxford commuter services.

The operator is constrained by how much additional capacity can be added due to the average age of the fleet – 30 years – which is now the oldest in the country. Chiltern is working hard to achieve its Right Route 2030 vision, working closely with the Department for Transport and other industry partners to secure a new capacity-boosting fleet of trains.

Andy Camp, Commercial & Customer Strategy Director at Chiltern Railways, said: "I know that this extra service for customers in Buckinghamshire will be well used, and will hopefully relieve some of the crowding issues that we have seen on the network during peak times in the middle of the week. It is a step in the right direction as we work hard with industry partners to increase capacity by renewing our fleet, which is now the oldest in the country.

On other parts of the route, there may be slight changes to train times, so please do check ahead on the Chiltern Railways website or app before travelling."

A small number of services will see times changing by a few minutes with the aim of improving overall punctuality and accommodating the extra peak-time service. Some stopping patterns will also be altered.

The 17:37 departure from London Marylebone to Birmingham will leave at 17:33 on Tuesdays, Wednesday and Thursdays, while the 17:45 departure from London Marylebone to Oxford will call at Beaconsfield, and not call at High Wycombe, on Tuesdays, Wednesdays and Thursdays. Customers should check ahead before they travel to see if their train times have changed from Sunday June 2nd.

Community-led refresh of Dorridge station unveiled

Chiltern Railways, in collaboration with community partners, has unveiled a refresh to the ticket hall at Dorridge station. The project, delivered with support from the Friends of Dorridge Station and Heart of England Community Rail Partnership (CRP) has included a full refurbishment of the ticket hall and the preservation of historic features, including parquet flooring from the 1930's.

To mark the occasion, a ribbon cutting event took place on Friday May 17th, with Meriden MP, Saqib Bhatti, Friends of Dorridge station and Heart of England CRP attending to celebrate the improved customer and community facilities. The project included the deep cleaning and repainting of the ticket hall, as well as the refurbishment of heritage features, ensuring that Dorridge station is fit for the future while preserving its history and original charms.

The refurbishment marks the third major project supported by the Friends of Dorridge station, a dedicated volunteer group who have also delivered upgrades to the waiting rooms at the station, as well as 'pick your own' herb beds and colourful planters across the station.

Julia Singleton-Tasker, Lead Community Rail Officer at Heart of England CRP said: "The Heart of England CRP is delighted to be able to contribute to the Community

Upgrade Project to the ticket office at Dorridge Station. Not only are the Friends of Dorridge preserving the history and the heritage of the station, but they're also demonstrating the incredible value of station adopters in engaging the local community with the railways.

"Stations are functional spaces but through the work of volunteer groups like the Friends of Dorridge Station, they are also spaces that can provide insights into our local history, opportunities to showcase art and craft, and provide that important first glimpse for visitors into the area they serve."

To celebrate these significant improvements to the station environment, Chiltern Railways has also submitted Dorridge to be a part of the Rail Delivery Group's annual 'World Cup of Stations'.

The contest, expected to take place in June, shines a spotlight on the variety of creative ways that stations are used, often with help from Community Rail volunteers who work tirelessly to improve stations for local residents, the environment, and the local economy. The completion of the station upgrade also coincides with Community Rail week, beginning Monday May 20th. Chiltern Railways support station adoption groups across the network, and provide funding through its Community Investment Fund for engagement projects

that have a positive impact both at Chiltern stations and across the communities it serves. Applications are currently open for the Community Investment Fund 2025, with grants of between £10,000 and £25,000 available for not-for-profit organisations. For more information on how to apply, organisations can visit www.chilternrailways.co.uk/sustainability/community.

Zach Bailey, Regional Growth Manager at Chiltern Railways said: "Chiltern is thrilled to have delivered this community refresh scheme alongside our partners at the Friends of Dorridge and Heart of England Community Rail Partnership. Through our community activity we strive to deliver social, economic,

and environmental benefits for local communities. The Friends of Dorridge deserve significant credit for their work over the past 15 years to make Dorridge an attractive, community led station."



Colas Rail

▶ Lucky with the working, but not with the weather. Class 70 804 powers through Arbroath in driving rain on May 23rd, working 6A65 05:55 Oxwellmains to Craignchess near Aberdeen.
Barry Longson

▶ The Carlisle to Chirk log train was diverted via Manchester on Bank Holiday Monday May 6th and is seen approaching Levenshulme behind Class 70 817 and 70 811, which was DIT.
Lee Stanford

▶ Harry Needle liveried Class 37 405 was used to work 6K38 10:05 Basford Hall Yard to Longport, seen departing Crewe up and down loop on May 10th.
Barry Longson



Colas Rail

▶ Class 70 815 is seen working hard at Coopies Lane in Morpeth on 6S31 Doncaster Up Decoy to Millerhill S.S. engineers train on May 8th.
Alan Sinclair

▶ Harry Needle's Class 37 405 found itself working the 15:24 Longport to Crewe Basford Hall on May 10th and is seen arriving at Crewe prior to running round its train.
Lee Stanford

▶ On May 6th, the log train from Carlisle to Chirk was headed by Class 70 817 and 70 811 and the train was being diverted from its usual route to run via Bolton, Oxford Rd., Stockport and the CLC line to Chester.
John Sloane



Colas Rail

On May 6th, Class 70 810 and 70 817 hauling the 6J37 Carlisle - Chirk pass Ashley.
Mark Enderby

On May 10th, Class 70 817 hauling the 6J37 Carlisle - Chirk is seen at Blackburn.
Mark Enderby

Class 70 802 passes the footbridge at Church Fenton on May 25th with 6S29 Hunslet to Oxwellmains cement empties.
Steve Chapman



Colas Rail

▶ Class 70 805 hurries through Swindon on the UML with 6M40 Westbury Down to Cliffe Hill Stud Sidings on May 10th. *Ken Mumford*

▶ Class 59 003 hauling the 6M50 Westbury to Bescot heads through Swindon on May 30th. *Colin Pidgeon*

▶ On May 3rd, Class 56 096, Network Rail's Class 153 385 (measurement vehicle) and 66 850 are seen stabled adjacent to the station at Eastleigh. *Michael Lynam*



Colas Rail

▶ For those of you who like such coincidences, consecutively numbered Class 70 802 and 70 803 followed each other about five minutes apart through Scunthorpe on April 30th. The former on 4Z20 Dewsbury-Barnetby Reception, with 21 JNAs, the latter working 6D43 Jarrow - Lindsey discharged tank cars. *Steve Thompson*

▶ On May 1st, unusual to see in the north west, Class 66 848 working the 6M43 oil train from Haverton Total Oil - Ribble Rail Preston, running 123 minutes late, passes Pleasington. *Michael Lynam*

▶ Class 56 113 approaches Farington Curve Junction with the Preston Dock to Haverton Hill discharged tank train on May 16th. *John Sloane*



Colas Rail

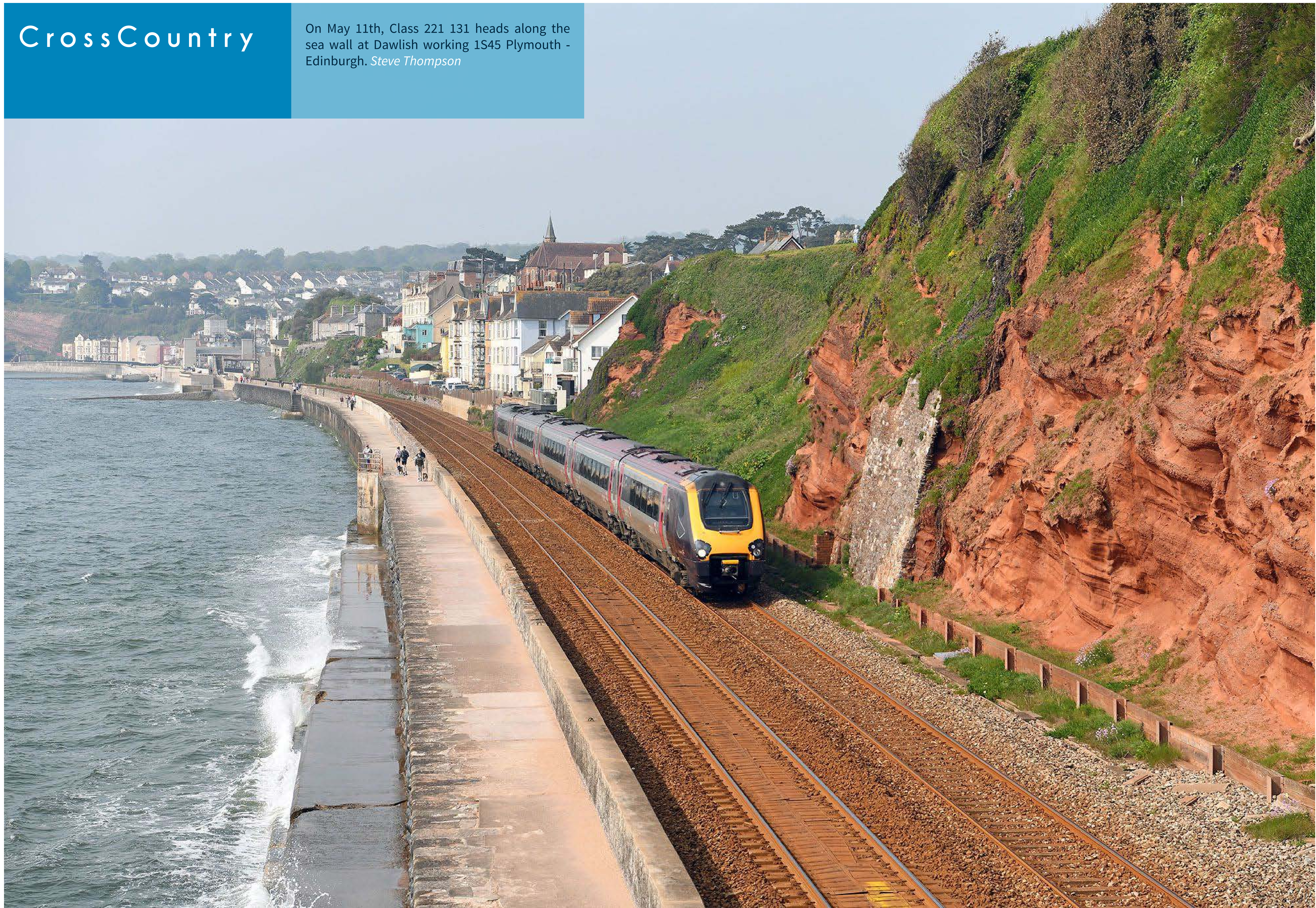
▶ On hire to Colas, on May 5th Class 70009 ambles through Scunthorpe on 6C82 conveying 8 MXA loaded with stone and spoil from Brocklesby Junction to Doncaster Up Decoy.
Steve Thompson

▼ On May 29th, Class 56 049 on the Haverton Hill to Preston bitumen train failed near Rishton and 56 113 was sent from Carlisle to rescue it. The pair are then seen at Lostock Hall on their eventual trip to Preston Dock after having caused considerable delays on the East Lancs line.
John Sloane



CrossCountry

On May 11th, Class 221 131 heads along the sea wall at Dawlish working 1S45 Plymouth - Edinburgh. *Steve Thompson*



DB Cargo

Due to a land slip near New Mills Central, some stone trains are being diverted via Stockport and dependant on destination, requiring a reversal at Guide Bridge, resulting in some top and tail workings. Here Class 66 084 leads sister 66 102 on 6H59 13:48 Ashburys to Dowlow past Davenport on May 1st. *Barry Longson*

Class 66 651 grinds through the cutting at Orrell at the head of the late running Wilton to Knowsley binliner on May 15th. *John Sloane*

Class 66 051 is seen at Hambleton South Junction on May 25th with 6D05 Lackenby to Scunthorpe steel empties. *Steve Chapman*



The low evening sun illuminates the side of 6H53 19:10 Ashburys to Dowlow, worked by Class 66 172 with 66 040 on the rear, seen at Stockport on May 10th. *Barry Longson*



On May 9th, Class 66 206 and GBRf's 66 710 await the loading of their respective trains in Dove Holes quarry.
Barry Longson



DB Cargo

▶ Class 66 156 slows for a single amber as it passes Davenport on May 1st, working 6H52 13:05 Dowlow to Ashburys. Class 66 172 was on the rear out of sight. *Barry Longson*

▶ On May 23rd, Class 66 651 heads through Warrington Bank Quay with 6E16 Knowsley to Wilton. *Mark Enderby*

▶ Re-gearred Class 66 651 powers into Orrell with the Wilton to Knowsley on May 13th. *John Sloane*



DB Cargo

▶ Until recently the preserve of Class 60s, 66 044 heads south through Moore with the Saturdays only 08:47 stone empties from Arpley Yard to Tunstead on May 11th. *Jeff Nicholls*

▶ Class 66 652 approaches Rainford with the Wilton to Knowsley empty binliner on May 29th. *John Sloane*

▶ Class 66 001 and 66 154 cross Dutton Viaduct on June 1st with a Dollands Moor - Ditton working. *Jeff Nicholls*



DB Cargo

▶ Class 66 056 passes Northenden on May 8th with 6H02 09:29 Warrington Arpley to Tunstead empty hoppers. *Barry Longson*

▶ Class 66 183 shunts the 6V15 Boston Sleaford Sidings to Swindon Stores at Swindon on May 30th. *Colin Pidgeon*

▶ Class 66 053 is seen at Kempsey with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on May 17th. *Keith Davies*



DB Cargo

▶ With its rake of four-wheelers, Class 66 053 looks a little retrospective as it passes Arcow Quarry with the Newbiggin - Tees Dock gypsum empties on May 1st. *Jeff Nicholls*

▶ On May 9th, displaying its credentials on the bodyside, Class 66 085 passes through Scunthorpe on 4R53 Drax - Immingham Biomass empties. *Steve Thompson*

▶ Recently re-gearred at Toton and re-painted in DB livery, Class 66 652 works past Castleton with 6M16 Wilton to Knowsley binliner on May 29th. *Russell Clarke*



DB Cargo

▶ A busy scene at Peak Forest on May 7th as Class 66 750 arrives from Wellingborough and regular shunting locos 66 200 and 66 205 are seen alongside. *Lee Stanford*

▶ On May 24th, a special visitor to Scunthorpe in the form of Class 66 651, the first DB class 66 conversion to lower-gearing. It is seen passing along E Line with a lengthy string of steel empties on 6D12 Lackenby - Ent C *Steve Thompson*

▶ On April 29th, Class 66 198 takes the north west to south curve at Knottingley on 4Z55 Milford - Belmont conveying 4 FIA/FCA pairs, which would reappear later as 4Z56 to Knottingley depot. *Steve Thompson*



DB Cargo

Following a landslide near New Mills Central several freight trains are being diverted, one of these is the 12:02 Dowlow to Ashburys which temporarily takes the old Midland route to Stockport to reach its destination. On May 17th, Class 66 172 is seen shortly after passing New Mills South Junction and taking its diversionary route. *Lee Stanford*

On May 10th, Class 66 060 looks smart in a new coat of paint as it heads 6042 11:31 Halewood to Southampton Eastern Docks Jaguar cars through Stafford. *Barry Longson*

Following a landslide near New Mills Central station several freights to and from Peak Forest were bring diverted, one such service was the 13:48 Ashburys to Dowlow which is seen passing Furness Vale on April 18th behind original liveried Class 66 028. *Lee Stanford*



DB Cargo

▶ Class 66 050 passes Northampton with 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. working on May 10th.

Derek Elston

▶ Class 66 134 passes Kempsey with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on May 15th. *Keith Davies*

▶ Class 66 182 is seen at Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on May 1st. *Keith Davies*



DB Cargo

▶ On May 10th, Class 66 150 is seen running light engine through Northampton as 0A06 13:32 Crewe T.M.D. (E) to Wembley H.S. *Derek Elston*

▼ Class 66 012 leads 6V92 10:32 Corby B.S.C. to Margam T.C. upgrade at Nuneaton on May 29th. *Derek Elston*



DC Rail Freight

An unusual working due to a heavier than normal load. Class 56 103 and hired 56 098 crossing Carr Mill Viaduct with 6D85 Ravenhead Sidings to Chaddesden Sidings on May 12th. *Brian Dobbs*



DC Rail Freight

▶ Class 60 046 'William Wilberforce' slows for the signal for the main line at Golbourne Junction, with the Sundays 6D85 17:52 Ravenhead to Chaddesden sand empties on May 19th.

Paul Senior

▶ Class 56 103 and 56 098 run light engine through Northampton with 0Z57 08:28 Chaddesden Sidings to Willesden DC Rail Sidings on May 16th. *Derek Elston*

▶ Class 56 103 and 56 098 pass Moore on May 12th working 6D89 Ravenhead - Derby empties.

Mark Enderby



DC Rail Freight

▶ Class 60 046 'William Wilberforce' crosses the Weaver Navigation at Dutton with 6Z90, Chaddesden Sidings to Ravenhead Sidings sand train on June 1st. *Brian Dobbs*

▶ Class 56 098 and 56 103 working the 6Z60 Willesden DC Rail to Merehead pass near Pewsey on May 17th. The pair were in charge of this working whilst the usual Class 60 was having its tyres turned. *Michael Bennett*

▶ Running some half an hour early, Class 56 098 and 56 103 take the slow line and power noisily through Golborne with sand for St. Helens on May 11th. *Jeff Nicholls*



Direct Rail Services

▶ Class 88 010 hauls the 4S44 12:05 Daventry to Coatbridge intermodal through Badger Bridge on May 18th. *Colin Kennington*

▶ Class 68 017 and 68 008 work the diverted 4Z27 Coatbridge to Daventry intermodal through Burn on May 25th. *Steve Chapman*

▶ Class 88 010 and 68 002 pass Hambleton West Junction on May 25th with the diverted 4Z43 Daventry to Mossend intermodal. *Steve Chapman*



Direct Rail Services

Class 68 002 and 68 018 pass Shipley Gate near Ilkeston working 4Z45 12:44 Daventry to Coatbridge on May 19th. *Mark Pichowicz*



Direct Rail Services

Class 88 005 and 68 008 are pictured in rural Northumberland at Felton Lane Crossing working diverted 4Z48 Mossend Euroterminal to Daventry DRS (Tesco) on May 12th.

