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 to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover
On June 9th, GWR Castle Class No. 7029 'Clun Castle' is seen heading between Banbury and Cosford with Vintage Trains' 'The Cosford Flyer'. *Richard Hargreaves*

This Page
The first 'Fellsman' of the 2019 season sees BR 'Britannia' 7P Class 4-6-2 No. 70000 'Britannia' heading along the down slow line at Balshaw Lane Junction heading from Crewe to Carlisle via the Settle & Carlisle line. *Ken Abram*

Next Page
Class 37 407 'Blackpool Tower' and 37 424 'Avro Vulcan XH558' coast past Brundall Gardens with the 12:47 SO Great Yarmouth - Norwich service on June 22nd. *Chris Morrison*

Railtalk Magazine

Welcome

Welcome to Issue 154 and your monthly roundup from across the UK.

Well after last months good weather and the large amount of sunny photos received, I honestly thought we had seen the end of summer, just as soon as it started.....Well how wrong I was as the sunny weather has continued and even more glorious photos.

We start this month with the news that plans for a Blackpool – London open access service are 'firmly on track', with the launch now expected in spring 2020, Grand Central said on June 24th. In June last year the Office of Rail & Road granted Alliance Rail Holdings' Great North Western Railway rights to operate the service. The project has now been transferred to sister Arriva group company Grand Central, which operates open access trains from London to Yorkshire and northeast England. Grand Central said this would enable it to draw on a larger pool of expertise and resources. Grand Central plans to operate up to five direct trains each way per day between Blackpool North and London Euston, giving the Lancashire seaside town direct services to the capital on Sundays as well as later trains from Monday to Saturday. All services would call at Poulton-le-Fylde, Kirkham & Wesham, Preston and Nuneaton, with most also stopping at Milton Keynes.

Thisnewscomeafterlastmonthsannouncement that Virgin were to run a Liverpool - London



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YO8 8BE
info@had-print.co.uk | 01757 600211

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Railtalk Magazine

service from May 2021 and hot on the heels of this is another announcement, this time from Grand Union Trains who have applied to the Office of Rail & Road for a track access agreement which would enable it to launch a Cardiff Central – London Paddington open access passenger service from late 2020. The proposed hourly service would call at Newport, Severn Tunnel Junction and Bristol Parkway, then run non-stop to London Paddington. Trains would also call at the future Cardiff Parkway station once it opens.

'We are working to provide a competitive train service between Cardiff and London, providing passengers with greater choice and increasing service provision on this important route for Wales', said Grand Union Trains founder and Managing Director Ian Yeowart when the application was submitted on June 14. 'This route has been monopolised by the incumbent franchised operator since 1996, but open access allows new services to be developed, meaning passengers and local business can enjoy the benefits promised by privatisation.' The proposed service would be operated with Class 91 and MkIV coaches owned by Eversholt Rail which are due to be displaced from the East Coast Main Line with the arrival of new Hitachi trainsets.

Finally, don't forget it's not all about the magazine, you can also find us on Facebook, Twitter and a whole host of other online media outlets. Don't forget to visit and if you haven't before, contributions are always welcome.

All the best for the month ahead and please do keep sending in those photos.

Andy Patten
Editor



Pathfinder Tours
The Yorkshire Explorer

On June 8th, Class 37 059 and 37 038 pause at Derby whilst working the 1Z72 Taunton to Leeds charter. *Richard Hargreaves*

Pathfinder Tours
The Yorkshire Explorer

Class 37 059 and 37 038 pass Clayton on June 8th working 1Z72 Taunton to Leeds 'The Yorkshire Explorer'. *Steve Chapman*

Vintage Trains
The Last Steam from Ironbridge

Vintage Trains' GWR Castle Class No. 7029 'Clun Castle' passes Widney Manor with the 08:13 Dorridge - Cosford excursion on June 9th. *Chris Morrison*

Charter Scene

Vintage Trains

The Last Steam from Ironbridge

On June 9th, GWR Castle Class No. 7029 ‘Clun Castle’ crosses Coalbrookdale Viaduct with a Wellington to Ironbridge charter. *Richard Hargreaves*

‘Clun Castle’ crosses the iconic Coalbrookdale Viaduct on June 9th. *Phil Martin*

Class 47 773 is seen leading the tour at Madeley Jct. *Phil Martin*

Retro Railtours

The Retro Devon Seasider

Class 37 407 and 37 059 pass Meole Brace with 1Z70 05:50 Huddersfield - Paignton charter on May 25th. *Keith Davies*

Belmond British Pullman
V.S.O.E.