Alan Sinclair

Class 66 126 hauling the 6K05 Carlisle - Crewe is seen at Clitheroe on May 10th. *Mark Enderby*

Class 68 018 'VIGILANT' speeds through Wigan North Western, with the very late running 4M27 05:32 Coatbridge to Daventry intermodal on May 30th. The working was delayed due to a derailment at Shap. *Paul Senior*



Direct Rail Services

On May 10th, Class 68 005 breaks the silence at Stafford, as it speeds north working 4S44 12:16 Daventry to Coatbridge intermodal.

Barry Longson

Class 66 432 passes Bayston Hill with 4V38 10:35 Daventry DRS (Tesco) - Wentloog FLT on May 18th. *Keith Davies*

Class 88 005 and 68 018 approach Church Fenton on May 25th with the diverted 4Z44 Daventry to Coatbridge intermodal.

Steve Chapman



Direct Rail Services

▶ Class 88 010 'AURORA', in the Refrigerated Rail Cool Move livery, passes Golbourne Junction, with 4S43 06:40 Daventry DRS (Tesco) to Mossend Euroterminal on June 1st.

Paul Senior

▶ Class 68 005 hurries the Daventry to Mossend 'Tesco' train through Boars Head cutting on May 11th. *John Sloane*

▶ On April 29th, Class 66 424 negotiates the curve at Knottingley on 6Z77 Doncaster Up Decoy - York Holgate with 15 IOA empties.

Steve Thompson



Direct Rail Services

On April 23rd, Class 66 426 is seen on the south to west chord at Knottingley on 6Z77 Doncaster Up Decoy - York Holgate Sidings.

Steve Thompson

Presumably due to the failure of Class 66 126, 66 031 leads 4M75 02:44 Tilbury 2 Container Terminal Fl to Daventry DRS (Tesco) through Northampton some 311 minutes late on May 16th. *Derek Elston*

Unbranded Class 68 029 eases through Northampton light engine an hour early running as 0H70, the 11:03 Crewe Gresty Bridge (DRS) to Wolverton Centre Sidings on May 7th.

Derek Elston



Direct Rail Services

▶ Class 68 018 passes Bradley at the head of the 4M27 intermodal from Mossend to Daventry on May 30th. *John Sloane*

▶ On May 23rd, Class 66 430 passes Charnock Richard with a Shap to Crewe stone train. *John Sloane*

▶ Class 68 006 and 68 007 pass Coppull Moor with a Sellafield to Crewe flask train on May 20th. *John Sloane*



East Midlands Railway

▶ Class 158 785 and 158 777 pass Heaton Norris Junction on May 2nd, while working the 09:55 Norwich to Liverpool Lime Street service.

Barry Longson

▶ Class 222 104 calls at Leicester on May 4th with a London St. Pancras to Nottingham service.

Richard Hargreaves

▶ Class 360 114 stands at Bletchley awaiting it's tow to Northampton for maintenance as the consist of 5B60, the 12:51 Kettering Stabling Sidings to Northampton EMD on May 10th.

Derek Elston



East Midlands Railway

On Bank Holiday Monday May 6th, EMR provided Class 170 205 and 170 416 in six car formation, to work the 09:57 Liverpool to Norwich service, seen passing Davenport. *Barry Longson*



Freightliner

Consecutively numbered Class 90 014 and 90 015 have charge of 4M63 09:12 Felixstowe North to Trafford Park, seen at Rugeley Trent Valley on May 10th. *Barry Longson*

Class 90 009 and 90 047 approach Coppull Hall with the 4M80 intermodal from Coatbridge to Crewe on May 15th. *John Sloane*

Class 70 015 approaches Nuneaton half an hour late with 4O14 06:41 Crewe Basford Hall S.S.M. to Southampton M.C.T. on May 29th. *Derek Elston*



Freightliner

▶ Class 66 509 heads through Rugeley TV on May 10th, working 4L92 13:06 Ditton to Felixstowe North liner. *Barry Longson*

▶ Class 66 540 is pictured at Hambleton South Junction on May 25th with the diverted 4S49 Daventry to Grangemouth liner. *Steve Chapman*

▶ Class 59 103 with the 6A77 Merehead to Theale is seen on Crofton curve on May 9th. *Michael Bennett*



Freightliner

▲ A multicoloured working on May 10th saw Class 66 557 lead 66 176 and 66 084 on 6K50 the 15:12 Toton to Basford Hall engineers train, seen passing Rugeley Trent Valley.

Barry Longson

▲ Class 66 418 and 66 522 pass Upton Forge on May 6th with 6Y53 10:05 Liverpool South Parkway - Bescot Up Engineers Sidings.

Keith Davies

▲ Class 66 520 working 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal empties heads through Northampton on May 24th.

Derek Elston





Freightliner

On a sunny April 30th, Class 70 003 passes Mount Pleasant Crossing, Southampton with 09:23 Crewe - Southampton Maritime liner.
John Goodrich

Class 70 006 approaches Northampton on May 24th working 4038 09:52 Lawley Street F.L.T. to Southampton M.C.T.
Derek Elston

Class 90 044 pilots 90 049 through Northampton with 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on May 7th.
Derek Elston



Freightliner

On a sunny afternoon, Class 66 617 approaches the site of Chapel en le Frith South with the 09:57 Banbury to Tunstead empty hoppers.

Lee Stanford

Class 66 614 '1916 Poppy 2016' passes 730 218 as it heads south at Nuneaton with 6B71 07:19 Tunstead Sidings to Northampton Castle Yard aggregates on May 29th.

Derek Elston

Class 90 014 'Over The Rainbow' and 90 015 rattle through Bletchley working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on May 10th.

Derek Elston





FREIGHTLINER CONTINUE TO PUSH FOR GOVERNMENT SUPPORT IN ORDER TO ACHIEVE AND SURPASS NEW RAIL FREIGHT TARGET

In December 2023, the government announced the first ever rail freight growth target across Great Britain. The target to grow volumes moved by rail by at least 75% by 2050 is an important statement of intent from Government and exceeding this target will be essential for the UK to meet its decarbonisation obligations. Continued private sector investment from the freight operators and their customers will be essential to deliver this growth and we are calling on Government to introduce the policies that will support this investment and drive modal shift to rail.

These policies include:

- Halving the track access charges that freight pay to run trains on the network.

- Doubling the modal shift grant that businesses can access to support using rail where the costs are higher than road.

Continuing to invest in the rail network to ensure that there is sufficient capacity on busy rail corridors to enable more freight trains to be timetabled.

“It is a positive commitment that the Government have set the first ever target for rail freight, but this now needs to be supported by positive policies that will enable modal shift. Policies that address the cost gap between road and rail and ensure sufficient capacity for freight services to run on the network are necessary to provide confidence to the private sector to continue to make the significant investment within the rail freight industry that will deliver the growth.” Tim Shoveller, Freightliner, CEO

The economic and environmental benefits of moving freight by rail are substantial and Freightliner continues to work with customers and suppliers to deliver the solutions that support modal shift. DP World, the

multinational logistics company based in Dubai, has introduced an industry-leading scheme to promote the use of rail. The DP World Modal Shift Programme, introduced in September 2023, aims to increase the proportion of containers that are moved inland by rail from the Port of Southampton to 40%, the equivalent of removing 14,000 HGVs of the roads annually.

John Trenchard, VP Commercial & Supply Chain at DP World said, “In the first 6 months of the Modal Shift Programme trial at our Southampton logistics hub, the share of freight units being moved by rail instead of road has increased by two thirds – from 21% to 35%. The success of the trial so far is proof that rail can be effectively utilised to achieve lower carbon international supply chains that better serve the UK economy and environment.”

While rail is the greenest way of moving freight around the UK, there is scope for rail to do even more in supporting our net zero obligations. Some of our neighbours from around Europe have shown how policies that support the economics can make a real difference. In Germany for instance, where a far greater proportion of its rail network is electrified, electricity rates have been capped for rail freight enabling electric freight trains to run economically and competitively.

“Freightliner wants to further extend rail’s environmental credentials and increase the amount of electric freight services that we run. We are calling on the government to commit to fill in some of these small gaps on the network that currently prevent us from increasing our use of electric freight trains and support the industry in using alternative fuels for the parts of the network that are not electrified.” Louise Ward, Freightliner, Safety & Sustainability Director

▶ Class 70 020 passes Trowell Junction working 4090 06:06 Leeds to Southampton, May 11th.
Mark Pichowicz

▶ Class 66 606 working 6A61 Whatley to West Drayton is seen near Woodbrough on May 1st.
Michael Bennett

▶ Class 66 556 creeps up to the stop signal with 4L33 Wentloog to London Gateway at Swindon on May 23rd.
Ken Mumford



Freightliner

On May 9th, Class 66 510 hauling the 6V08 Oxford Banbury Road to Whatley is seen at Crofton. *Michael Bennett*

Class 66 506 is seen at Walcot on June 2nd with the 6G70 09:00 Harlescott - Bescot after weekend engineering work on the Shrewsbury - Crewe line. *Phil Martin*

Class 66 515 with 4L33 Wentloog to London Gateway heads through Swindon on May 10th. *Ken Mumford*



Freightliner

On May 8th, another FL export to Poland, this time Class 66 599 being dragged by 66 597 on OD64 Midland Road - Immingham Nordic Terminal, seen here getting a sunny send off from Sunny Scunny!. *Steve Thompson*

Class 66 544 runs through Northampton with 4L44 06:15 Trafford Park F.L.T. to London Gateway liner on May 24th. *Derek Elston*

To gain access to the Northenden waste terminal trains coming from the west have to reverse past the 140 year old Northenden Junction signal box and then run a short distance wrong line into the terminal. On May 6th, Class 66 566 is seen undertaking this manoeuvre with the 13:39 from Runcorn Folly Lane. *Lee Stanford*



Freightliner

▶ On May 9th, Class 66 419 on the 6V40 Acton Main Line to Merehead rounds Crofton Curve.
Michael Bennett

▶ On June 4th, the 4L36 Wentloog to Felixstowe liner heads through Swindon hauled by Class 66 957 'Stephenson Locomotive Society 1909 - 2009'.
Ken Mumford

▶ On May 10th, Class 66 562 hauls the 6V53 Oxford (Banbury Road) to East Usk Yard through Swindon, running 18 minutes early.
Ken Mumford



Freightliner

▶ Class 66 619 leads 6H43 02:12 Brindle Heath to Tunstead towards Manchester Piccadilly on May 21st. This service had been diverted away from its normal route due to the landslip near New Mills. *Barry Longson*

▶ Class 66 601 'The Hope Valley' stands in platform 5 at Northampton as it runs round a very early departing 6H50 13:53 Northampton Castle Yard to Tunstead Sidings on May 25th. *Derek Elston*

▶ Class 70015 leads the 4038 09:52 Lawley Street F.L.T. to Southampton M.C.T. through a soggy and damp Northampton on May 16th. *Derek Elston*



Freightliner

▶ Class 66 504 is seen at Walcot with the 6Y44 08:43 Harlescott - Bescot engineers on June 2nd. *Phil Martin*

▶ Class 66 556 leads 4L46, the 11:48 Lawley Street F.L.T. to London Gateway liner through Northampton on May 16th. *Derek Elston*

▶ Power Haul liveried Class 66 504 and 66 414 working 4L44 06:15 Trafford Park F.L.T. to London Gateway head through Northampton on May 23rd. *Derek Elston*



On May 1st, Class 66 770 heads towards Davenport, while working 6H58 16:37 Hope Street to Peak Forest. *Barry Longson*

The morning 6D74 engineers train from Doncaster to Scunthorpe continues to be a regular source of GBRf Class 69s and May 24th was no exception, Class 69 003 is seen passing through Scunthorpe station on the return 6D75 Ent C - Up Decoy loaded RDT. *Steve Thompson*

Class 66 745 had been held in the loop at Broughton, so it is working hard through Badger Bridge to get the the Hams Hall to Mossend intermodal back up to line speed on May 18th. *Colin Kennington*



▶ Class 69 009 'Western Consort' crawls through Northampton as takes 360 114 for servicing at Northampton EMD, running as 5B60 12:51 Kettering Stabling Sidings to Northampton EMD on May 10th. *Derek Elston*

▶ Running 60 minutes late, the 12:03 Doncaster to Liverpool empty Biomass hoppers passes Navigation Road on June 2nd behind Class 66 782 on what is believed to be its first appearance on these workings. *Lee Stanford*

▶ On May 2nd, Class 66 726 has charge of 6E10 11:00 Liverpool to Drax Biomass, seen slowing to cross the junction at Heaton Norris. *Barry Longson*



With the lineside shrubs in full bloom, Class 66 755 is seen arriving into Peak Forest on May 9th, working 4H61 10:35 Small Heath to Hindlow empty box wagons. *Barry Longson*

Still carrying the colours of Ukraine, Class 66 708 leads 4M22 10:26 Felixstowe North to Trafford Park through Rugeley Trent Valley on May 10th. *Barry Longson*

With a friendly toot and wave from the driver, Class 66 745 speeds through Wigan North Western, with 4S57 10:58 Hams Hall to Mossend intermodal on May 9th. *Paul Senior*



▶ The Immingham - Ratcliffe PS coal trains continue for the time being. On May 24th, Class 66 783 providing the power for 6M61 with 24 loaded HTAs. *Steve Thompson*

▶ On an overcast May 8th, Class 60047 has charge of 6E0907:26 Liverpool BT to Drax, seen passing Northenden. *Barry Longson*

▶ Class 66 703's train is all loaded and ready for the off from Arcow Quarry heading to Pendleton with a stone train on May 1st. *Jeff Nicholls*



▶ Class 66 720 passes Potters Lock at Ilkeston working 6G35 07:45 Trowell Jct. to Toton North Yard on May 5th. *Mark Pichowicz*

▶ Rumours abound regarding the Class 60s coming off the Liverpool to Drax Biomass workings. Here Class 60 076 is seen at Heaton Norris Junction in charge of 6E10 on May 11th. *Barry Longson*

▶ On May 10th, Class 60 047 hauls the 6F69 through Clitheroe. *Mark Enderby*



▶ Class 47 749 passes Stanton Gate with 5Z69 13:14 Doncaster Wabtec to Leicester LIP, on May 6th. *Mark Pichowicz*

▶ Class 60 047 passes Bradley hauling a Ribblehead to Tuebrook aggregate train on May 3rd. *John Sloane*

▶ Class 57 306 passes Worksop East box on May 29th with two Class 379 units, while working 5Q78 from Hornsey to Worksop. *Steve Chapman*



▶ On May 13th, Class 60 056 is seen at Jubilee Estate Bridge in Ashington on 6N87 13:29 Lynemouth Power Station (GBRf) to Tyne Coal Terminal GBRf. The very heavy lineside vegetation has recently been cleared while the signal box at North Seaton was demolished. 60 021 was the loco on the rear. *Alan Sinclair*

▶ Class 57 306 makes it's first appearance at Northampton on 5B60, the 12:51 Kettering Stabling Sidings to Northampton EMD unit transfer with 360 108 in tow on May 24th. *Derek Elston*

▶ Class 66 789 'British Rail 1948 - 1997' passes South Kenton with 4M08 04:35 Felixstowe North GBRf to Birch Coppice GBRf on May 1st. *Derek Elston*



Class 66 773 and 66 711 are seen approaching Freemans Crossing on May 15th with 6N79 Hexthorpe Yard (GBRf) to North Blyth GBRf with wagons for scrapping at the site of the old North Blyth Coal Terminal. *Alan Sinclair*

Class 66 789 'British Rail 1948-1997' passes Nuneaton platform 7 as it climbs ready to cross the West Coast main line on May 19th. *Derek Elston*

Class 66 764 and 66 748 pass Preston Boats with the 6G71 10:55 Harlescott - Bescot on June 2nd. *Phil Martin*



▶ Class 66 796 'The Green Progressor' leads 6055, the 14:40 Daventry GBRf to Dollands Moor Sidings empties through a sunny Northampton on May 10th. *Derek Elston*

▶ Class 60 095 is pictured passing the site of Woodhorn Museum on 6N86, Tyne Coal Terminal GBRf to Lynemouth power station on April 23rd. Class 60 085 was the loco on the rear. *Alan Sinclair*

▶ Class 66 752 'The Hoosier State' heads through Northampton with 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf on May 16th. *Derek Elston*



Despite all the greenery this is the main line from Manchester to Leeds and on May 5th, Class 66 726 is seen approaching Heyrod village working the 11:35 Liverpool to Drax Biomass service. *Lee Stanford*

On May 11th, Class 66 719 and 66 757 are seen sat in Truro Yard with 3Q98 between Weedkilling duties. *Barry Beeston*

Class 66 766 'Gail Richardson' is seen passing Northampton with 4M4712:18 London Gateway GBRf to Hams Hall GBRf on May 11th. *Derek Elston*



On April 23rd, Class 69 002, is seen passing the south side of Scunthorpe station towards E Line, with an empty RDT in tow.

Steve Thompson

On May 29th, Class 69 009 'Western Consort' rests at Stockport with 0Z09 Crewe to Crewe route learner which arrives from Doncaster each day and returns. *Russell Clarke*

The colourful Class 69s are quite regular performers on the daily engineers' workings between Scunthorpe and Doncaster. On April 18th, Class 69 005 works 'wrong line' through Scunthorpe station on 6D74 Belmont - Ent C, hauling the usual empty RDT set.

Steve Thompson





GB RAILFREIGHT HONOURS CLASS 73 LOCOMOTIVE 73 128 FOR KENT & EAST SUSSEX RAILWAY'S 50TH ANNIVERSARY

On the eve of the Kent & East Sussex Railway (K&ESR) 50th Anniversary Gala weekend, GB Railfreight (GBRf) renamed class 73 locomotive 73 128 "Kent & East Sussex Railway: 50 Years of Heritage 1974 -2024" in honour of the railway's 50th Anniversary and the start of work to extend the line to Robertsbridge.