On June 12th, Class 67 029 passes Grateley working the Bath Spa to London Victoria VSOE, with Class 67 020 on the rear.
Michael Bennett



Belmond British Pullman
V.S.O.E.

On June 2nd, Class 67 021 and 67 024 top'n'tail the Truro to London Victoria VSOE, passing Little Bedwyn in the rain. *Michael Bennett*

UK Railtours

Crewe Open Day or Medieval Chester

Class 47 501 and 47 810 work the London Euston to Crewe/Chester charter through Tamworth on June 8th. Inset: Class 47 810 departs Crewe with the return working to London via Chester. Class 47 501 was on the rear. *Richard Hargreaves*

UK Railtours

Crewe Open Day or Medieval Chester

Locomotive Services Class 47 No. D1924 'Crewe Diesel Depot' heads the 15:35 UK Railtours return charter from Crewe to London Euston through Gobowen with its interesting mix of upper and lower quadrant semaphore signals on June 8th. *Chris Morrison*

UK Railtours
The Ancient Kingdom

On June 22nd, Class 90 035 speeds through Doncaster with the return working of the charter from Berwick upon Tweed to London Kings Cross. *Class47*

The Railway Children

The Three Peaks Challenge (Day 1 of 3)

Class 68 033 arrives into Chester on June 13th with 1Z83 Crewe to Bangor, day one of the annual charity challenge. *Brian Battersby*

The Railway Children

The Three Peaks Challenge (Day 3 of 3)

Class 37 402 and 37 419 pass Bradley on June 15th working the Fort William - Crewe 'Three Peaks' charter. *John Sloane*





NENTA Train Tours

A Scottish Adventure to York, Durham & Edinburgh

Class 68 003 and 68 016 top'n'tail the return working from Edinburgh to Norwich through Doncaster on June 22nd. *Class47*

UK Railtours/A1 SLT
The Yorkshire Pullman

On June 15th, LNER A1 No. 60163 'Tornado' eases into Doncaster with a London Kings Cross to Scarborough charter.
Richard Hargreaves

Railway Touring Co.
The Scarborough Flyer

LMS Jubilee Class No. 45690 'Leander' steams through Clayton on June 8th with 1Z45 Manchester Victoria to Scarborough.
Steve Chapman



S.R.P.S. Railtours
Chester & Llandudno

It's a long way to travel from Glenrothes-with-Thornton to Llandudno just for a couple of hours! Maybe having Class 67 001 on the front helps? With 67 012 on the rear, the 1Z66 to Llandudno heads south through Winwick on June 15th. *Jeff Nicholls*



S.R.P.S. Railtours
Chester & Llandudno

Class 67 001 and 67 012 pass Balshaw Lane Jct. on June 15th with a Llandudno - Glenrothes return charter. *John Sloane*





Northern Belle

Northern Belle

On June 8th, Class 57 313, top and tailing with 57 601, passes Clayton with 1Z30 Newcastle to Chesterfield 'Northern Belle'.
Steve Chapman



Northern Belle

Northern Belle

On June 9th, the return 1Z44 Carnforth - Leeds, via Scunthorpe, with Class 57 601 top'n'tail 57 313 is seen here emerging from under the girders of the King George V Bridge over the River Trent and passing through Althorpe Station. Inset: Class 57 601 leads through Crowle. *Steve Thompson*

Railway Touring Co.
The Cotswold Venturer

LNER Class A3 No. 4472 ‘Flying Scotsman’ is seen at the head of ‘The Cotswold Venturer’ railtour to Worcester as it crosses the River Avon at Eckington on June 15th. *Neil Pugh*

West Coast Railway Co.
The Scarborough Spa Express

Sporting a new coat of paint, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' heads the outward leg of the first 'Scarborough Spa Express' of the season past Towthorpe on June 20th. *Gerald Nicholl*

Charter Scene

Branch Line Society

The Sunday Yicker

A blue Class 31 was used for the Branch Line Society's 'The Sunday Yicker' tour on June 9th as Class 31 128 is seen approaching Winwick with the tour. *Lee Stanford*

Class 31 128 passes Moore, heading to Ashton in Makerfield. *Mark Enderby*

Charter Scene

Branch Line Society
The Sunday Yicker



On June 9th, having reached the present end of the Haydock Branch, Class 31 128 waits to retrace its steps with 'The Sunday Yicker' railtour. Class 37 668 is on the other end. *Jeff Nicholls*



Class 31 128 tops and tails with 37 668 as it leaves the headshunt at Springs Branch with a Branch Line Society special on June 9th. Next stop the Haydock Branch. *Jeff Nicholls*



Class 37 668 leads 31 128 and its four coach train gingerly onto the Haydock Branch on June 9th. Although the train had been booked to travel down to the Hanson stone terminal, it did not venture that far. *Jeff Nicholls*

Saphos Trains
The Lakelander

Doyen of the BR Standard Classes of locomotives No. 70000 ‘Britannia’ climbs up the WCML approaching the site of the long-gone Hincaster Junction with the northbound leg of Saphos Trains’ ‘The Lakelander’ excursion on May 18th. *Gerald Nicholl*

Saphos Trains
The Fellsman

‘Britannia’ storms through Horton-in-Ribblesdale at the head of The Fellsman on May 29th. *Colin Kennington*

Belmond British Pullman
The Royal Scotsman

Class 66 743 departs Edinburgh Waverley with the Royal Scotsman on June 3rd. *Lee Stanford*

Royal Train

Royal Train

At Crewe on June 28th, Class 67 006 brings up the rear of 1Z68 Edinburgh Waverley to Wolverton (67 005 was leading).
Barry Longson

Statesman Rail

Settle to Carlisle & Coastal Statesman

On June 1st, Locomotive Services Ltd Class 47 593 heads the 1Z25 'The Statesman' from Milton Keynes - Appleby through a colourful Pleasington with 47 501 (D1944) on the rear. *Michael Lynam*

Charter Scene

Statesman Rail

Settle to Carlisle & Coastal Statesman



On June 15th, Locomotive Services Ltd Class No. D1924 (47 810) heads the 1Z49 'The Statesman' from Cardiff - Appleby through Bamber Bridge with 47 614 on the rear. *Michael Lynam*



Class 47 614 is seen on the rear of the Appleby - Cardiff charter as it heads through Balshaw Lane Jct. on June 15th. *John Sloane*



Class 47 810 leads the Appleby - Cardiff charter through Balshaw Lane Jct. on June 15th. *John Sloane*

Railway Touring Co.
The Cumbrian Mountain Express

LMS Jubilee Class 4-6-0 No. 45690 ‘Leander’ with the northbound ‘The Cumbrian Mountain Express’ is seen near Viver on May 18th.
Gerald Nicholl

Railway Touring Co.
THE GREAT BRITAIN XII

‘Merchant Navy’ Class Pacific No. 35018 ‘British India Line’ eases off Ribblehead viaduct with the Carlisle - Scarborough leg of the RYTC ‘Great Britain XII’ tour on May 3rd. *Gerald Nicholl*

Railway Touring Co.
THE PENNINE LIMITED

Stanier Pacific No. 6201 ‘Princess Elizabeth’ blasts up Stainforth Bank with the northbound ‘Pennine Limited’ special on May 25th.
Gerald Nicholl



Steam Dreams
The Cathedrals Express

BR Class 5MT No. 44871 works the 1Z24 Bristol to London Paddington past Grateley on June 20th with Class 47 245 on the rear. *Michael Bennett*

Steam Dreams
The Cathedrals Express

Steam Dreams 1Z39, the 10:30 London Victoria to Hastings. approaches South Croydon station on June 22nd with Stanier Black 5 4-6-0 No. 44871 in charge and Class 33 207 'Jim Martin' on the rear. *Derek Elston*

Steam Dreams
The Cathedrals Express

LNER B1 No. 61306 'Mayflower' leads the 1Z46 Weymouth - Princes Risborough past Lee (just south of Romsey) on June 27th.
Anton Kendall

West Coast Railway Co.
The Dalesman

LMS 8F 2-8-0 No. 48151 attacks Hoghton Bank at the head of the steam leg of 'The Dalesman' excursion on June 25th. *Gerald Nicholl*

Charter Scene

West Coast Rly Co.
The Dalesman

On June 11th, ‘British India Line’ approaches Ribblehead with the northbound ‘Dalesman’ to Carlisle. *Shep Woolley*



Class 37 676 and 37 669 arrive into Chester on June 25th, with the return working from Hellifield to Chester. *Brian Battersby*



Pouring rain greets ‘British India Line’ speeding away from Garsdale on June 11th, with the return ‘Dalesman’ *Shep Woolley*