The Class 73/1 Electro-Diesel locomotive was revealed in a stunning new livery, developed in collaboration with GBRf and railway heritage experts. This has been designed to replicate a sister locomotive 73 126 which was named 'Kent & East Sussex Railway' back in 1991 to celebrate the extension of the heritage railway to Northiam as well as the intention to one day reconnect to Robertsbridge and the national rail network. Unfortunately, locomotive 73 126 is no longer in existence, so, as a fitting tribute to the start of RVR work on the line extension as well as

the 50th Anniversary of the re-opening of the K&ESR, GB Railfreight agreed for 73 128 to be used, recognising both the past, present and future of the much-loved heritage line.

The naming ceremony was performed by John Smith, Chief Executive Officer of GBRf. Alongside him were the former Minister of State for Rail Huw Merriman, members of the K&ESR Board, three former directors of Network South East - Chris Green, Geoff Mee and Alan C Baker - who were involved in the original naming in '91, and Steve White, the current Director of Southeastern which has been collaborating with RVR and K&ESR for the Gala.

The initial idea for the loco naming came from a GBRf Train Manager and life-long K&ESR volunteer fireman Chris Stuchbury who remembered the significance of

the previous naming.

He convinced GBRf, K&ESR and RVR that this would be a fitting tribute to the past, present and future and then helped to develop the concept, working closely with everyone to bring the idea to fruition.



▶ Basking in the early-morning sunshine (it didn't last) on April 30th, Class 69 006 works wrong line through Scunthorpe station on 6D74 Doncaster Belmont - Frodingham Trent Yard, conveying an empty RDT set.
Steve Thompson

▶ On April 23rd, Class 60 096 passes through Knottingley station on 6M09 Drax - Liverpool empty Biomass. *Steve Thompson*

▶ Class 66 302 working the 6E24 Liverpool BT - Drax Biomass passes Moore on May 12th.
Mark Enderby



▶ Class 69 009 'Western Consort' heads through Northampton returning 360 105 to EMR after servicing at Northampton as 5F60 16:18 Northampton EMD to Kettering Stabling Sidings on May 11th. *Derek Elston*

▶ Class 66 741 'Swanage Railway' waits at Leamington Spa on May 23rd, for the Chiltern service to depart the platform. *Allison Twycross*

▶ On April 25th, Class 69 002 hauling the 6D75 Trent Yard - Up Decoy is seen passing by the site of West Yard on the outward line, hauling a part-loaded RDT set. *Steve Thompson*



With its bell looking decidedly tarnished, Class 66 779 passes Scunthorpe on May 9th on 6D21 Roxby - Down Decoy, via a run round at Barnetby. These trains are quite irregular nowadays, a far cry from the three trains a day which used to run. *Steve Thompson*

Class 66 309 heads through Wellingborough working 6F93 11:22 Churchyard Castle Cement to Ketton Ward Siding GBRf on May 9th. *Derek Elston*

On May 9th, still in undercoat, Class 69 010 is seen struggling up the gradient towards Scunthorpe station on 6D75 Ent C - Up Decoy. There was plenty of effort but apparently not a lot of power, the loaded RDT set shouldn't have presented any problem under normal circumstances. *Steve Thompson*



GBRf

On April 29th, forging through the station at Knottingley was Class 60 021 on 6E10 Liverpool Biomass Terminal - Drax with loaded IIAs.
Steve Thompson

Class 66 738 'Huddersfield Town' working 4L13 11:11 Hams Hall GBRf to Felixstowe South GBRf passes Nuneaton on May 29th.
Derek Elston

On June 1st, Class 66 758 passes Winwick with a Liverpool BT to Drax Biomass.
Mark Enderby



Greater Anglia

Running 30 minutes late, new Abellio Greater Anglia unit Class 720 142 is caught at Northampton working test run 5Q27 08:52 Willesden T.M.D to Rugby Udt Signal Rn4184. *Derek Elston*



Great Western Railway

▶ Class 166 128 passes Little Bedwyn with the 2T27 from Newbury to Great Bedwyn on May 21st. *Michael Bennett*

▶ Class 387 162 and 387 154 arrive on platform 3 at Swindon on May 7th working 1L13 Cardiff to London Paddington service. This service was scheduled to be an IET. *Ken Mumford*

▶ Power car No. 43188 working 2P15 12:50 Penzance - Plymouth with 43189 on the rear, approach Burngullow Junction on May 14th. *Barry Beeston*



Great Western Railway

▶ Power car No. 43098 working 2C65 10:42 Plymouth - Penzance with 43156 on the rear pass through Trerulefoot on May 10th.
Barry Beeston

▶ Class 150 266 working 2N13 19:22 Newquay - Par is seen on the approach to Roche on May 14th.
Barry Beeston

▶ Power car No. 43004 working 2C02 06:38 Plymouth - Penzance with 43198 on the rear wait time in St. Austell, whilst Class 800 003 departs off into the distance with 2U12 06:40 Penzance - Cardiff Central on May 20th.
Barry Beeston



Great Western Railway

▶ Power car No. 43156 working 2N04 13:30 Par - Newquay with 43098 on the rear, passes over Goss Moor on May 12th. *Barry Beeston*

▼ Power car No. 43156 working 2P17 13:50 Penzance - Plymouth with 43098 on the rear, approaches Par on May 14th. *Barry Beeston*



Great Western Railway

▶ Power car No. 43188 working 2P08 08:50
Penzance - Plymouth with 43189 on the rear,
pass over Clinnick Viaduct on May 10th.

Barry Beeston

▶ Power car No. 43098 working 2N03 10:58
Newquay - Par with 43156 on the rear approach
Coswarth level crossing on May 12th.

Barry Beeston

▶ Power car No. 43098 working 2C36 18:30
Plymouth - Penzance with 43156 on the rear
pass through Scorrier on May 20th.

Barry Beeston



Great Western Railway

▶ Class 166 211 negotiates the speed restricted curve on the Netley line at St. Denys as it passes the station working 11:23 Portsmouth Harbour - Cardiff on a sunny May 20th. *John Goodrich*

▶ On May 11th, Class 166 201 departs Dawlish working 2F14 Paignton - Exmouth service. *Steve Thompson*

▶ On May 19th, Class 150 266 is seen at Okehampton. *David Lindsay*





LNER AND PARTNERS PROVIDE PERFECT BLEND TO IMPROVED PERFORMANCE

Rail industry experts have taken to the tracks to experience an LNER journey from a customer's perspective as part of partnership work to improve performance. Senior leaders, infrastructure experts, engineers, and operations specialists from the East Coast Partnership boarded a 09:00 LNER service between Edinburgh Waverley and London King's Cross for the networking event known as the Coffee Cup Run. While travelling at 125 mph along the East Coast route, the teams from Network Rail, LNER, Hitachi Rail and Northern Trains assess the journey and identify potential issues which may impact performance, reliability, and safety. Once identified, the cross-industry group then works collaboratively to develop and deliver solutions. More than a dozen improvements were identified and actioned after last year's journey.

The annual Coffee Cup Run is a revival of an earlier concept, also on the East Coast Route, to simply place a cup of coffee on a train table and see how much the cup moves, or the coffee spills, which provides engineers with a basic indication of track quality. Key decision makers from across the industry then work together to share plans, best practice, and ways of further enhancing performance.

Things are a bit more sophisticated these days however - throughout the journey, engineers onboard use cutting edge on-train monitoring systems and information livestreamed from the train's forward facing and pantograph CCTV cameras to identify issues which could affect ride quality and safety. The information, along with ideas generated on the day, are then acted upon.

Areas for focus this year include infrastructure issues, including overhead lines, cable theft and the impact weather can have on services. The teams will also look at how technology could play a further role in helping to improve performance.

John Grainger, Joint Head of Performance for the East Coast Partnership, said, "We've taken an innovative approach to the issue of collaboration and engagement with the aim of improving performance on the East Coast route. By bringing together experts from different organisations, we're helping to forge new relationships and, importantly, our teams get to see at first-hand how their actions can have a direct impact on the customer's journey experience. We believe the Coffee Cup Run sets the standard for future industry collaboration and that

initiatives such as this will be invaluable to ensuring we deliver the high-performing, customer-focused railway of the future."

Paul Rutter, Route Director for Network Rail's East Coast route, said: "These initiatives are vital, allowing us to work effectively with colleagues across the industry to find ways to improve our rail network so that we can deliver better journeys for our passengers. The Coffee Cup Run is a unique event in cross-industry collaboration and recent iterations have already brought about positive change to our railway, such as improvements to ride quality at Colton Junction near York. We look forward to continuing to work with our partners on this event and finding ways to deliver more reliable, smoother journeys for our passengers."

Take a virtual look at the transformed Darlington Station

LNER has unveiled a virtual video showing how Darlington Station will look following a multi-million-pound transformation. Darlington Station's £140m overhaul will include two new platforms on the eastern side of the station, a new multi-storey car park for more than 650 cars and a transport interchange and gateway entrance connected to Central Park.

The redevelopment is being delivered in partnership by the Tees Valley Mayor and Combined Authority, LNER, Network Rail and Darlington Borough Council.

Steve Wilson, Head of Stations at LNER, said: "We're delighted to be able to share this virtual video commissioned by LNER which demonstrates how the project will give Darlington a station it can be proud of. It's particularly fitting that the work being carried out to transform Darlington Station is due to complete towards the end of 2025, when a nationwide celebration is taking place to mark 200 years since the opening of the Stockton and Darlington Railway in 1825 – a journey that truly changed the world."

Tees Valley Mayor Ben Houchen said: "It's high time Darlington had a modern gateway deserving of its rising status and we've led the way in getting this project built. This flythrough shows just how big the overhaul is – and how we're honouring the existing station with a vibrant entrance hall and two crucial new platforms."

We're creating thousands of new job opportunities in the town and across the wider region, and this work is vital to cut journey times, ensure we get more services both here and further afield, and improve access to these jobs."

Stuart Calvert, Capital Delivery director for Network Rail's Eastern region, said: "It's really exciting to see this new fly-through animation which shows the scale of our multi-million-pound project to transform Darlington station for passengers. Our engineers are well underway with work on the platforms and our track upgrades are due to start in the coming months. The virtual video gives a real sense of what will be a once-in-a-generation station redevelopment."

Councillor Stephen Harker, Leader of Darlington Borough Council, said: "This video shows the impressive results of the extensive work that is ongoing at the station. I am sure residents are as excited as me to see the finished station and to join in the 200 year celebrations of the Stockton and Darlington railway in 2025."



LNER AZUMA TRAINS CIRCLE THE EARTH 2,000 TIMES IN FIVE YEARS

LNER is proud to celebrate five years since its world-class Azuma trains entered service across its East Coast route between the Scottish Highlands, Yorkshire and London King's Cross.

Azuma services launched on May 15th 2019 with the inaugural journey from London King's Cross to Leeds. Since then, tens of millions of customers have travelled on the trains which continue to set new, higher standards in comfort, reliability and customer experience. During the five years, LNER's fleet of 65 Azuma trains have clocked up more than 58-million miles – equivalent to travelling the circumference of Earth over 2,000 times.

LNER's annual carbon emissions from its train services have reduced by over half - 51 per cent, while annual diesel consumption has reduced by more than 25 million litres – an 84 per cent reduction.

LNER has introduced several named liveried trains to the fleet. The first, named 'Century', celebrates LNER's people and pioneering approach, marking the centenary of the LNER brand in 2023. 'Century' was soon joined by 'Together' celebrating LNER's support of Pride activities on its route, and 'You Belong' which marked the train operator's five-year partnership with suicide prevention charity Campaign Against Living Miserably (CALM).

The latest named train 'Eleanor', inspired by LNER's new advertising campaign and mascot, launched earlier this year. All the special liveried trains are proving popular, capturing the attention of customers - young and old - as they travel the route.

Linda Wain, Engineering Director at LNER, said: "The launch of Azuma five years ago was a monumental milestone for LNER, and a monumental moment for rail travel and rail engineering. Our Azuma trains are one of the most sustainable ways to travel. We are proud to have taken tens of millions of passengers to their destinations over the last five years. Whether their journey is for business, a trip to see friends and family,

a holiday, or a day trip to remember, we help connect our towns, cities, and communities."

"We continue to work closely with our maintainer, Hitachi Rail, to ensure our customers enjoy the best possible experience while travelling onboard."



Saving Salmon In Scotland's Rivers

Ecosystems and communities in and around the River Findhorn in the Scottish Highlands have welcomed funding from LNER's Customer and Community Investment Fund, which is helping to restore the natural habitat and protect salmon.

The Findhorn, Nairn and Lossie Rivers Trust looks after all three rivers. Experts monitoring the Findhorn have seen salmon numbers decline in recent times and they believe rising water temperatures may be a factor due to climate change.

Through its flagship project the 'Findhorn Watershed Initiative', the Trust is developing more native woodland along the riverbanks to help shade the water during the

summertime in the hope it lowers the temperatures. With funding from LNER, the team have put in place a range of monitoring systems to gather ecological data. They have carried out fish and invertebrate surveys and installed river temperature loggers, providing them with information so they can monitor progress and improvements over time. The team have also been working with the local community, training volunteers to help protect the river for future generations. Building upon the understanding that nature recovery is as much about people's connection with nature as it is about hands-on restoration work, the Findhorn Watershed Initiative's community engagement programme brought local people of all ages together to connect to

and learn about the river, its cultural heritage, wildlife, and landscapes. As part of the project, they explored the lost nature-related Gaelic placenames, songs and stories, providing a glimpse into the flora and fauna once more prevalent along the river, how its ecosystems have changed over time, and how they might best be restored in the future.

Bob Laughton, Director at the Findhorn, Nairn and Lossie Rivers Trust said: "LNER's support over the past 12 months has been invaluable. During that time we've developed an important body of ecological and cultural baseline data and information which will help us target our work with the Findhorn Watershed Initiative to

maximise positive impact for the landscapes, wildlife and communities of the upper River Findhorn catchment area into the future."

Rachael Wilson, Community Investment Manager at LNER, said: "As a long-distance rail operator, we continue to play our part in creating a greener future and we are delighted to be supporting the Findhorn, Nairn, and Lossie Rivers Trust in their work to protect the Findhorn for generations to come. The project not only inspires people in the local community to come together but also to connect with nature and the area's heritage, all in addition to the benefits for the environment and wildlife."

Lumo

Class 803 003 awaits departure time at Edinburgh on May 22nd, ready to work the 16:13 to London King's Cross. *Barry Longson*



Network Rail

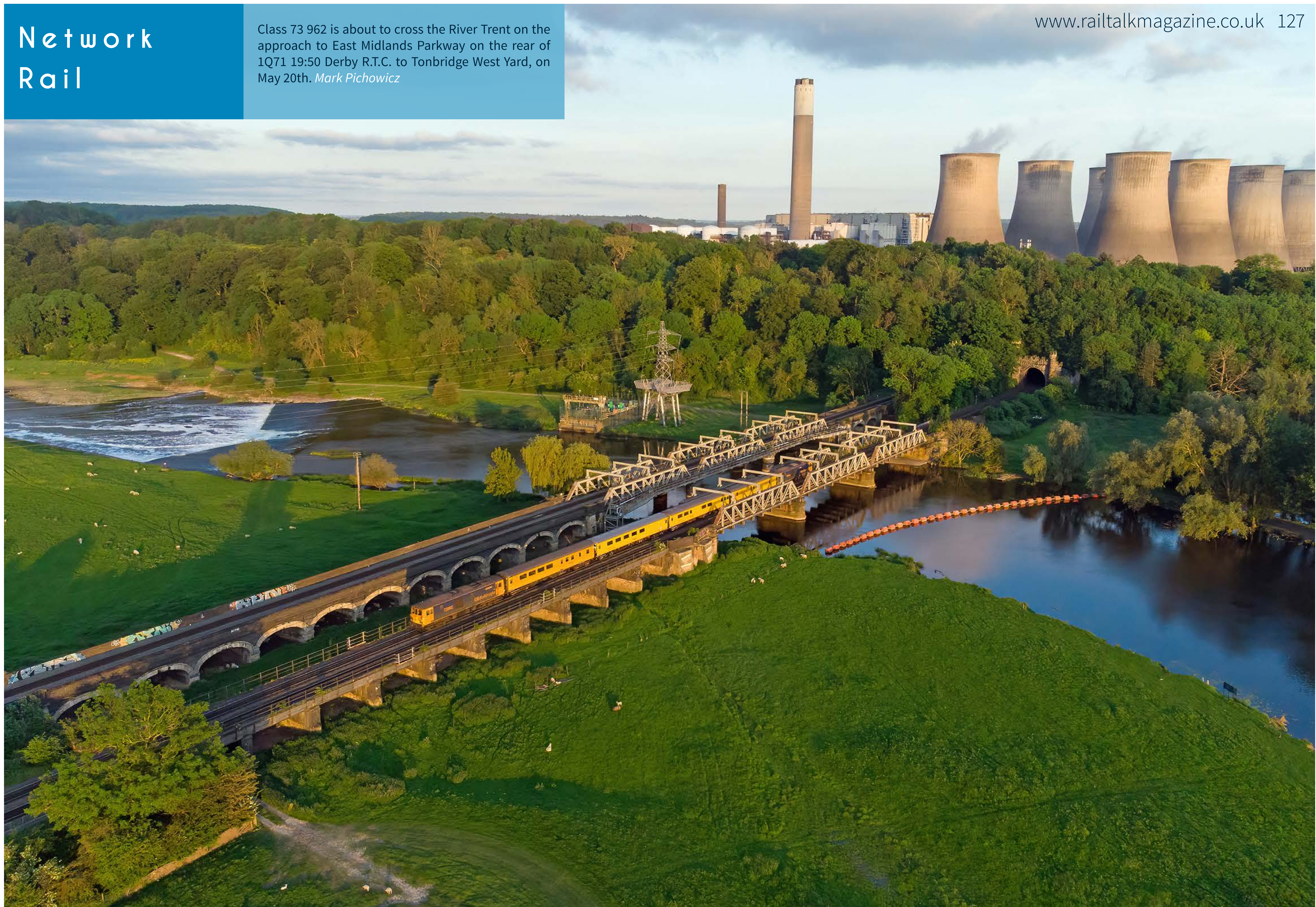
▶ The hawthorn is in full blossom at Winwick as power car No. 43272 leads 43277 on a Derby RTC - Carlisle via the Cumbrian Coast Network Rail working on May 7th. *Jeff Nicholls*