West Coast Railway Co.
The Dalesman

On June 25th, LMS 8F Class No. 48151 is seen working through Shap with the northbound 'Dalesman' railtour. *Shep Woolley*

West Coast Railway Co.
The Dalesman

LMS Class 8F No. 48151, working the return leg of 'The Dalesman' over Batty Moss Viaduct, heads from Carlisle to Chester on June 25th. *Shep Woolley*

ECS and Light Engine Moves

Class 37 059 and 37 038 on a Taunton - Eastleigh ECS, pass Fairwood into Westbury on June 9th. *Michael Bennett*

Charter Scene

ECS and Light Engine Moves

Following the open day at Crewe on June 8th the exhibits were returned to their normal operators and Class 67 006 is seen approaching Winwick Junction whilst taking 91 119 back to the ECML on June 9th. *Lee Stanford*



On June 13th, with a re-tube complete, 'Galatea' is seen on a test run to Hellifield. *Shep Woolley*



On June 9th, LNER A4 No. 60009 passes Edington on a Bishop Lydeard to Southall move, running 70 minutes early. *Michael Bennett*

Charter Scene

ECS and Light Engine Moves



LMS Princess Class No. 6201 'Princess Elizabeth' brings up the rear of a Carnforth - Crewe ECS through Moore on June 29th. *Mark Enderby*



Class 47 593 passes Burgs Lane with the 5Z27 10:38 Crewe HS - Bristol Temple Meads on June 14th. *Keith Davies*



On July 4th, 'British India Line' working 5M43 to Southall heads over Six Arches bridge, Galgate. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves



On June 19th, ‘Galatea’ climbs away from Carnforth. heading to York in preparation for the ‘Scarborough Spa Express’ season.
Shep Woolley



Class 33 207 ‘Jim Martin’ leads the 5Z38 08:06 Southall WCR to London Victoria ECS for a Steam Dreams charter through Kensington Olympia on June 22nd. LMS Black 5 No. 44871 was on the rear at this point. *Derek Elston*



On June 9th, Class 57 313 with 57 601 on the rear arrived at Scunthorpe on 5Z43 from Holgate Sidings with the stock for the ‘Northern Belle’. After loading-up, it set off with 1Z44 Scunthorpe - Carnforth, this time with 57 601 leading.
Steve Thompson

Caledonian Sleeper



With the new Caledonian sleeper stock soon to appear on the Highland sleeper service the sight of Freightliner Class 90s stabled at Edinburgh will soon become history. On the evening of June 3rd, the unusual sight of two Class 90s Nos. 90 042 and 90 043 were to be found stabled at Edinburgh Waverley. *Lee Stanford*



With one Caledonian Sleeper failed at Acton Bridge and the other running extremely late Class 92 014 and 86 101 ‘Sir Willam A Stanier FRS’ are still on the blocks at 08:15 on June 22nd. *Derek Elston*



Class 86 101 ‘Sir William A Stanier FRS’ sits on the blocks at London Euston, June 22nd. *Derek Elston*

Caledonian Sleeper



Midsummers Day brings a good chance to photograph the Caledonian Sleeper with portions from Inverness, Fort William and Aberdeen behind Class 90 046 as it passes south through Winwick, running some twenty minutes late at 05:21 on June 21st. *Jeff Nicholls*





Running some 75 minutes late on June 21st, the longest day, Class 92 014 sweeps through Winwick at 04:54 with the Lowlander sleeper from Glasgow to Euston made up of new Mark 5 stock. *Jeff Nicholls*

Class 92 038 is seen stabled at Crewe on June 8th. *Brian Battersby*

Chiltern Railways



Class 68 014 calls at Solihull on June 22nd working a service from London Marylebone.
Brian Battersby

Charity's artwork featured on Chiltern Railways' new timetable

Chiltern Railways have teamed up with Stratford-upon-Avon based charity Escape Arts to help create the artwork for their latest timetables. The full timetable's front cover includes the artists' favourite things about Stratford and celebrates the extra services that Chiltern have added between London Marylebone and Stratford-upon-Avon, more than doubling the number of direct trains between the two stations.

The timetables, which came into effect on 20 May, feature the artwork of young people and adults from Escape Arts and will be seen by thousands of customers who travel across the Chiltern network between London Marylebone, Birmingham, Aylesbury, Oxford and Stratford-upon-Avon.