▶ Class 97 302 and 37 254 are seen on Hencote Bank with 3Q15 18:23 Coleham LMD - Coleham LMD on May 7th. *Keith Davies*

▶ Class 37 610 and 37 612 top'n'tail the 1Q41 at Stonyford Lane, Cuddington on May 6th. *Mark Enderby*



Class 73 962 is about to cross the River Trent on the approach to East Midlands Parkway on the rear of 1Q71 19:50 Derby R.T.C. to Tonbridge West Yard, on May 20th. *Mark Pichowicz*



Network Rail

▶ Class 97 304 and 37 405 pass Kempseye with 6C41 21:28 Bescot Up Engineers Sidings - Bescot Up Engineers Sidings on May 1st.
Keith Davies

▶ On April 29th, Harry Needle liveried Class 37 607 leads 1Q60 round the curve heading from Derby RTC to Gascoigne Wood. Class 37 219 was on the rear. *Steve Thompson*

▶ On May 23rd, power car No. 43274 leads the 1Z23 Bristol (Kingsland Road) to Derby (Network Rail) past Stratton Road, Swindon .
Ken Mumford



Rail Adventure

Having negotiated the Nuneaton flyover, the scruffiest HST power cars on the network, Nos. 43467 and 43423 pass with 6Z75 07:40 Kings Norton On Track Plant Depot to Northampton Tc Up Sidings on May 29th. *Derek Elston*

Scruffy but still functional, Rail Adventure power cars Nos. 43423 and 43467 lead 6Q77, the 13:30 Wembley Receptions 1-7 to Walton Old Jct. M.S.C. Sidings into Nuneaton with 777 033 and 777 047 in tow on May 29th. *Derek Elston*



Rail Operations Group

▶ Class 37 800 heads through Leicester on May 4th with an Old Oak Common to Derby light engine move. *Richard Hargreaves*

▶ Class 93 001 passes Shireoaks on May 29th with 0Q26 Sheffield to Worksop test run. *Steve Chapman*

▶ A different view of Class 93 001 at Sheffield on May 31st as it waits to depart with the 15:08 test run to Worksop Down Yard. *Lee Stanford*



Rail Operations Group

▶ Class 93 001 has started main line testing under its own power. Here the new loco has detached from 5Q27 11:23 Worksop to Sheffield and catches a rare patch of sun on May 31st, before running around its consist and returning to Worksop. *Barry Longson*

▶ Class 37 884 'Cepheus' with 730 023 in tow passes Northampton working 5Q72, the 10:25 Belmont Down Yard to Willesden T.M.D. on May 16th. *Derek Elston*

▶ Class 37 800 passes Bayston Hill with 5Q79 09:58 Barton under Needwood - Landore on May 15th. *Keith Davies*



TransPennine Express

On April 30th, a pair of Class 185s stand side by side in the station at Scunthorpe, 185 124 on 1B97 Cleethorpes - Sheffield and 185 126 on 1B88 Sheffield - Cleethorpes. This was during a period of closure of the Hope Valley line for engineering work. *Steve Thompson*

Class 397 012 is seen stabled out of use at Preston on May 10th. *Mark Enderby*

A TPE Class 397 heads towards Preston at Farrington Curve Junction on May 16th. *John Sloane*



Transport for Wales

▶ Class 158 827 and 158 834 working the 1102
09:19 Shrewsbury - Birmingham International
pass Walcot on June 2nd. *Phil Martin*

▶ Class 197 042 passes Kempseye with 1V96 12:33
Holyhead - Cardiff Central on May 8th.
Keith Davies

▶ Class 197 047 and 197 046 pass Pontypool &
New Inn on May 17th with the 13:03 Milford
Haven to Manchester Piccadilly service.
Steve Chapman



Transport for Wales

Class 67 015 awaits clearance to head towards Crewe carriage sidings, while in platform 6 Class 197 111 departs with the 05:45 Carmarthen to Manchester Piccadilly service on May 10th.

Barry Longson

Class 67 012 arrives at Shrewsbury at the head of 1V33 06:27 Manchester Piccadilly - Cardiff Central service on May 30th.

Andy Pratt

Class 197 015 arrives at Clunderwen on May 10th with the 17:47 Cardiff to Milford Haven service.

Steve Chapman



Transport for Wales

▶ Class 197 047 approaches Clarboston Road on May 16th with the 15:04 Milford Haven to Manchester Piccadilly service. *Steve Chapman*

▶ On May 27th, Class 67 025 stands at Crewe working the 12:30 service to Cardiff. *Richard Hargreaves*

▶ On May 11th, Class 67012 is seen on the approach to Heaton Norris Junction while in charge of the 10:52 Cardiff Central to Manchester Piccadilly service. *Barry Longson*



Transport for Wales

▶ Class 197 120 stands at Crewe on May 27th working a service to Manchester Piccadilly.
Richard Hargreaves

▶ On June 2nd, Class 158 837 and 158 838 pass Preston Boats working the 1104 09:20 Chester - Birmingham International service.
Phil Martin

▶ Still carrying the silver/grey livery from its Wrexham and Shropshire railway days, Class 67 012 is seen departing from Stockport on May 31st with the 16:30 Manchester Piccadilly to Swansea service. *Lee Stanford*



Transport for Wales

Class 231 002 arrives at Ystrad Mynach on May 17th with the 14:27 Rhymney to Penarth service. *Steve Chapman*

On May 15th, Class 197 109 passes Bayston Hill with 1V40 11:30 Manchester Piccadilly - Carmarthen service. *Keith Davies*

Class 153 318 and 153 323 are seen at Whitland on May 13th with the 15:57 Swansea to Pembroke Dock. *Steve Chapman*



Transport for Wales

▶ Class 197 105 runs into Llandudno on May 4th with 2D74 16:28 from Llandudno Junction and will now form 1H92 16:43 to Manchester Airport. *Derek Elston*

▶ Class 67 013 passes Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on May 8th. *Keith Davies*

▶ Class 67 012 is seen at Harlescott with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on May 17th. *Keith Davies*



Transport for Wales

▶ Class 67 022 and DVT No. 82230 pass Harlescott with 1V39 10:30 Manchester Piccadilly - Cardiff Central on May 11th. *Keith Davies*

▶ DVT No. 82201 and Class 67 015 pass Harlescott on May 10th with 5Z15 10:13 Crewe C.S - Crewe C.S. *Keith Davies*

▶ Class 67 025 passes Kempseye with 5T05 12:50 Holyhead Car M.D. to Cardiff Canton Sidings on May 8th. *Keith Davies*





Units: DMUs and EMUs

▶ A London NorthWestern Class 350 EMU crosses the Weaver Navigation at Dutton with 1F60 Birmingham New Street to Liverpool Lime Street service on June 1st. *Brian Dobbs*

▶ Northern's Class 150 129 comes off the Atherton line at Crow Nest Junction on May 14th. *John Sloane*

▶ Merseyrail's Class 777 025 arrives at Birkdale with a service from Southport to Hunts Cross on May 2nd. *John Sloane*



Units: DMUs and EMUs

Merseyrail's retro unit Class 507 001 arrives at Birkenhead North with the 14:08 New Brighton - Liverpool Central service on May 18th.
Chris Morrison

New LNWR 5 coach EMU Class 730 214 passes Rugeley Trent Valley on May 10th, working the 15:42 Stafford to Nuneaton mileage accumulation run.
Barry Longson

On April 29th, Northern's Class 150 270 waits departure time at Knottingley with 2A16 to Leeds.
Steve Thompson



Units: DMUs and EMUs

▶ Northern's Class 158 894 and 158 816 forge north through Helwith Bridge with a Leeds - Carlisle service on May 1st. *Jeff Nicholls*

▶ On a sunny May 10th, Royal Mail EMUs Class 325 015 and 325 003 pass Rugeley Trent Valley while working 1S05 15:24 Daventry to Shieldmuir. *Barry Longson*

▶ Northern's Class 150 143 working a Chester - Manchester Piccadilly service heads past Stonyford Lane, Cuddington on May 6th. *Mark Enderby*



Units: DMUs and EMUs

On May 1st, Northern's Class 150 107 and 150 121 make their booked stop at Davenport, while working the 14:20 Manchester Piccadilly to Hazel Grove local service. *Barry Longson*

The 08:19 from Leeds to Morecambe departs Hellifield with Northern's Class 158 784 in charge on May 1st. *Jeff Nicholls*

On May 10th, Northern's Class 150 142 departs Blackburn with a service to Headbolt Lane. *Mark Enderby*



Units: DMUs and EMUs

▶ Still in West Midland livery, but working in the North West, Northern's Class 323 220 calls at Stockport, while working the 15:46 Manchester Piccadilly to Stoke service on May 1st.

Barry Longson

▶ On May 30th, Varmis Rail operated Class 321 428 stands at Warrington Bank Quay.

Mark Enderby

▶ On June 2nd, the new half hourly service from Southampton Central to Brighton commenced. On the same day the through train service from Southampton Central to Gatwick Airport was withdrawn so somewhat tactlessly Southern have used redundant 387 units on some of the services with Gatwick Express clearly shown on its sides! *David Mead*



Units: DMUs and EMUs

Northern's Class 156 415 and 150 152 approach Whalley Station with 2N50 15:21 Rochdale to Clitheroe service on May 11th. *Brian Dobbs*



Units: DMUs and EMUs

▶ In the timetable to May 31st, Romsey - Southampton - Salisbury services are booked to stop at St. Denys a minute before a service from Portsmouth & Southsea - Southampton. In the June timetable the service from Portsmouth departs 8 minutes later. On May 20th, SWR Class 450 004 departs St. Denys at 11:32 with 10:38 Portsmouth & Southsea - Southampton as 158 884 waits for a few seconds more before departing with 11:07 Romsey - Salisbury. *John Goodrich*

▶ A pair of LNWR Class 350s lead the 10:34 Birmingham New Street - Liverpool Lime Street service across Dutton Viaduct on June 1st. *Jeff Nicholls*

▶ Gatwick Express liveried Class 387 127 arrives at Chichester with 11:12 Brighton to Southampton Central on June 3rd. *David Mead*



Units: DMUs and EMUs

On a damp and overcast May 22nd, South Western Railway's Class 458 413 passes St. Denys station on 11:19 Bournemouth Depot - Basingstoke test run. *John Goodrich*

Class 196 007 and 196 008 pass Walcot on June 2nd working the 2G02 08:40 Shrewsbury - Birmingham New Street service. *Phil Martin*

Northern's Class 158 906 and 158 903 call at Ince, in the Wigan Suburbs, with the 12:49 service to Leeds on May 20th. Ince station is due to close for 6 months, for re-modeling, for the Wigan to Lostock electrification work. *Paul Senior*



Units: DMUs and EMUs

Southern's Class 377 401 takes the Netley line after passing Horseshoe Bridge, St Denys with 15:28 Southampton - Brighton on May 14th.
John Goodrich

On May 16th, Northern's ex West Midland unit Class 323 220 waits to depart Manchester Piccadilly with a service for Hadfield.
Michael Lynam

Northern's Class 769 450 heads away from Crow Nest Junction with a service to Bolton and Manchester on May 14th.
John Sloane



Units: DMUs and EMUs

Now becoming an endangered species, Merseyrail's Class 507 010 tails the 2V40 15:21 Southport to Hunts Cross service, at St. Michaels, on May 11th. *Paul Senior*

Northern's Class 331 104 passes Bradley with a Blackpool to Liverpool service on May 30th. *John Sloane*

On May 23rd, Merseyrail's Class 507 023 departs Southport with a service to Hunts Cross. *Michael Lynam*



Units: DMUs and EMUs

▶ On May 23rd, Merseyrail's recently delivered Class 777 045 is seen in the carriage sidings at Southport. *Michael Lynam*

▶ Northern's Class 769 450 has arrived from Manchester Oxford Road and 769 442 waits to depart to Manchester Oxford Road at Southport on May 23rd. *Michael Lynam*

▶ West Midland's Class 730 036 passes Northampton ECS with 5Q01, the 10:39 Oxley Car. M.D. to Camden C.S.D. on May 16th. *Derek Elston*



Scotrail

▶ A line up of three Scotrail Inter7City HST sets at Aberdeen Clayhills sees power cars Nos. 43133, 43127 and 43124 awaiting their next diagrams in the company of Class 73 971 with the evenings sleeper train for London Euston. *Lee Stanford*

▶ Scotrail power car No. 43124 arrives at Montrose on May 22nd working the 09:30 Edinburgh to Aberdeen service. *Lee Stanford*

▶ Class 380 002 waits for its next duty in Glasgow Central on May 23rd. *Lee Stanford*



▶ Class 170 433 sits under the covered roof of the 2 bay platforms at Dundee on May 23rd, ready to depart with the 08:40 service to Edinburgh Waverley. *Barry Longson*

▶ Class 158 708 sits in platform 5 at Perth station ready to work the 10:14 service to Edinburgh on May 24th. *Barry Longson*

▶ In pouring rain on May 23rd, power cars Nos. 43137 and 43037 arrive at Montrose with the 07:41 Glasgow Queen Street to Aberdeen service. *Barry Longson*



▶ Powercar No. 43026 leads 1A7507:30 Edinburgh to Aberdeen service into Dundee on an overcast May 22nd, with 43134 on the rear.

Barry Longson

▶ Siemens built EMUs Class 380 111 and 380 115 sit under the overall roof at Glasgow Central on May 22nd awaiting their respective turn of duty. *Barry Longson*

▶ A busy moment at Stirling on May 22nd, as Class 385 005 trails 385 002 on the 09:49 Glasgow Queen Street to Alloa, while 385 003 leads 385 008 with the 10:15 Alloa to Glasgow Queen Street service. *Barry Longson*



Scotrail

▶ With as much grass on the track, as shrubs in the tub, Class 170 412 departs Stirling with the 10:10 Glasgow QS to Dundee on May 22nd.
Barry Longson

▶ Now one of the oldest type on the network, Class 318 253 departs Glasgow Central with the 12:50 Wemyss Bay service on May 22nd.
Barry Longson

▶ Contrasting front ends at Glasgow Central on May 22nd sees Siemens Class 380 006 and Hitachi Class 385 012 awaiting their next turn of duty.
Barry Longson



Scotrail

▶ Power cars Nos. 43175 and 43141 sits patiently at Stirling having arrived on time with the 13:29 from Edinburgh to Inverness. A reported tree on the line further north resulted in a 63 minute late departure on May 24th.

Barry Longson

▶ Class 170 405 and 158 704 arrive into Kingussie on May 24th, forming the 10:50 Inverness to Edinburgh Waverley service. *Barry Longson*

▶ Former GWR Class 153 370 now converted to carry more bicycles and 156 500 are ready to depart Queen Street with the 16:34 to Oban on May 24th. *Barry Longson*



Edinburgh Trams

Edinburgh tram No. 264 is seen at the new terminal of Newhaven (North of Leith) on May 21st, ready to work a service back to the airport. *Barry Longson*



The 1Z32 09:21 Eastleigh to Hinksey Reception Lines passes Andover in light rain running about 4 minutes down worked by Class 33 No. D6515 hauling the London Transport 4TC set on the morning of May 3rd.
David Lindsell



Guided walk from rail station encourages steps to boost health while reducing carbon footprint

A guided walk from Walton-on-the-Naze rail station plans to help people increase their steps for health and wellbeing, while cutting their carbon footprint. The Essex & South Suffolk Community Rail Partnership will host a guided walk of Walton on the Naze.

The walk will depart from Walton-on-the-Naze rail station and take in the sights of the pier and colourful beach huts along the promenade, before passing through the John Weston nature reserve. There will also be an opportunity to climb the Naze Tower. Tickets are just £5 and include a return train ticket from Colchester.

They can be booked at Greater Anglia rail plus. The walk is not suitable for children.

Community Rail Partnership Engagement Manager, Jayne Sumner, said, "Taking the train and walking is a great way to visit our beautiful Essex coast and countryside as you can benefit your health and the environment at the same time."

"Sit back, relax and enjoy the views as you travel and avoid the congestion, pollution, and parking issues that go with driving your car."

Martin Moran, Greater Anglia's Commercial and Customer Service Director, said, "Rail is a much greener way to travel and makes for the perfect day out that, literally, doesn't cost the earth. Grab a bargain fare and enjoy the area's beautiful scenery and attractions without the stress and pollution caused by sitting in traffic."

The Essex and South Suffolk Community rail partnership works with Greater Anglia, Essex County Council and other local organisations to help keep rural rail lines thriving for the benefit of local communities.

Fares Advice with RailUK

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

Delay Repay / Split Tickets / Taxi and additional expenses...

Q: I travelled on 20:33 (Avanti West Coast) London Euston - Preston, changing at Preston scheduled arrival time 23:00, onto the 23:10 (Northern) Preston - Lancaster scheduled to arrive at 23:30.

I used 3 split tickets using a Disabled Person's Railcard: London Euston to Wigan - Advance Single (purchased LNER)
Wigan to Preston - Off Peak Day Single - Route Avanti (purchased LNER)
Preston to Lancaster - Advance Single (purchased Northern App)

The train arrived 31 minutes late in Preston and the connection was missed (last connection to Lancaster). An onward taxi was arranged from Preston station to Lancaster station by Avanti and they advised that further transport from Lancaster station to home address (last bus had departed) should be claimed on an individual basis. Onward taxi from Preston to Lancaster arrived at 00.32, resulting in delay of 62 minutes at destination. What's the procedure for claiming delay repay for the journey. Do I treat the 3 split tickets as a single journey and claim via Avanti website for a 62 minute delay and then submit additional expenses for taxi from Lancaster station to home address?