For over 20 years Escape has developed a diverse programme of creative activities in both Stratford and Nuneaton, as well as across Warwickshire. Part of Escape's success is using this creativity to engage and celebrate stories of people, place and time in an exciting, empowering way. The home of Escape is the Grade ll listed 'Old Slaughterhouse Heritage & Arts Centre' in Stratford-upon-Avon, a historical building which is also now a vibrant community venue, offering a range of arts and heritage exhibitions, workshops and events. In 2018 the charity were awarded the Queens Award for Volunteer Services, with volunteers being the lifeblood of the organisation.

Karen Williams, Artistic Director of Escape Arts said, "Escape Arts were delighted to be asked to work with Chiltern Railways. Our different community groups worked on the individual pieces and we are so proud to see their work published. We are looking forward to seeing the name Escape Arts across the county on the train routes and at stations. We work with people of all ages and from across a number of communities, so it was a delight to bring them all together to work on this project."

Alan Riley, Customer Services Director at Chiltern Railways said, "We're delighted that Escape Arts agreed to commission artwork for our new timetables - the work they have produced looks fantastic and we're thrilled to support the creativity of talented young people and adults in the communities across our network."



"With our new timetable more than doubling the number of direct trains between Stratford-upon-Avon and London Marylebone, we're pleased that we can work closely with the local community in Stratford and look forward to continuing to do so in the future."

Colas Rail



On June 19th, a busy few seconds at Winwick sees Class 70 810 working the MWF 09:36 Mountsorrel to Carlisle New Yard. In the distance a Virgin Pendolino heads south and a Class 153 /158 combo is on the 13:21 Chester to Leeds service. *Barry Longson*



In lovely evening light on June 27th, the driver of Class 70 801 slowly applies power as it passes Helsby with the Carlisle to Chirk log train. *Lee Stanford*



Class 70 801 heads through Helsby on June 25th with a Chirk bound log train. *Brian Battersby*

Colas Rail



Class 70 814 is seen on Battlefield Bank with the 6C21 07:45 Maindee East Jct. - Crewe Basford Hall on June 23rd. *Keith Davies*



On June 19th, Class 70 802 passes through Hellifield with the daily log train 6J37 working from Carlisle -Chirk via the S&C. *Michael Lynam*



Class 70 801 is captured at Blackburn on a sunny June 21st, working the well loaded 12:58 Carlisle New Yard to Chirk Kronospan logs. *Barry Longson*

Colas Rail

Class 70 803 heads through Acton Bridge with 09:24 Mountsorrel Sidings - Carlisle New Yard infrastructure train, Colas apparently having taken over from DRS. *Nick Clemson*

Colas Rail

Class 70 815 is seen at Sutton Bridge with the 6C26 13:29 Crewe Basford Hall - Maindee East Jct. on May 5th. *Keith Davies*



Class 70 814 storms past Acton Bridge on June 27th, working the Th/FO 09:36 Mountsorrel to Carlisle New Yard. *Barry Longson*



On June 15th, Class 56 078 and 56 096 head through Doncaster with a Barnetby to Down Decoy light engine move. *Richard Hargreaves*

Colas Rail

Class 37 418 is seen at journeys end in Rhymney with the 17:01 from Cardiff Central on June 24th. *Mark Torkington*



Class 70 815 passes Sutton Bridge with the 6C22 08:33 East Usk Yard - Crewe Basford Hall on May 5th. *Keith Davies*



On June 9th, running quite early, the 6C81 Brocklesby - Up Decoy approaches sleepy Scunthorpe top'n'tailed by Class 56 078 and 70 804. *Steve Thompson*

Colas Rail



Class 37 421 approaches Pontlottyn with a TFW driver training run on June 24th.
Mark Torkington

Colas Rail UK has secured three major contracts with Network Rail: a Rail Systems Alliance contract, a Signalling and Telecoms Framework contract and a Rail Haulage contract.

The first of these contracts involves the Rail Systems Alliance in the South. It was awarded to Colas Rail Ltd and AECOM to deliver rail system works including track renewals, signalling, electrification and civils works for the South of England worth an estimated £1.5bn (roughly 1.7 billion euros). The 10-year contract spans Control Periods 6 (2019-2024) and 7 (2025-2030) creating an alliance between Network Rail, Colas Rail Ltd (installer) and AECOM (designer) covering the Anglia, South East, Wessex, Western and Wales routes.