A: *Delay repay is one single journey on all 3 tickets. Request for taxi reimbursement needs to go to customer service. You should claim Delay Repay based on all three of your split tickets from Avanti. When you use their claim website (delayrepay.avantiwestcoast.co.uk) it will ask you whether you are claiming for more than one ticket. Select "Yes" and it will then allow you to upload the details of each ticket you held - it's a pretty decent system to be honest.*

There is no legal entitlement to a taxi home for missing the last bus; the contract only requires them to get you as far as the destination station - your arrangements for onward transport are a separate matter and have nothing to do with the train company. Equally there is nothing to lose (other than a couple of minutes of your time) if you send in your receipt to Avanti's customer relations in the hope they'll give you a gesture of goodwill. In my experience, it's likely they'll instead just

offer you a discount code off an "Avanti only" Advance booked through Avanti's website, which is essentially useless unless you regularly travel with them, using Advance tickets. The first offer seems to be 25% off, then the next offers are 50% or 75% depending on how far it gets escalated and whether or not they think you have a reasonable case. You could ask for a Rail Travel Voucher but this doesn't seem to be very common anymore.

"Not valid here as you're off route"... on a permitted route

Q: An interesting one at Battersea Park. I hold an Egham-London Terminals season ticket, which is of course valid into Victoria, yet today at Battersea Park I was informed by the ticket office that I'm "off-route" (the barriers rejected it) and would need to get myself back to Victoria or Clapham Junction to be "on route", because "we [Southern] don't run trains from London Terminals to Egham, you have a point-to-point ticket not a travelcard".

Now, unless I've misunderstood, a season ticket is valid on permitted routes for unlimited journeys and to break a journey as you please, so how can Clapham Junction and London Victoria be on-route yet Battersea Park, the station that all trains between the two pass through, not be? Meanwhile, the ticket has been accepted without question by gatelines at places such as Surbiton, Walton and even Berrylands! (Though oddly Wimbledon rejects it for some reason). I'm completely baffled by this and ended up using oyster after nearly five minutes of going round in circles, so could someone please explain to me this technicality or if the TO clerk was, in fact, talking rubbish

A: *You are right; the ticket office is wrong. I would suggest providing feedback to GTR, who should be providing an apology and a refund; I had a similar complaint against London Overground ticket office staff last year, and I got the Contactless fare back, plus £10, and more importantly I was told the staff were spoken to.*

Ticket Advice for All

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

National Rail

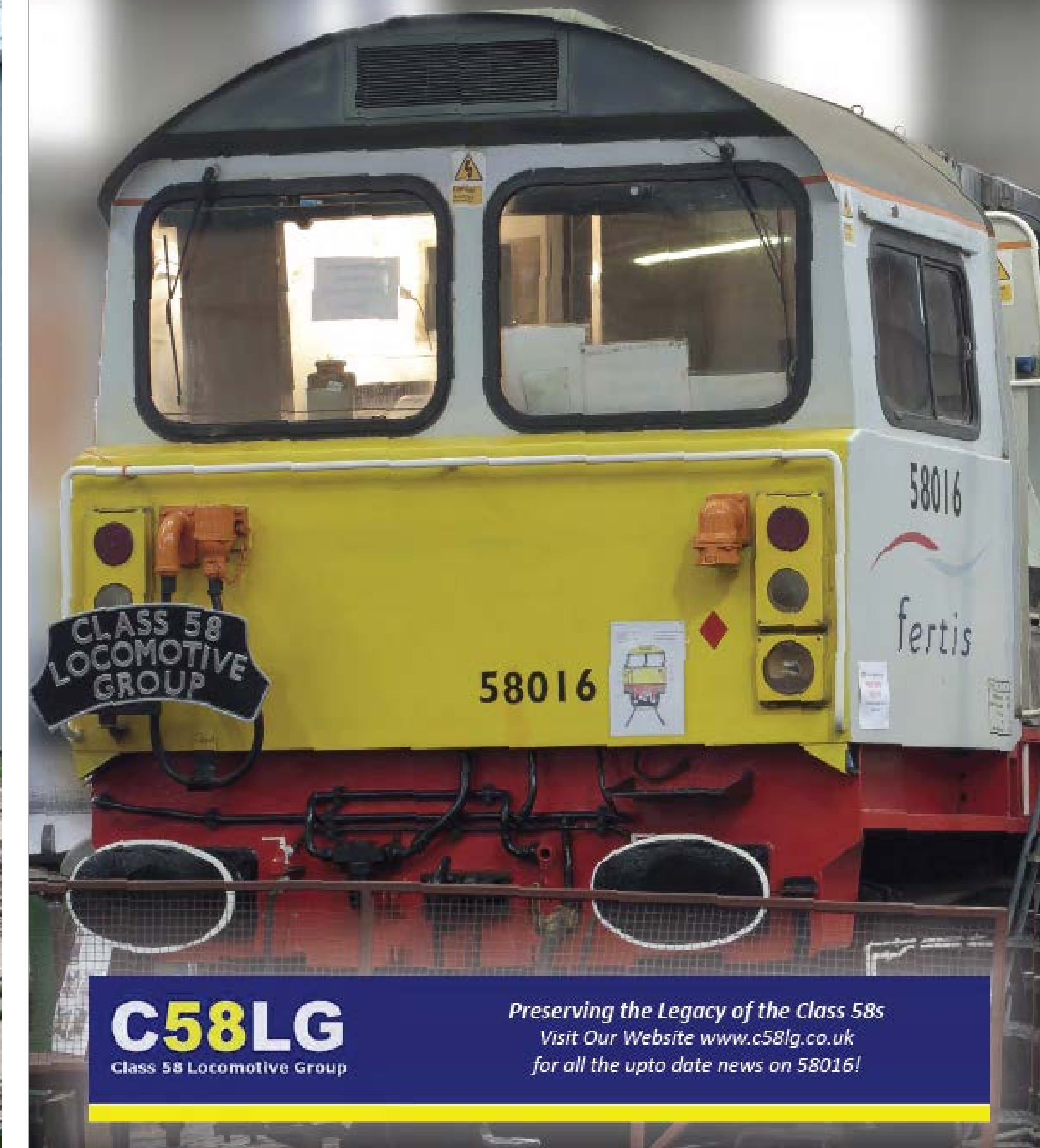
Class 58 023, 37 423, 69 009, 56 091 and 57 303 are seen at Leicester on May 4th. *Richard Hargreaves*



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Latest local offerings on board Greater Anglia café bar: Vinca Wine

Greater Anglia is adding to the local food and drink offerings available at its on-board café bars by stocking Vinca Wine.

Founded by three Suffolk schoolfriends, Vinca Wine will now stock three of their Italian wines at the Greater Anglia café bar on board its Intercity services on the route between Norwich, Ipswich, Colchester and London Liverpool Street.

Passengers will be able to choose from a red made with a blend of Nero d'Avola and Frappato grapes, a white wine made from Catarratto grapes, and a Provence-style Syrah rosé.

The wines are produced on the west coast of Sicily using organic grapes. Their growers use sustainable winemaking practices that ensure healthy crops for future generations. The wine is then packaged in recyclable aluminium cans, which are the equivalent to a quarter of a standard bottle.

The wine from Vinca will also be supplied through another local company Adnams, the Suffolk wine merchant and brewer.

Michael Wyatt, Business Manager, Catering, Greater Anglia, said: "We are pleased to stock Vinca Wine on board our Intercity services. We are always looking for opportunities to support local businesses. We already

stock Kettle Chips and Sponge cakes, both of which are produced in Norfolk.

"We try and source as much as possible from our local network, including Yarmouth-based Lacons and of course and a number of beverages from Adnams (who are also supplying the Vinca wines for us) - it's a great opportunity to showcase some of the delights of the region as people travel with us."

A wine tasting event for customers will be held on board a train over the coming weeks.

Zak Walters, Co-founder of Vinca, said: "I'm thrilled to launch Vinca on Greater Anglia trains. Bringing our

Sicilian wines onboard is a fantastic opportunity to share our passion for quality and sustainability with a wider audience. I can't wait to buy a can for myself next time I am on the train home."

Vinca Wine is certified by the Organic Food Federation in the UK and the EU and is vegan-friendly.

Most of Greater Anglia's Intercity trains between London Liverpool Street and Norwich feature a café bar in coach C and a trolley service. Passengers are able to choose from a great selection of hot and cold drinks, freshly made sandwiches, hot savoury snacks, cakes, biscuits, and confectionery.

Greater Anglia launches special First Class upgrades with Seatfrog

From May 14th, passengers who use Greater Anglia train services will be able to upgrade to First Class from as little as £13. The train operator for the East of England has announced that the special upgrade option will be available on the London Liverpool Street to Norwich route, courtesy of the revolutionary rail ticket app Seatfrog. Using Seatfrog, passengers can instantly upgrade their train tickets at a 'buy it now' price or join an auction and bid to bag a bargain upgrade before departure. Some Seatfrog upgrades will be available on a range of peak and off-peak Norwich to London intercity services, according to prevailing demand and available capacity.

Since launching in 2018, over 1.5 million passengers have secured a First Class upgrade on a number of other UK intercity train services using Seatfrog. Now it will be an attractive option on the Norwich – Ipswich – Colchester – London line too.

Martin Moran, Greater Anglia's Commercial Director, said: "First Class offers several benefits including spacious seating, a table at every seat, more legroom, and complimentary refreshments on weekdays. All of Greater Anglia's new trains are longer with more seats, air conditioning, plug and USB points, fast free Wi-Fi, and improved accessibility features - including an accessible toilet on every train. Travelling by train is cheaper than you think. Our region has so much to offer and whether it's a trip to the city or coast, shopping, or sightseeing, we are giving people more money to spend on having a great time by helping them save money on their train fare, and now they can enjoy a bargain upgrade."

Seatfrog is only available on Greater Anglia's Norwich to London intercity services, as they are the only Greater Anglia services with First Class carriages. For the best value fares, passengers should book in advance and the earlier customers book, the more they can save.

A noisy symphony in yellow as Plasser and Theurer track machines, Nos. DR77907 and DR73117 reverse at Walton Old Junction with a working from Stafford to Warrington Bank Quay on May 11th. The whole ensemble passed this spot three times in the space of ten minutes! *Jeff Nicholls*



March rail station receives 'Wildlife Friendly Station' status

March rail station has received a 'Wildlife Friendly' accreditation recognising the work of community volunteers to improve biodiversity and support nature there.

Greater Anglia has partnered with the region's Wildlife Trusts to formally recognise the achievements of its teams of volunteer 'station adopters' to create wildlife havens at stations across its network, through the new 'Greater Anglia Wildlife Friendly Stations Accreditation Scheme.'

The Friends of March Station received the award following an assessment by a Bedfordshire, Cambridgeshire & Northamptonshire Wildlife Trust Conservation Officer to determine how well the station supports local flora and fauna.

The ecologist's report noted that the group's gardening activities at the station have given clear consideration to wildlife, with the planting of pollinator-friendly plants, as well as wilder tree and shrub areas that provide shelter for birds and insects.

Recently areas of the station's redeveloped car park were planted with wildflowers in partnership with the Bee Friendly Trust to provide even more opportunities to support wildlife.

James Hogg, Development Officer at the Norfolk Wildlife Trust, the lead Trust for the initiative, said: "The alarming decline in the abundance of wildlife and the plight of species under threat means that just protecting the nature we have left is not enough; we need to put nature into recovery, and to do so at scale and with urgency."

"This project with Greater Anglia is a fantastic example of how people can transform nature-poor areas into new nature-rich places – and change the way we think about land, seizing opportunities to help nature outside traditional nature reserves."

Each assessment also offers tips and advice for how to make the stations more wildlife friendly and the reports can also be used as examples of best practice, to help spread good ideas around all Greater Anglia's stations.

Greater Anglia's Customer and Community Engagement Manager, Alan Neville, said, "We are delighted to partner with the region's wildlife trusts to formally recognise the valuable work of our station adopter volunteers in supporting wildlife and improving their local environment."

"I'd like to congratulate The Friends of March Station on receiving this recognition and thank them for the incredible work that they are doing that is helping to support biodiversity locally."

Rail stations in East Anglia are increasingly becoming havens for local wildlife thanks to the efforts of over 300 volunteers who last year transformed over 9,000 square metres of land into thriving wildlife gardens.

In a recent survey, Greater Anglia station adopters reported a wide range of creatures visiting their stations, including many different types of butterflies as well as bees, slow worms, bats, foxes, toads, lizards, deer, and many varieties of birds.

Over the last 20 years, since the start of station adoption in East Anglia, the initiative has thrived, so that the vast majority of Greater Anglia stations now have station adopters.

These ongoing increases in the areas adopted and the wildlife being seen on the stations show that the adopters are really playing their part in helping to make stations more biodiverse, as well as becoming more attractive gateways to the communities they serve.

New lifts greatly improve accessibility for passengers at Bridlington station

Passengers travelling to and from the East Yorkshire coastline can now look forward to making easier, more accessible journeys after a major investment into station accessibility.

Network Rail engineers in Bridlington have worked to install two new lifts to the station's historic footbridge, making connections between platforms easier and more accessible. The bridge has also been given a new lease of life as Network Rail teams have worked to replace the deck and strengthen its wider structure to protect it for years to come.

Completion of the £5m scheme means that it is easier for people with reduced mobility, pushchairs, bikes, heavy luggage, or very important (and fragile!) sticks of rock to move between platform 4 and platforms 5 and 6.

Anna Weeks, principal programme sponsor for Network Rail's North & East route, said: "It's brilliant that we have been able to provide an improved and more accessible route between platforms at Bridlington station. The work that has been completed will greatly enhance the experience of passengers and make it easier for them to navigate the station.

"This project has not been without its challenges, and I want to thank passengers for their patience while we carried out this vital work.

"I hope that the improvements we have made will now allow more people to travel easily by train and enjoy the beautiful Bridlington coastline with a side order of fish and chips!"

Colas Rail track machine No. DR75011 heads through Swindon on May 31st working 6Q59 Weston Super Mare to Swindon Transfer Yard. *Ken Mumford*



Commuters could save hundreds as UK's largest train company launches new weekly capping

Customers travelling with Southern, Thameslink and Great Northern can now benefit from weekly capping on rail fares – set to save them hundreds of pounds a week or month with pay-as-you-go keyGo

Weekly capping means post-pandemic commuters returning to the workplace are automatically promised the cheapest walk-up fare across a seven-day period. Travellers that meet the weekly cap will qualify for FREE additional journeys.

Britain's largest railway operator, Govia Thameslink Railway (GTR), has just launched automatic weekly capping to customers using its pay-as-you-go keyGo service, helping thousands of post-pandemic commuters returning to the office save hundreds of pounds in rail fares.

The new tool means commuters unsure about how many days they will be working from home will never miss out on weekly season ticket deals if that is the cheapest deal. Passengers between Brighton and London Victoria could save almost £125 every week and commuters between Bedford and London could save £65 every week*. The introduction of weekly capping will come as a huge help

to people travelling into the office more frequently.

keyGo is available on GTR's pay-as-you-go, tap-in, tap-out ticketing service, the Key Smartcard. The introduction of weekly capping means that customers using these GTR services will never pay more than the value of a weekly season ticket for multiple journeys between two stations in the keyGo network area within a week, potentially saving commuters, and regular rail-travellers alike, hundreds of pounds each week.

And any delays generate automatic notification of compensation claims, ensuring commuters get a fair deal.

Mark Pavlides, Interim Chief Customer Officer at Govia Thameslink Railway, said: "Our simple tap-in, tap-out, pay-as-you-go keyGo system already guarantees our customers the cheapest walk-up fare of the day with none of the hassle of buying a ticket.

"The additional promise to never charge more than a weekly season ticket for travel between the same two stations means thousands of commuters returning to the office will never miss out on weekly season ticket

deals, saving hundreds of pounds a week or month, and with automatically generated Delay Repay compensation claims, getting the best deal when travelling by train has never been simpler.

"With keyGo fares – applicable on our Key Smartcard – no matter how frequently you travel between the same two stations each week, you'll never pay more than a weekly season ticket."

Customers already using keyGo (approximately 30,000 on the database) immediately qualify for these potential savings, and GTR hopes to encourage thousands more to sign up to benefit from weekly capping.

All customers need to do to bank these savings is to register online for a GTR Key Smartcard, sign up to use the keyGo service and take a minimum of four same-route journeys within the week (pre-loaded season ticket holders will not be eligible).

Customers will only be charged up to the value of the best value weekly season ticket for their selected route, and will be notified when their journeys reach the cap. Thereafter, any further journeys made on their chosen

route will be at no further cost, meaning that once the weekly cap is reached, regular rail-goers will be able to travel for free

Customers can register for a Key Smartcard through the Southern, Thameslink and Great Northern websites. Once received, users can log into their account, sign up to use keyGo and qualify for the weekly capping service within a few clicks**.

*Based on a customer making four journeys a week and being capped after the third day of travel, Monday-Sunday.

**keyGo promises the best day fares available on the day of travel for your pay-as-you-go journeys. Weekly capping will consider only journeys logged through keyGo on the Key Smartcard where a customer has tapped in and out at stations within the keyGo network upon departure and arrival. keyGo cannot be used in conjunction with flexi-season tickets. For full terms and conditions, visit <https://www.southernrailway.com/tickets-and-payment-methods/ways-to-pay/keygo>

National Rail

Colas Rail's Plasser Theurer Tamping Machine No. DR73921 runs into platform 5 at Wigan North Western working 6J11 10:50 Rugby DED to Wigan Canal Sidings on May 2nd. *Paul Senior*



Network Rail begins project to clear trees from key rail routes



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Network Rail has started an extensive programme of tree and vegetation management works to clear 250km of the Edinburgh-Glasgow and Borders railway lines.

Ayrshire-based QTS has been awarded a contract for the delivery of the work which is part of the first phase of a wider programme of tree and vegetation management projects across Scotland's Railway.