The second contract awarded to Colas Rail Ltd covers signalling and telecoms (S&T) frameworks for the western region, worth an estimated £75M (roughly 85 million euros) for Control Period 6, including stand-alone level crossing renewals, life extension works, telecoms renewals and related civil engineering works. Colas Rail Ltd will be involved from design to construction, testing and commissioning of signalling and telecoms works.Network Rail has also awarded Lot 1 and Lot 5 of the rail haulage and seasonal service contract to Colas Rail Ltd worth an estimated £12m per year (roughly 13.5 million euros). Colas Rail Ltd will deliver haulage for bulk ballast and will be operating the snow and ice treatment trains. These new contracts will play a key role in improving the network's performance and reliability for both users and freight.

Jean-Pierre Bertrand, CEO, Colas Rail UK, explains: "These contract wins demonstrate that we are a major player in Control Period 6 and I am extremely proud of the talented people we have at Colas Rail UK who have made this possible. The continued hard work and dedication is visible and it is clear that we are committed as always to delivering a best in class service to users of Network Rail."

Colas Rail



On June 27th, Class 56 096, 56 105 give a lift to GBRf Class 66 743 on a Doncaster - Millerhill engineers, past Joan Croft Jct. *Mark Enderby*



On June 3rd, Class 56 113 and 56 105 make light work of 6E32 Preston Docks - LOR discharged bitumen tanks, seen passing through Scunthorpe station. *Steve Thompson*



Class 66 850 passes Heywood on June 9th with the second Malvern Link to Westbury engineers train of the day. *Michael Bennett*

Colas Rail

On June 3rd, Class 56 087 heads through Reading with a Bridgend to Dagenham working.
Richard Hargreaves



On June 2nd, Class 70 817 was top'n'tail with 56 105 on 6C80 Brocklesby - Up Decoy, their autoballasters in various degrees of loading, seen approaching Scunthorpe station.
Steve Thompson



Class 66 847 hauling a Malvern Link to Westbury engineers, passes Hawkeridge on June 9th.
Michael Bennett

CrossCountry



Power cars Nos. 43303 and 43304 head through Clayton on June 8th while working the 06:01 Glasgow to Paignton service. *Steve Chapman*



Power cars Nos. 43357 and 43285 are seen at Sheffield on June 20th working a Plymouth service. *Michael Lynam*

DB Cargo



Class 66 104 heads the loaded Knowsley to Wilton waste train through Overton on June 20th. *Lee Stanford*



On June 24th, Class 66 136 working the Dowlow - Theale is seen at Harpur Hill. *Mark Enderby*



In half decent light on June 19th, Class 66 090 passes Winwick working the 12:08 Liverpool Seaforth to Warrington Arpley sidings.
Barry Longson

DB Cargo



Class 66 089 climbs Hencote Bank with 6M86 10:29 Margam - Dee Marsh Reception Sidings on June 20th. *Keith Davies*



On June 4th, Class 90 018 and 90 040 stop at Warrington Bank Quay for a crew change whilst working the 4S47 Daventry - Mossend. *Mark Enderby*



On June 6th, Class 59 001 heads out of Westbury Yard. *Richard Hargreaves*

DB Cargo

Class 66 051 hauling the 4L45 Wakefield - Felixstowe passes Bessacarr Jct., Doncaster on May 22nd. *Michael J Alderdice*



On June 28th, Class 66 065 crosses Stockport viaduct working the 19:24 Ashburys to Dowlow Briggs empty box wagons. *Barry Longson*



Class 59 103 arrives into Westbury on June 6th with a rake of stone hoppers. *Richard Hargreaves*

DB Cargo



Class 66 147 is seen working the 10:34 Southampton Eastern Docks to Halewood (Jaguar Cars) at Acton Bridge on June 27th. *Barry Longson*



On June 28th, Class 90 036 hauls 67 029 through Rugeley Trent Valley with the 13:35 Crewe Electric Depot to Wembley light engine movement. *Barry Longson*



Class 59 202 arrives into the yard at Westbury on June 6th, with a rake of Mendip Rail box wagons. *Richard Hargreaves*

DB Cargo



Class 59 201 stands at Westbury on June 6th.
Richard Hargreaves





On June 12th, Class 59 004 with the Woking to Merehead empties passes Grateley in the murk.
Michael Bennett

Class 66 161 hauling the Dowlow - Ashburys is seen at Harpur Hill on June 24th.
Mark Enderby

DB Cargo

Class 60 001 is seen at Westbury on June 6th with a rake of Yeoman hoppers. *Richard Hargreaves*



Class 66 142 heads through Micheldever on June 17th with the Trafford Park to Southampton intermodal. *Michael Bennett*



On June 27th, Class 66 088 working an Immingham - Drax Biomass heads past Thorpe Marsh. *Mark Enderby*

DB Cargo



Class 66 096 trundles light engine through Knottingley station on its way to the (old) depot, as a lone enthusiast keeps vigil, June 6th. *Nick Clemson*





Class 60 059 working the 6M57 Lindsey - Kingsbury loaded oil tanks, heads through Burton on June 10th. *Stuart Hillis*

Class 66 149 on a York - Doncaster engineers is seen Joan Croft Jct. on June 27th. *Mark Enderby*

DB Cargo

On June 27th, Class 66 054 on a Lackenby - Scunthorpe working, passes Joan Croft Jct. *Mark Enderby*



Class 66 137 and 66 185 pass through Camden Road station on June 7th with a Dollands Moor - Scunthorpe working. *John Sloane*



On June 9th, Class 66 149 runs alongside the Stainforth & Keadby Canal as it approaches Crowle on 4R54 Milford - Immingham Biomass empties. *Steve Thompson*

DB Cargo





On June 24th, Class 59 206 working the 7A09 passes Edington on the ill fated Merehead to Acton working. The Class 59 failed up the line and had to be rescued by Class 56 091 and 56 103 seen here (Inset) passing Edlington towing the train back to Westbury.
Michael Bennett



Class 59 002 approaches Gospel Oak on June 7th with a Dagenham - Acton working.
John Sloane



On June 1st, Class 66 125 is seen heading west through Lincoln on 4E26 Dollands Moor - Scunthorpe RS bloom-carriers. The view taken from the new Brayford footbridge and for anyone sad enough to want to know, there are four flights of 12 stairs up each side of the bridge, must be nearly as many as the Cathedral tower! *Steve Thompson*

DB Cargo

Class 66 104 climbs Hencote Bank with 6M86 10:31 Margam - Dee Marsh Reception Sidings on May 28th. *Keith Davies*



Class 66 103 yings through South Croydon working the 08:56 Dollands Moor Sidings to Scunthorpe Redbourn Sidings empty steel train on June 22nd. *Derek Elston*



Class 66 140 working the Southampton Eastern Docks to Halewood passes Worting on July 4th. *Michael Bennett*

DB Cargo



On June 15th, Class 66 124 passes Balshaw Lane Jct. hauling a Grangemouth - Daventry intermodal. *John Sloane*



On July 4th, Class 66 047 passes Worting hauling the Southampton W Docks to Birch Coppice intermodal. *Michael Bennett*



Class 66 197 passes Sutton Park with the 4Z76 16:42 Arpley Sidings - Alexandra Dock TC. *Keith Davies*

DB Cargo



Class 59 002 passes Andover on June 28th with the Woking stone empties. *Michael Bennett*



Class 66 127 passes Hamsted Heath on June 7th with a Burngullow - Bow working. *John Sloane*



On June 18th, Class 66 015 speeds through Rhoose station with a rake of coal hoppers. Once a common sight on the UK rail network but now sadly a disappearing one. *Ken Mumford*

DB Cargo



Maritime liveried Class 66 005 passes Joan Croft Jct. on June 27th with a Milford to Immingham empty Biomass. *Mark Enderby*



Class 66 076 nears Acton Bridge on June 20th hauling a Dollands Moor - Ditton freight. *John Sloane*



Class 90 029 leads 90 018 along the WCML near Acton Bridge on June 20th working a Mossend - Daventry intermodal. *John Sloane*

DC Rail Freight



Class 56 103 and 56 091 with the 6Z91 Westbury - Southampton Up Yard are seen shunting at the train's destination on June 24th. *Anton Kendall*



Class 56 103 heads north through Winwick on June 3rd with the Chaddesden - Carlisle boxes. *Mark Enderby*

DC Rail Freight



Class 56 091 and 56 103 pass Dean hauling the 6Z91 Westbury to Southampton. *Michael Bennett*



Class 56 091 and 56 103 power the 6Z91 Westbury - Southampton Up Yard past Lee (just south of Romsey) on June 27th. *Anton Kendall*



Class 56 103 and 56 091 are seen heading north from Wigan on June 5th hauling a Boston - Carlisle rake of wagons. *John Sloane*

DC Rail Freight



Class 56 091 and 56 103, looking and sounding good with 12:45 Chaddesden Sidings - Carlisle Kingmoor VQ pass through Acton Bridge. *Nick Clemson*