The contract, which covers the first year of the programme, will see trees and vegetation cleared up to six metres either side of the tracks on land within the railway boundary. Any noxious or invasive weeds – such as Japanese knotweed – will also be treated.

Once cleared, the railway will undergo routine annual maintenance to control vegetation growth.

Ahead of the work starting, ecological surveys were carried out to identify any nesting birds, protected species or sensitive habitat sites.

As the work is delivered, specialist ecologists will continue to monitor and safeguard protected species living within the railway.

Biodiversity enhancements will also be delivered where appropriate – including the installation of bat and bird boxes and habitat piles.

Train services will not be affected during work, which will take place over both day and night shifts.

Douglas Craig, Network Rail programme director, said: "We manage thousands of kilometres of trees and vegetation along the railway and programmes like this are essential to providing a safe and reliable service for our customers.

"Elements of this work can only be delivered at night for safety reasons and the teams are always mindful of the impact their work may have and will try to minimise any disruption for nearby residents."

On May 27th, Class 37 409, 37 419 and 37 716 are seen at Crewe. *Richard Hargreaves*



Rutland railway tragedy centenary marked by special memorial service

The centenary of the Manton railway tragedy has been marked with a special event on Thursday May 23rd held by Network Rail and the University of Portsmouth.

On May 24th 1924, a railway worker Richard Shillaker was filling lamps with oil near the Manton tunnel southern entrance, in Rutland, when there was an explosion. The alarm was raised, and four track workers went to help.

Colleagues working nearby rushed to help, but as they did so a second, bigger, explosion followed, killing John Cockerill and William Hibbert, and injuring the other three men, George Buckby, Richard Shillaker and Thomas Shillcock.

Descendants of the men involved in the accident have attended a special commemorative event, which took place near the site of the accident.

Dr Mike Esbester, Senior Lecturer in History at the University of Portsmouth, has been investigating the tragic accident as part of the 'Railway Work, Life & Death' project; a collaboration between the University of Portsmouth, the National Railway Museum and the Modern Records Centre at the University of Warwick. The project researches accidents involving British and Irish railway staff that occurred before 1939.

Dr Esbester has accounts of the accident from the press at the time, including this from the Daily Mail which explains: "A barrel was hurled from the hut, and from it issued a long and vivid flame, which shot over the

men and set their clothes on fire'; 'Hibbert dashed from the building enveloped in flames, and Mr Slater, the stationmaster, pluckily ran to his aid and threw his mackintosh around him. Mr Slater himself narrowly escaped being burnt to death.'

Dr Esbester said: "Remembering is important and helps us to understand the human impacts events like these have on ordinary people's lives. It enables us to see these people not as a statistic but as individuals. Uncovering the untold stories of these everyday workers helps us relate to our ancestors.

"Today, working on the railways is much safer but there continues to be accidents and improvements are always looked for. Accidents are not something that's gone away, despite the progress made by the

industry over the last 100 years."

Joe Rowberry, head of safety, health and environment for Network Rail's East Midlands route, said: "This was a tragic example of the dangers of the railway in 1920s England and the risks that were a part of everyday life for the people working on it.

Nowadays, the safety of colleagues and passengers is Network Rail's top priority and the railway is a much safer place than in the past. Marking this centenary is an opportunity to remember the incidents of the past while continuing to strive for further safety improvements in the future."

Dr Esbester added: "A highlight of the research was meeting Dorothy Buckby, the daughter of George Buckby. Just four at the time of the accident, she remembers seeing

her father come home and his subsequent medical care from the local doctor. For me, it's great that we are able to tell her father's story and remember him and the other men thanks to the project's research.

It's been brilliant working with Network Rail, they have been great and made all of this possible."

National Rail

At 05:55 on a dismal May 22nd morning in Dundee, the overnight sleeper train headed by Class 73 970 drops down from the Tay Bridge and heads for its station call at Dundee. *Lee Stanford*



Grade II listed Wigan bridge to be raised for railway electrification



Loco Fleet List Ten

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

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

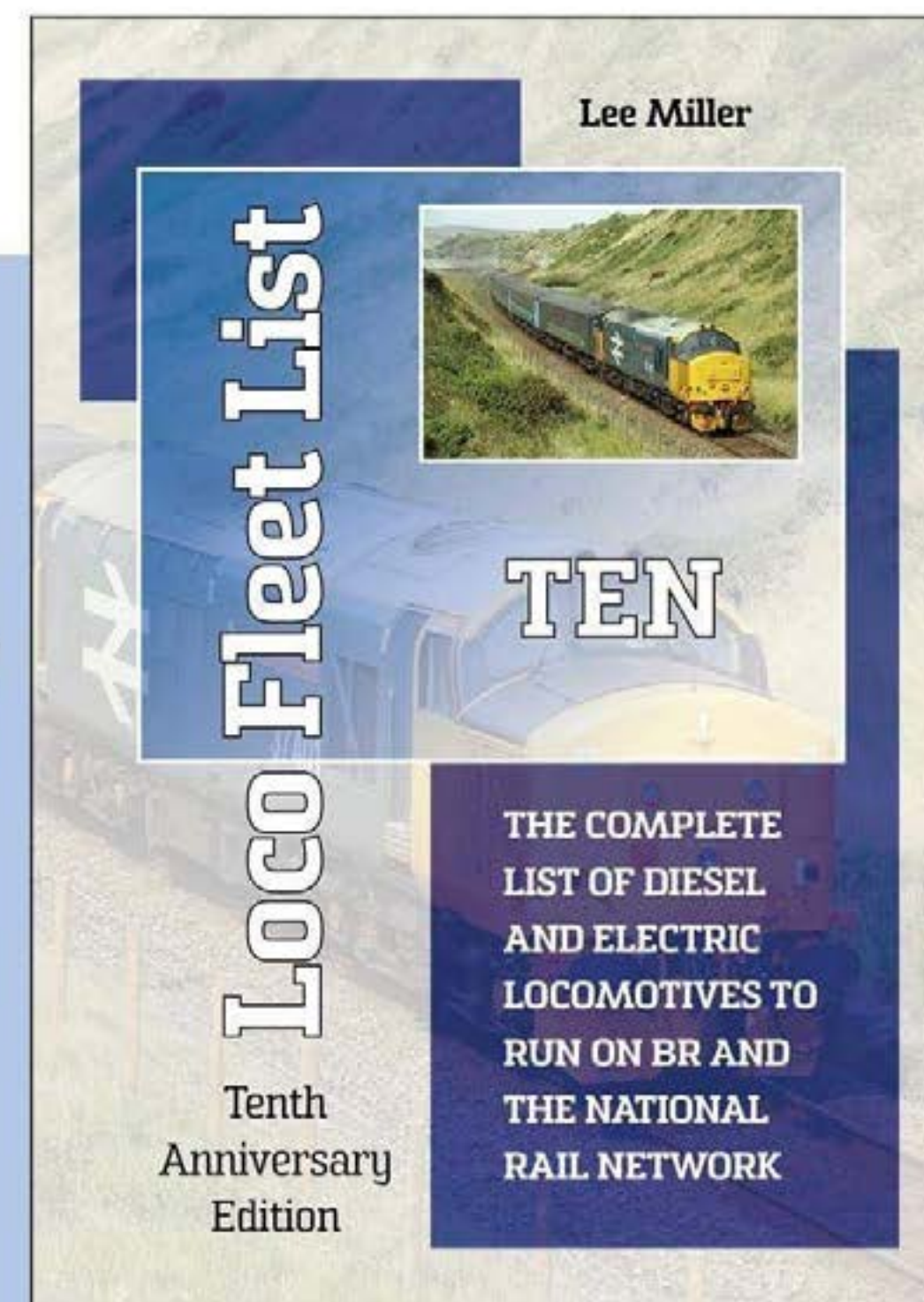
Features:

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

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

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

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



Network Rail is raising the height of a Grade II listed bridge to allow for the electrification of the Wigan to Bolton line.

The £100+m electrification project will improve travel across the North West by allowing greener, cleaner and quieter electric trains to run on the line.

Road and foot bridges across the route need to be raised so the 25,000 volt electric wires can be safely installed above the railway, with plenty of safe distance from motorists and pedestrians.

Deep Pit bridge is a recently Grade II listed footbridge on the border of Hindley and Ince, Wigan.

The raising of Deep Pit bridge will see two new ramps installed, giving the bridge complete step-free access for the first time in its 150-year life.

Once the bridge is raised, the project team can prepare to install the electric wires between Hindley and Ince.

Work to the bridge is due to start in summer 2024. The work will be complete in early 2025.

Sarah Bull, Sponsor at Network Rail, said: "I am grateful to Wigan Council for their collaboration, and the local community for their contribution to the public consultation on the work at Deep Pit bridge.

"This Grade II listed structure will now be future-proofed for years to come as we raise the bridge's height and add new ramps. This will make way for electric overhead lines as part of the Wigan to Bolton electrification project."

National Rail

On May 3rd, LSL's Class 73 002 is seen rubbed down ready for a new coat of paint at the Arlington Paint Facility. *Michael Lynam*

Network Rail's No. DR73121 working 6Q54 Swindon Transfer Yard to Reading Triangle Sidings heads through Swindon on May 7th. *Ken Mumford*

Fresh out of the paint shop at Arlington, HNRL liveried Class 20 311 and 20 302 are seen on May 3rd in the yard at Eastleigh. *Michael Lynam*



Essential repairs to Blackheath tunnel to start from June for 10 weeks

No trains will run between Blackheath and Charlton from June 1st for 10 weeks so that Network Rail engineers can carry out essential repairs

Southeastern passengers are reminded that from Saturday June 1st, trains will not run between Blackheath and Charlton as Network Rail begins 10 weeks of essential repairs to the 175-year-old Blackheath tunnel. Southeastern trains which normally run through the tunnel will be diverted via other routes during the closure. The tunnel will reopen on Monday August 12th when services between Blackheath and Charlton will resume.

The essential work will involve cleaning soot from tunnel using a specialist industrial vacuum cleaner and replacing tens of thousands of bricks damaged by the freezing and thawing of rainwater. Network Rail will also install a new concrete tunnel lining to stop water leaking into the tunnel.

These extra works will mean less disruption for customers in the long term and will be crucial for the reliable running of the railway long into the future.

A closure of 10 consecutive weeks is needed because carrying out work in cramped and narrow tunnels is incredibly difficult. Network Rail is also planning to work during the daytime and some nights to maximise the productivity of this closure.

David Davidson, Network Rail's Kent route director, said: "Working consecutively over 10 weeks means we can reduce the overall disruption to passengers and give them reliability improvements sooner. The alternative would have been a year of weekend closures.

"We look to manage the impact of work on railway neighbours, carrying out any noisy activities during the day, but with the tunnel more than 20m underground any noise and vibration from the work will be minimal.

"After we've cleared the soot from the tunnel this summer, a full assessment of the extent of further repair work needed next year can be made.

"We're really grateful to passengers and neighbours for their patience and are working closely with Southeastern to make sure everyone understands the changes and the impact on their journeys."

Minimising disruption and keeping customers moving

To minimise disruption and keep customers moving when work is taking place, services from Dartford to Cannon Street via Charlton and Lewisham will run via Greenwich, stopping additionally at Westcombe Park, Maze Hill, Greenwich, and Deptford. This offers the option to travel on the Docklands Light Railway (DLR) from Greenwich to Lewisham, which will add around seven minutes to journeys for customers who use services that normally travel through the tunnel.

The Greenwich Line will have six trains per hour at off peak times (including Southeastern and Thameslink services) and seven trains per hour during peak times.

There will be a reduction of two trains per hour via Charlton and Blackheath into Cannon Street, which will instead both run via Greenwich.

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



Network Rail restores Lanark station roof with the help of the Railway Heritage Trust

Lanark station has been given a major boost following a significant investment by Network Rail and the Railway Heritage Trust. Work to carefully revamp the station's Grade B listed platform 2 building roof and canopy was completed at the end of 2023, extending the lifespan of each element by up to 25 years. Both structures had been in poor condition, with rotted timbers presenting the risk of the Georgian wired glazing panels slipping and causing injury.

Engineers carried out significant rot repairs and installed new slate coverings, lead flashings and a modern proprietary 'twinfix' polycarbonate glazing system. In addition, the building has been made wind and watertight for future tenants with Railway Heritage Trust contributing £75k of grant funding towards the £310k project.

Valerie McMillan, senior asset engineer, Network Rail, said: "We are delighted with the end result following the completion of works by our framework contractor CPMS, and sub-contractors Kerr Roofing and Eradakil Joinery and Preservation. We are grateful to the Railway Heritage Trust for their grant funding which has contributed toward this project becoming a reality. This completes our planned works at Lanark station which delivered the external restoration of the main platform 1 building, reinstatement of railings and renewal of the station access stairs."

Tim Hedley-Jones, executive director of The Railway Heritage Trust said: "We are pleased to support Network Rail's restoration of the Platform 2 building at Lanark. The first station was opened by the Caledonian Railway in 1855 so it is an important part of the heritage of the

town."

Phil Campbell, customer operations director with ScotRail who manage the station, said: "We're delighted to see the works completed at Lanark, securing the future for this historical station on the ScotRail network. ScotRail is grateful for the significant investment made by Network Rail and the Railway Heritage Fund, enhancing the station environment, and improving the customer experience."



Network Rail Property submits freight campus masterplan for Bow Goods Yard

Network Rail Property has submitted an outline masterplan to regenerate 30 acres of brownfield land at Bow Goods Yard, East London.

The scheme will deliver London's largest integrated rail freight logistics hub, catering for both construction sector traffic and featuring rail enabled last-mile warehousing; creating a future model for rail freight site regeneration.

The masterplan is Network Rail Property's first independent planning submission, and Bow Goods Yard is the final parcel of land to be unlocked as part of London's 2012 Olympic and Paralympic legacy.

Bow Goods Yard is one of London's primary railheads. Protected for rail-freight use, the site is vital to the capital's construction sector, currently supplying over a million tonnes of concrete a year. It allows the sustainable movement of construction materials to and from the site, alongside transporting concrete and aggregate by rail to build schools, hospitals and housing in London.

The creation of the masterplan follows extensive community consultation and the creation of a Community Brief which set principles for the site informed by residents, key stakeholders and neighbouring businesses. These include proposals to:

- Make industry a better neighbour
- Improve connections and routes
- Create green, wild and useable landscape
- Deliver benefits to the community, including jobs and skills training

The industrial-led masterplan will enable Bow Goods Yard to help London transition to a greener freight future by taking up to 90,000 HGV movements a year from London's roads, reducing congestion and emissions. Proposals also include the introduction of an integrated last mile logistics hub.

Rail freight contributes £2.5bn to the UK economy and this is set to grow further. The Government has set a target of a 75% growth in rail freight by 2050 which will see many businesses making the switch to rail, with freight hubs such as Bow Goods Yard central to this expansion.

The new scheme maximises the capacity of the railhead, improves rail freight efficiency through consolidating operations and encloses and screens the concrete-batching facility and rail sidings. In addition to the industrial operations, the masterplan provides an opportunity to deliver a new centralised hub for Network Rail, as well as extensive warehousing and workspaces. Additionally, a range of leisure uses are

proposed to increase activity around Bow Goods Yard and complement existing facilities on the Olympic Park.

The design also delivers a series of green open spaces around the site, to make the most of the site's emerging neighbourhood. The Greenway will become a central feature alongside nearly a hectare of publicly accessible open space across three public spaces.

Masterplan Key Facts

- Up to 190,000m² floor space including 39,000m² heavy and light industrial, with the flexibility for up to 32,000m² destination leisure, supported by up to 3,000m² food and beverage offering and 5,000m² of sports pitches;
- Up to 5,000 new jobs - the site currently supports around 100 jobs today;
- Up to 3.5 million tonnes of construction material transported by rail to and from the site;
- Up to 7,000m² of new publicly accessible public realm;
- Minimum 10% biodiversity net gain including improvements to the existing Old Ford Wood
- Maximised roof area for PVs with an aspiration to achieve 4GWh/y of renewable energy production
- Sustainable water management on site including SuDS and water capture for on-site reuse

Robin Dobson, Group Property Director at Network Rail, said: "This masterplan takes an ambitious approach to unlocking a challenging site and putting infrastructure at its heart. By reimagining the land-use, we are creating a state-of-the-art freight, warehousing and logistics campus that is vital to London."

"The scheme supports a more sustainable capital with the new green spaces and leisure areas positively contributing to the local community now and for future generations. Being a better, more sustainable neighbour is a clear priority for us."

NRP and the wider masterplanning team, led by lead urbanists Maccreehan Lavington Architects and Urbanists, will continue to work closely with the community to deliver the vision for this site.

The masterplanning team for Bow Goods Yard included: Maccreehan Lavington Architects and Urbanists, UMC Architects, Architecture 00, East, WSP, make:good, Useful Projects, Montagu Evans and Currie and Brown.

National Rail

SB Rail's No. DR75013 passes Charnock Richard on May 23rd on a move from Rugby to Carlisle.
John Sloane

Class 175 115 and 175 112 working 5Q46 Landore TMD to Ely Papworth Sidings head through Swindon on May 30th.
Ken Mumford

'Braunton' passes Kempsey on May 14th working 1Z48 16:00 Shrewsbury - Birmingham International.
Keith Davies



Work starts on multi-million-pound improvement scheme at Eaglescliffe railway station



Network Rail, Tees Valley Combined Authority, and Stockton-on-Tees Borough Council have started work to transform Eaglescliffe railway station and make it more accessible for passengers for years to come.

A multi-million-pound project will see accessibility at the station vastly improved with the installation of a new footbridge, with lifts added for the first time. Contractors BAM, working on behalf of Network Rail and the Tees Valley Combined Authority, have started on site.

Once open, the new bridge will allow passengers to enter the station from its west side with a multi-storey car park, a project led by Stockton-on-Tees Borough Council, also to be created – with improved access to Yarm and traffic signals on the Cleasby Way junction.

The improvements will also see the existing footbridge and ramps refurbished, with a new bridge deck installed.

Improved station facilities, such as new waiting areas and taxi office, are also being

added as part of the project.

The scheme is designed to improve the experience of passengers and make it easier to use as they travel by train.

The car park and wider cycle improvements linking to and from the station are being funded by the Government's City Region Sustainable Transport Settlement and the Levelling Up Fund allocation for Stockton South respectively, secured by Stockton-on-Tees Borough Council.

The new bridge is expected to be in place by winter 2024, with the lifts installed and available for passengers to use by autumn 2025.

The station's existing footbridge will remain open throughout the work but will close for refurbishment when the new bridge and lifts are open for use.

Anna Weeks, Principal Programme Sponsor for Network Rail's North & East route, said: "This is a major milestone in the improvements we are going to deliver for the people of

Eaglescliffe as they use their station. We want to make sure that every passenger can travel freely and easily by train and these upgrades will allow passengers to be able to do that.

"It's great that we can work together with our partners at the Tees Valley Combined Authority and Stockton-on-Tees Borough Council on this project to deliver a better passenger experience for people in the region."

Tees Valley Mayor Ben Houchen added: "Eaglescliffe is a very important station on our network for connecting people locally but also offering a London link.

"It has been far too difficult to use far too long - and the lengths many people have to go to in getting to the far side platform has been unacceptable.

"This investment will make things, better, simpler and more straight forward – and will offer a big draw for firms looking to set up at Durham Lane Industrial Estate.

"We're putting our money where our mouth is when it comes to our railway stations – and for good reason. Local people will have the rail network they deserve."

Councillor Bob Cook, Leader of Stockton-on-Tees Borough Council and Combined Authority Cabinet Member, said: "Eaglescliffe is an important stop on the Tees Valley line and connects with major stations around the country.

"The planned improved transport links will be welcomed by rail travellers and residents across the Tees Valley and I am looking forward to seeing how the upgrading work develops over the coming months."

Innova Partnership secures eight central London sites for development



Innova, the partnership between Network Rail Property (NRP) and a UK subsidiary of IJM Land Berhad, have secured the opportunity to promote and develop eight sites across four London boroughs: Brent, Camden, Islington and Westminster. The sites are all located in Central London and its inner suburbs and are situated above or adjacent to the railway. The sites have the potential to deliver up to 320,000m² of development including a mix of housing, life sciences, student housing and a variety of commercial uses. In the region of 1,600 new homes could be created and the estimated gross development value of these projects is in excess of £3billion.

The Innova partnership established last year, aims to develop mixed-use schemes on brownfield land. IJM has already successfully delivered a 150m deck above the DLR lines at Tower Hill at Royal Mint Gardens and are currently embarking on the final phase of the 650,000 sq ft over rail mixed-use project which has already delivered 36% affordable housing. Innova is now taking forward eight sites to follow in the footsteps of Royal Mint Gardens,

with detailed infrastructure and enabling design works are currently underway. Consultation and engagement with key stakeholders and planning authorities on the regeneration schemes will take place during 2024. Enabling works and over-site construction will start as soon as possible after planning.

Robin Dobson, Group Property Director for Network Rail commented: "This is another milestone in our continued investment into delivering infrastructure-led regeneration projects in the capital. These are complex sites and working together we are bringing forward sites that have previously appeared undevelopable. With the blend of IJM's and NRP's experience we have ambitious regeneration plans for multiple sites for this partnership." Lee Chun Fai, Group CEO of IJM Corporation Berhad, added: "We are fully committed to this partnership and are embracing the opportunity to work with Network Rail and stakeholders across London. We hope to maximise the invaluable experience we have already gained in delivering challenging rail interface projects."

National Rail

On June 1st, having worked a Dollands Moor - Ditton freight with Class 66 154, class pioneer 66 001 will spend the rest of the weekend in hiding in Arpley Yard. *Jeff Nicholls*



Network Rail begins repairing the world-famous Glenfinnan viaduct

A £3.4m project to carry out repairs on the 123-year-old Glenfinnan viaduct is underway. Network Rail, along with principal contractor AmcoGiffen, have set up a compound at the foot of the landmark, which sits 100ft above the River Finnan on the West Highland Line, 17 miles from Fort William. The work is part of Network Rail's ongoing maintenance programme and will help futureproof the viaduct.

It's expected to take just under 12 months to complete and will see engineers assessing the condition and strength of the viaduct and making improvements beneath the track to keep the stone ballast in place.

Laura Craig, scheme project manager, Network Rail, said: "The main works to the viaduct will be concrete repairs. We'll also be doing some repairs to the pier that sits in the River Finnan. Years of planning have gone into this project. The work will not have a massive visual impact on the way the viaduct looks and that's very deliberate, with it being grade A listed. We won't be scaffolding the structure at all but in the coming weeks, you'll start to see the rope access technicians on the viaduct as they begin work."

There will be no disruption to rail services during the work on the structure.



Bristol Temple Meads station's £23m Eastern Entrance reaches construction milestone



Building of a new £23m Eastern Entrance at Bristol Temple Meads station is moving forward at pace, with the structure's frame now complete. The main structural steel frame of the building has been fully installed, standing six metres high and 20 metres wide in the Cattle Market Road compound, with the top visible from platform 15. It was delivered at the end of March and was fitted together on site, with contractor BAM Nuttall working around Storm Kathleen to get the steelwork in place. The first stage of fitting out has now begun, with the glazing and cladding to follow over the coming months. The building will be opened alongside the new University of Bristol Enterprise Campus in 2026. Starting on site at the end of 2023, the entrance construction has included extending the subway by excavating through the retaining wall and underneath platforms 13 and 15, followed by drainage and foundations work.

The construction of the new entrance is part of the Bristol Temple Quarter programme, one of the largest and most ambitious regeneration programmes in Europe, which aims to deliver thousands of new homes, jobs and opportunities for Bristol and the West of England. The Eastern Entrance is one of three new entrances to the station funded by £94.7m of Government funding secured by the Temple Quarter partners in 2022. It will connect Bristol Temple Meads to the new University of Bristol Enterprise Campus.

Network Rail's industry programme director Daniel Round said: "Our forecasts show that by 2030 – only four years after opening – 2.5 million people a year will be using this new entrance in and out of the station. That will make a real difference and really open up this part of the city to new rail passengers, as well as to our existing customers."

Dan Norris, West of England Metro Mayor, said: "I'm thrilled to see this brand-new entrance for Brunel's iconic station taking shape. It's all part of one of the most exciting regeneration projects in Europe, which I'm proud is being administered by the West of England Mayoral Combined Authority and will create a real gateway to the region."

Barra Mac Ruari, chief property officer at the University of Bristol said: "The progress on the new Eastern Entrance at Bristol Temple Meads is great to see. Opening directly onto University Square, it will integrate the new campus into its surroundings, and enhance connectivity and accessibility in the area. The station improvements will encourage our students, staff, partners, and the community to use sustainable travel options."

Stephen Peacock, CEO, Bristol City Council said: "Structural completion of the Eastern Entrance is another sign of the momentum behind the Bristol Temple Quarter programme. Alongside the recent creation of the BTQLLP and the fantastic progress on the university's campus, this is a fantastic point to reflect on how far we've come as we look forward to the delivery of new homes, jobs and opportunities for the city-region."

National Rail

Class 37 608 is seen on the rear of 5Q26 Castle Donnington to Worksop stock move at Whitwell on May 29th, 37 407 was leading. *Steve Chapman*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

From June 1951



3454 'Skylark' [the last 'BULLDOG' class 4-4-0 to remain in traffic] hauled this special S.L.S. 5-coach train from Birmingham to Swindon. This train worked its train up to over 60 m-p-h between Didcot and Swindon and between Leamington and Birmingham.

On May 29th 1963

The 4-47 p.m. Taunton to Paddington left Swindon at 7-32 p.m. headed by D7030. A few miles east of Swindon it failed. Some minutes later a banana train, hauled by 5914 'Ripon Hall' drew up alongside. There was much consultation between the railway staff before 5914 was uncoupled from its banana train and attached to the failed diesel and its train. It was 9.35 p.m. when 5914 hauled this train into Paddington only 30 minutes late!

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

If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing. Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

Clubs and Societies Apparel

Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

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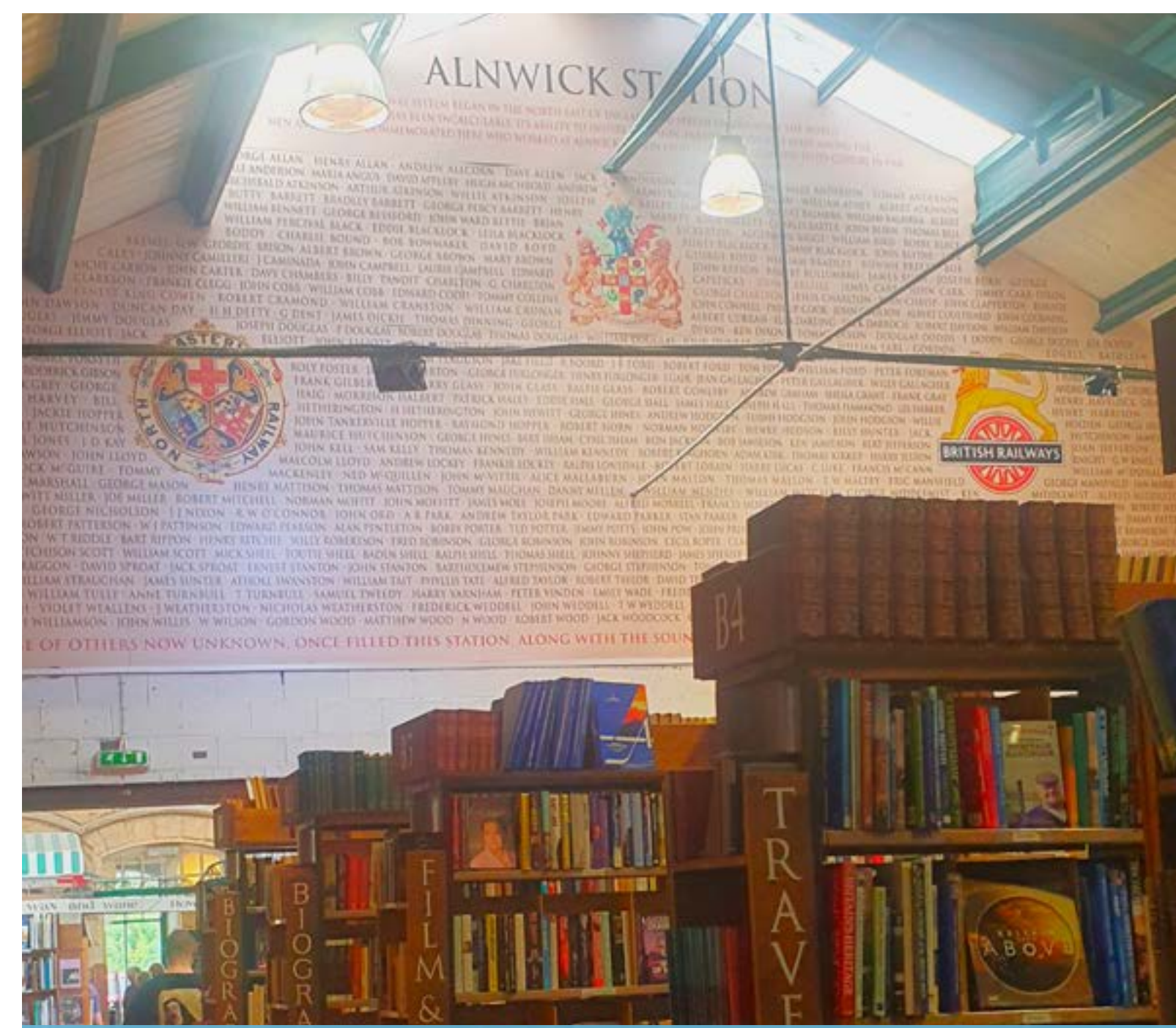


A Different View

Class 90s awaiting scrapping at Middlewich on May 12th. *Mark Enderby*



On June 3rd, a Saphos Trains operated charter from Crewe to York passes Runcorn East behind Southern No. 34046. *Mark Enderby*

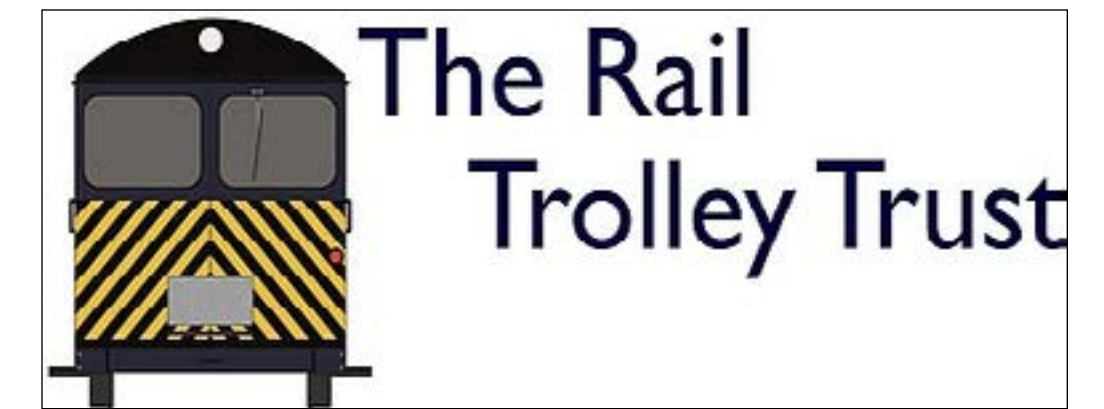


A view inside Barter Books which occupies the former terminal station at Alwick. *John Sloane*

Rail Freight liveried Scammell Scarab & trailer, ETB 438E displayed at Nunckley Hill Museum. *Derek Elston*



Wickham Type 1A (Works No. 6952), the remains of Wickham Type 1Z (Works No. 9523) & Wickham Type 27 Mk III (Works No. 8196)



Further Wickham Trolleys from the Trust's Fleet moving for active restoration.

Wickham Type 1A
Wickham Works No. 6952
Wickham Order No. 55910
Original Engine – BSA 420cc – No. GE 8285/TZ
Shipped from Ware – 2nd September 1954
Running No. 40/153
Customer - London Transport Board, 26 Lillie
Bridge, London, SW6

Wickham Type 1Z
Wickham Works No. 9523
Wickham Order No. 24689
Original Engine – B&S 80352 3hp – No. GE 5911200
Shipped from Ware – 29th September 1963
Running No. 40/234
Customer - London Transport Board, 26 Lillie
Bridge, London, SW6

Wickham Type 27 Mk III
Works No. 8196
Wickham Order No. 05620
Original Engine - Ford 10hp – No. C938189 Shipped
from Ware – 20th November 1958 Running No.
ARMY 9036
Customer – Officer Commanding Bicester
Detachment, No 1 Railway Group Royal Engineers,
No. 3 Camp, Arncott Depot, Bicester, Oxfordshire

The Type 1A and the remains of the Type 1Z have
been in the Trust's ownership and secure storage
since late 2015. The Type 27 Mk III had been in
store since early 2022 when North Bay Railway
Engineering Services advised us that its chassis,
was beyond repair.

In late 2023, Nikki Wilkes, the Trust's Drawings
Manager, became aware of covered restoration
space being available at the Keighley Bus Museum
in West Yorkshire and over the next few weeks an
agreement was reached for the Trust to take on
some space. The Trust therefore decided to move
these two Trolleys and the few remaining parts
of the Type 1Z Trolley to Keighley, so they can be
actively restored by some of our own volunteers.
The unique Type 1A Trolley had been stripped and
much work completed prior to purchase by the

Trust. The engine had also been stripped down and the
machining done. This Trolley will be restored first.
The only parts that survive of the also unique Type 1Z
are the wheels, brake gear, controls, and sundry other
components, as unfortunately the chassis etc. suffered
aluminium rot earlier in its life in preservation. The Trust
have also sourced a B&S engine of the correct type.

Thankfully, a generous Wickham enthusiast in Australia
(Nic Doncaster) was able to supply the Trust with a full
set of original Wickham drawings for a Type 1Z. Nikki will
be converting these into CAD drawings, so that a replica
based around the parts we have, can be built. We hope
to attract a sponsor or a suitable business to work with
us on this project.

The Trust would like to thank the London Transport
Museum for helping us with research into the Type 1A &
Type 1Z Trolleys. We continue to follow up some leads
that they provided us with. Unfortunately, we have found
out very little about their use and very few pictures of
these Trolleys in service, so we are appealing to anyone
who might be able to assist us with any information or
images.

Having raised funds for a replacement chassis, an order
was placed in late May 2023 and in early January 2024,
we were advised that had been completed and was
ready for collection. It was collected from Plymouth on
3rd February 2024 and was delivered to Keighley Bus
Museum on 6th February 2024. The Trust would like to
place on record our sincere thanks to David Humphreys
and his team at NBRES for the work they carried out on
the Trolley and for storing it for us since work stopped.
The Type 27 Mk III moved to Keighley on 1st February
2024 and the Type 1A and the parts of the Type 1Z moved
on 10th May 2024.

Anyone who is interested in getting involved in these
restorations, should contact the Trust. Volunteers are
always welcome.

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

HERITAGE LOCOMOTIVE PARTIALLY DERAILED AT CORFE CASTLE DURING ANNUAL DIESEL GALA AND BEER FESTIVAL



Evening diesel gala and beer festival train services on the Swanage Railway heritage line in Dorset were suspended after a diesel locomotive was partially derailed at Corfe Castle station on Saturday, May 11th 2024.

The Swanage Railway has informed the Government's independent Rail Accident Investigation Branch (RAIB) which is investigating the cause of the partial derailment.

The heritage line's regulator and inspectorate – the Government's Office of Rail and Road (ORR) – is aware of the incident.

The incident involving 1968-built ex-British Rail Class 50 No. 50 026 'Indomitable' happened around 6.30pm as a

passenger train bound for Harman's Cross and Swanage was running into Corfe Castle station from Norden.

The restored 115-ton heritage diesel locomotive was on the back of the six carriage passenger train when the incident happened.

No passengers were injured and no damage was sustained to the carriages of the train. There was a diesel locomotive on the front of the train.

The incident at Corfe Castle station happened on the second day of the annual three-day diesel gala and beer festival which is in its seventeenth year on the Swanage Railway.

Train passengers attending the beer festival at Corfe Castle station from Swanage were returned to Swanage by the Swanage Railway after evening train services were suspended on Saturday May 11th 2024.

Specialist contractors were brought in to re-rail the partially derailed Class 50 diesel locomotive and that operation was completed in the early hours of Sunday, May 12th, 2024.

Swanage Railway Company chairman Gavin Johns said: "The Government's Rail Accident Investigation Branch has been advised of the incident and we liaised with the RAIB regarding the recovery of the diesel locomotive and the RAIB's investigation into what caused the partial

derailment of the diesel locomotive.

"While the RAIB is investigating the incident – and after discussions with the RAIB - our planned train services for Sunday May 12th 2024, have been altered.

"There will be 11 trains operating but they will only be running on the five and a half miles of line between Swanage, Corfe Castle and Norden – not beyond Norden on the four miles of line to the River Frome, within sight of Wareham, as our train services were during the first two days of our annual diesel gala and beer festival.

"The return of the 'Jurassic Crompton' rail tour from Swanage to Eastleigh and London Waterloo, via our main line connection near the River Frome, will still be taking place on the afternoon of Sunday May 12th 2024.

"Carrying passengers attending our diesel gala and beer festival – and operated by the Branch Line Society and the main line train operating company GB Railfreight- the rail tour arrived in Swanage on Thursday May 9th 2024," explained Gavin who is also a volunteer signaller on the Dorset heritage line.

Nine heritage diesel locomotives from the 1960s and 1970s – seven of them visiting the Swanage Railway and two resident – have gathered on the heritage line to haul passenger trains during the diesel gala and beer festival.

Class 50 locomotive No. 50 026 'Indomitable' was withdrawn from British Rail service in 1990 with a dedicated group of volunteers spending 15 years restoring the heritage diesel.

The locomotive, which carries a nostalgic British Rail 1980s Network South East livery, has been taken out of service and will be examined for any damage as a result of the incident.

Photo: Class 50 026 'Indomitable' is seen at Corfe Castle on May 10th. © ANDREW P.M. WRIGHT.

D-DAY 80th ANNIVERSARY PLAQUE TO BE UNVEILED AT STATION FROM WHERE AMERICAN SOLDIERS LEFT FOR NORMANDY



A plaque marking the 80th anniversary of the Allied D-Day invasion of France in June, 1944, has been unveiled at the station from where young American soldiers boarded a train on their way to the horrors of Omaha Beach in Normandy. The tribute was unveiled at Swanage station on Monday May 27th 2024 in the presence of Peter Lovett, a D-Day veteran who lives in Swanage, together with civic and community guests.

The poignant plaque remembers and honours the men of the 26th Infantry Regiment of the US Army's First Infantry Division which was known as the 'Big Red One' because of the distinctive red shoulder flash worn on the uniforms of the soldiers.

The American troops – known as GIs - were billeted in Swanage between November, 1943, and April, 1944, while they trained for D-Day and their part in the largest maritime invasion in history.

Swanage Railway Trust trustee Robert Patterson said: "The billeting of the American GIs in Swanage is an important part of the town's history and it was clear that the Swanage Railway should commemorate this as well as the role that our railway played and the sacrifices made by the young men as they fought for our freedom. "The plaque will have a prominent position on the station platform to remind and educate our passengers about this momentous part of our history and the small part the Swanage Railway played in helping to secure

the Allied victory against Nazi tyranny.

"The Swanage Railway transported the American GIs, and their equipment, to and from the town as well as also being an important link for the soldiers to happier times - away from the harshness of training for war - by transporting them on weekend passes to Bournemouth and London.

"The plaque is an important reminder of the sacrifices that many young men made for our freedom - particularly the young American troops who made friends in Swanage but subsequently lost their lives during the attack on Omaha beach in Normandy on the morning of D-Day, 1944," explained Robert who is volunteer porter on the Isle of Purbeck heritage line.

Growing up in Swanage, the late Albert Weekes was a 15-year old junior porter at Swanage station in 1944 who remembered the sunny April day that the American GIs left by train from the seaside town bound for Devon ahead of D-Day, 1944.

"The first Americans started arriving at Swanage station and waited in the goods yard, by the old cattle dock, and on the station forecourt with their kit. They talked, smoked and chatted as they lay on their kit bags and waited for the train to come in. Boarding their long train, the GIs leaned out of the train windows as they left for D-Day. They were cheerful and gave me the thumbs up and I smiled and returned the gesture. I always wondered what happened to them and whether they came back. American GIs used to come to Swanage station and sit on the platform. I suppose they felt that sometime they would be boarding the train and going home to the United States. When the American GIs left Swanage, it was as though the world stopped turning – it was hectic while they were in the town and then all the activity stopped," added Albert.

The late Bill Lee, who lived in the town of Mount Vernon in Illinois, was a 23-year old American GI billeted with the 26th Infantry Regiment in Swanage between November, 1943, and April, 1944, who made a nostalgic return to the seaside town 45 years later.

Speaking in 1989, Bill said: "The Swanage railroad was a vital link to happy times with new-found friends. It took us away from the harshness of training for war and was a friendly little line. I still recall it and remember the kind people I met there with affection. The people of the Isle of Purbeck were an important part of our lives and we needed that. We were brash, different and full of bravado but they took us in as part of their families – and for that we will always be grateful and never forget."

"Our brash, happy and outgoing exteriors were veneers – a cover because we did not want to get hurt at a time when close friends were being killed – there one minute and gone out of our lives the next," added the retired American postmaster.

Photo: Swanage Railway Trust chairman Frank Roberts with the D-Day 80th anniversary plaque at Swanage station. ©Andrew P.M. Wright

Churnet Valley Railway

Class 25 322 and 33 021 are seen stabled on a none running line next to Cheddleton station at the CVR, during the lines steam gala on May 5th.
Barry Longson



Churnet Valley Railway

▶ GWR Castle Class No. 4079 'Pendennis Castle' and USA S160 No. 5197, get attention from their train crew while on Cheddleton shed during the CVR May Bank Holiday gala.

Barry Longson

▶ Visiting from the Dartmouth steam railway, BR Standard 4 No. 75014 coasts through Cheddleton on May 5th, working from Kingsley & Froghall to Leek Brook, where the loco will run around and return to Cheddleton. *Barry Longson*

▶ LMS 4F No. 44422 has transferred to the Churnet Valley Railway from the West Somerset Railway. Although not currently in working order, plans are in place to get the near 100 year old loco running ASAP. Here she gets a wash down on May 5th. *Barry Longson*



Gwili Railway

▶ Former Great Western HST power car No. 43056 is seen in the sidings at Stone Platform on May 15th. *Allison Twycross*

▶▶ 2 car scenic explorer DMU Nos. W51347 and W51401 sit in the sidings at Stone Platform on May 15th. *Allison Twycross*

▶ On May 15th, GWR No. 6430 is seen operating services at Gwili station. *Allison Twycross*

▶ 0-6-0 No. 47 'Moorbarrow' is seen in the sidings at the line on May 15th. *Allison Twycross*



Gwili Railway

Locomotive No. 5014 is the last to be ever manufactured by Peckett & Sons of Bristol and is the only 0-6-0 diesel they built.
Allison Twycross



Gloucestershire and Warwickshire

▶ GWR No. 6880 'Betton Grange' is seen during the GWSR's Festival of Steam on May 25th.

Neil Pugh

▶ SR MN Class No. 35006 stands at Toddington on May 25th having arrived with the 16:38 from Cheltenham.

Phil Martin

▶ Great Western No. 2807 hauling the 17:26 Toddington - Cheltenham service is seen at Toddington on May 25th.

Phil Martin



Gloucestershire and Warwickshire

▶ 'New Build' Great Western No. 2999 'Lady of Legend' is seen at Toddington on May 25th working the 15:26 Broadway - Cheltenham racecourse. *Phil Martin*

▶ West Somerset Railway's 'Mogul' No. 9351 departs Toddington hauling the 16:20 Broadway - Cheltenham on May 25th. *Phil Martin*

▶ GWR 7800 Class No. 7820 'Dinmore Manor' stands at Toddington on May 25th with a 17:20 Broadway - Toddington goods train. *Phil Martin*



Swanage Railway

▶ LSWR T3 No 563 departs Swanage on May 28th with a service to Norden. *Allison Twycross*

▶ SR Battle of Britain Class No. 34053 'Sir Keith Park' is seen stabled in the sidings at Swanage on May 28th. *Allison Twycross*

▶ Class 08 436 'Beighton' stands in Swanage station on May 28th. *Allison Twycross*



Embasy and Bolton Abbey Railway

L&Y Class 27 No. 52322 is seen between duties at Bolton Abbey station on May 25th.

Michael Lynam

Hudswell Clarke Works No. 1752 0-6-0ST No. 68067 (ex WD 75091) undergoes a quick check and oiling before retuning to Embsay on May 25th.

Michael Lynam

Former Northern Pacer Class 142 094 is seen stored at Bolton Abbey on May 25th.

Michael Lynam



Pontypool and Blaenavon Railway

▶ Class 31 No. D5627 waits at Furnace Sidings on May 18th ready to form the next service on the Pontypool and Blaenavon railway.

Steve Chapman

▶ Hunslet 0-6-0ST 'Jesse' No 18, formerly at East Moors, Cardiff, steel works is seen in use on May 27th. *Peter Todd*

▶ On May 27th. Hudswell Clarke Works No. 1857 0-6-0T is seen hard at work with a rake of mineral wagons. Built in 1952, the loco worked mainly at Gawber Colliery. *Peter Todd*



Cholsey and Wallingford

▶ Class 08 060 stands under the former Maidenhead station canopy at Wallingford on June 4th. *David Lindsell*

▶ Sentinel 'Isebrook' is seen at Wallingford on June 4th. *David Lindsell*

▶ Bubble Car No. 55034 is seen in the company of Class 08 022 and 08 123 at Wallingford on June 4th. *David Lindsell*



Great Central Railway

Class 153 371 and 153 308 stand at Quorn and Woodhouse station with a Loughborough to Mountsorrel working during the Heritage Bus Rally and Railcar weekend on May 18th.

Derek Elston

Single car DMU No. M79900 departs Quorn and Woodhouse with a Loughborough to Mountsorrel working during the Heritage Bus Rally and Railcar weekend on May 18th.

Derek Elston

1906 built 0-4-0ST No. 314 is the only surviving steam locomotive built by Brush at Loughborough and is seen displayed at Nunckley Hill on May 18th. *Derek Elston*



Great Central Railway

0-6-0ST NCB No. 72, Vulcan Works No. 5309 of 1945 is seen on display at Nunckley Hill on May 18th. *Derek Elston*

Met-Cam DMU Nos. 50203 and 50266 approaching Nunckley Hill on the Mountsorrel branch on May 18th. *Derek Elston*

On May 18th, Ruston & Hornsby LBT Series No. 85049 (R&H No. 393325 of 1956) rattles round the Nunckley Hill Museum. *Derek Elston*



South Devon Railway

GWR Pannier Tank No. 6412, Class 33 002 and 'Bubble' Car No. 55000 are seen at Buckfastleigh on May 12th. *David Lindsell*



South Devon Railway

GWR Prairie No. 5526 is seen simmering away
in the yard at Buckfastleigh on May 12th.
David Lindsell



Telford Steam Railway

On May 6th, GWR 0-6-2 tank engine No. 5619 is
seen at Horsehay and Dawley working services.
Richard Hargreaves



The Helston Railway

On April 14th, services were hauled by 1959 Andrew Barclay shunter named 'Kingswood' in push-pull mode with driving trailer 'Alf Benney' which had been brought from the Great Central Railway.

David Lindsell



Severn Valley Railway

On May 16th, Class 46 No. 182 is seen at Kidderminster. *Michael Lynam*

On May 16th, shunters Nos. 13202 and D3022 alongside Hymek No. D7029 are seen at the rear of the diesel depot at Kidderminster. *Michael Lynam*

Sole survivor Class 17 No. D8568 is seen stabled in Bridgnorth shed yard on May 17th. *Derek Elston*



Severn Valley Railway

▶ On May 19th, Class 20 048 is seen at Eardington with the 16:35 Highley - Bridgnorth local service. *Keith Davies*

▶ Class 52 No. D1015 'Western Champion' approaches Hampton Lode station with the 13:45 Bridgnorth to Kidderminster service on May 17th. *Derek Elston*

▶ Class 70 005 seen on the rear of a shunt move worked back into Bewdley by 37 409 'Loch Awe' during the Severn Valley Railway Spring Diesel Festival on May 17th. *Derek Elston*



Severn Valley Railway

▶ GWR Hall Class No. 4930 'Hagley Hall' rests at Bewdley on May 17th. *Richard Hargreaves*

▶ Class 59 206 'John F. Yeoman Rail Pioneer' is seen stabled at Kidderminster during the Spring Diesel Gala on May 17th. *Derek Elston*

▶ On May 17th, Class 46 045 (D182) arrives at Bewdley with a service to Kidderminster. *Richard Hargreaves*



Severn Valley Railway

Rekindling the BR blue era sees Class 52 No. D1015 'Western Champion' and 20 205 waiting their next duties at Kidderminster on May 18th. *Lee Stanford*

The reduction of HST activity on the mainline has brought about an increased interest in the units with several now visiting heritage railways. The recent diesel gala was no exception when Colas power cars Nos. 43303 and 43301 visited, the unit is seen entering the loop at Highley on a dull May 16th. *Lee Stanford*

On May 17th, Class 20 142 and 20 189 are seen departing Kidderminster with a service to Bridgnorth. *Richard Hargreaves*



Severn Valley Railway

▶ Class 33 108 hauling the 14:30 Kidderminster - Bridgnorth service is seen at Eardington on May 17th. *Phil Martin*

▶ Visiting the diesel gala was 'Dutch' liveried Class 73 119 which is seen running light engine to Kidderminster depot on May 18th. *Lee Stanford*

▶ On May 17th, visiting the line for the diesel gala, Class 37 409 stands at Kidderminster. *Richard Hargreaves*



Severn Valley Railway

▶ On May 18th, Class 40 106 hauls a service towards Highley. *Richard Hargreaves*

▶ Rail Adventure power cars Nos. 43480 and 43468 are seen at Kidderminster on May 17th. *Richard Hargreaves*

▶ Visiting power cars Nos. 43301 and 43303 are seen at Highley on May 18th. *Richard Hargreaves*



Severn Valley Railway

▶ Colas Rail power cars Nos. 43301 and 43303 are seen working the 12:55 Highley - Bridgnorth on May 19th. *Phil Martin*

▶ Class 37 263 is seen on Eardington Bank with 10:45 Bridgnorth - Kidderminster service on May 19th. *Keith Davies*

▶ On May 19th, Class 50 035 climbs Eardington with the 14:30 Kidderminster - Bridgnorth service. *Keith Davies*



Severn Valley Railway

▶ Class 14 No. D9551 is seen on Eardington Bank with 09:55 Bridgnorth - Highley shuttle on May 19th. *Keith Davies*

▶ Wizzo No. D1062 descends Eardington Bank with 09:10 Bridgnorth - Kidderminster service on May 19th. *Keith Davies*

▶ Class 33 108 and 73 119 are seen on Eardington Bank with 15:15 Bridgnorth - Kidderminster service on May 19th. *Keith Davies*



Severn Valley Railway

▶ Class 40 106 working the 11:25 Bridgnorth - Kidderminster service is seen at Hampton Loade on May 17th. *Phil Martin*

▶ Class 20 007 and 20 205 are seen on shed at Kidderminster during the Spring Diesel Gala on May 17th. *Derek Elston*

▶ On May 18th, Class 73 119 and 33 108 are seen after departure from Highley, heading towards Arley. *Richard Hargreaves*



From the Archives

GNER's Class 89 001 waits to depart from
London King's Cross on August 23rd 1997.
John Sloane



From the Archives

▶ No. 1 (HE3767/51) shunts at Nant Garw Coking plant at Treforest on September 4th 1972.

John Sloane

▶ LMS 'Jinty' 0-6-0T No. 47324 and Aveling and Porter steam tractor 'Joanne' are seen at Baron Street loco shed on April 5th 2009. The 'Jinty' is currently under overhaul at the ELR.

Brian Dobbs

▶ Stobart Rail liveried Class 92 017 hauling the Daventry to Mossend 'Tesco' train passes Bradley on July 15th 2011. *John Sloane*



From the Archives

▶ M28376M departs Liverpool Lime St. Low Level for Liverpool Central on a service from the Wirral on January 31st 1981. *John Sloane*

▶ Class 60 057 runs light engine into Preston on June 15th 1992. *John Sloane*

▶ BR Class 4 2-6-0 No.76079 passes Heap Bridge with a service from Rawtenstall to Heywood on March 20th 2009. *Brian Dobbs*



From the Archives

Silver roofed Class 47 018 sets off from Norwich Thorpe with an express for London Liverpool St. on April 30th 1980. *John Sloane*



From the Archives

The unusual cut-down Pecket 'Hornet' (P1935/37) was the working loco at Bersham Colliery, Wrexham on April 21st 1978.
John Sloane



From the Archives

▶ Class 52 No. D1023 'Western Fusilier' stands in front of a Class 46 in a night-time scene at Exeter shed on September 13th 1974.

John Sloane

▶ Johnson Single No. 673 is escorted away from Rocket 150 by Class 25 217 and is seen waiting to depart Manchester Victoria on May 28th 1980. LMS 4047 and crane RS101/50 were also in the formation behind the Single. *John Sloane*

▶ Great Central No. 506 'Butler Henderson' has its innards closely inspected as it brews up at Loughborough on October 23rd 1982.

John Sloane