Class 56 091 and 56 103 are seen shunting their train from Westbury at Southampton Up Yard as Class 450 020 passes by on June 25th. *John Sloane*



Class 56 103 and 56 091, working the Boston - Carlisle stone empties, head through Warrington Bank Quay on June 5th. *Mark Enderby*

Direct Rail Services



Class 37 424 arrives at Lowestoft on June 20th.
Steamsounds





On June 27th at Acton Bridge, Class 66 424 and 68 024 are in charge of the 12:46 Carlisle New Yard to Basford Hall engineers train.
Barry Longson

On June 11th, Class 37 716 and 37 405 top'n'tail a Great Yarmouth service into Brundall.
John Sloane

Direct Rail Services

Large logo Class 37 407 ‘Blackpool Tower’ waits at Acle on the rear of the 11:57 Norwich - Great Yarmouth service with 37 405 on the front, for single car 153 309 forming the 12:17 Great Yarmouth - Norwich to clear the single line on June 15th. *Chris Morrison*

Direct Rail Services

Class 37 407 waits departure time at Lowestoft on June 20th. *Steamsounds*





Class 37 405 arrives at Acle with a Norwich - Yarmouth service on June 11th. Class 37 716 was on the rear. *John Sloane*

Class 88 001 and 88 010 are seen at Valley, Anglesey with a flask working. *David Wood*

Direct Rail Services

Greater Anglia's Class 153 335 forming the 12:36 Norwich -Great Yarmouth waits for Class 37 716 and 37 405 on the 12:47 Saturdays only Great Yarmouth - Norwich to clear the section at Acle on June 1st. *Chris Morrison*

On June 19th, Class 66 433 passes through Hellifield with the daily 6K05 engineers from Carlisle - Crewe via the S&C with just one wagon in tow. *Michael Lynam*



On June 21st, Class 66 303 and 66 427 head a lengthy engineers train out of Blackburn tunnel, working the 12:46 Carlisle NY to Crewe Basford Hall. *Barry Longson*

New service Tilbury to Grangemouth

Forth Ports in partnership with Eddie Stobart and Direct Rail Services have announced a new weekend service linking, for the first time by rail, the ports of Tilbury and Grangemouth, Scotland's largest port. The new two-way rail service will commence on Friday 28th June and has been launched on the back of customer demand to open up the rail link between the South of England with Central Scotland. The first train will leave Tilbury on a Friday via Daventry and travel overnight arriving into Grangemouth on a Saturday.

The service which uses the DRS state-of-the-art locomotives and wagon fleet has a capacity to travel with 36 Containers and will be managed by Eddie Stobart working closely with both Forth Ports and DRS. The containers will carry cargo to Scotland from the South East including retail goods, food and drink. The return journey from Grangemouth, Scotland's largest port, will support the country's export market with the movement of spirits, chemicals and fresh food including potatoes.

Rail continues to be a key focus due to the reduced carbon emissions and this new service will connect ports in Southern England to central Scotland without using the already congested UK road network.

Stuart Wallace, Chief Operating Officer, Forth Ports said: "Linking our ports in the South East and Scotland by rail has been a priority for us and we are pleased to partner with Eddie Stobart and DRS on this new service. The service comes on the back of an increase in business at our busy container terminals and underpins our commitment to provide sustainable and cost-effective logistics solutions for our customers, aiding growth and competitiveness in the supply chain. This is the first time that a rail service truly links our ports in Tilbury and Grangemouth which opens up a number of import and export opportunities for our business and customers."

John Clark, Sector Director at Eddie Stobart said: "Eddie Stobart Logistics remains one of the only UK operators to offer genuine modal choice for customers, and we're delighted to be able to extend our rail offering through our new partnership with Direct Rail Services and Forth Ports. Unlike many rail operators, our services are built in direct response to customer requirements – that's why we're introducing a new service that will link the Port of Tilbury to Grangemouth for the first time. We believe this will help to provide our customers with a cost effective and sustainable means of moving goods between Southern England and Central Scotland."

Chris Connelly, Chief Operating Officer at DRS commented: "The DRS team are incredibly proud and excited to be working with Forth Ports and Eddie Stobart on this innovative project utilising our state-of-the-art locomotives and wagon fleet. Through partnerships such as these many more road miles can be saved and huge environment benefits will continue to be delivered by rail."

East Midlands Trains



Class 222 102 is seen on the rear of 1C40 11:29 Sheffield - London St. Pancras at Sheffield on June 6th. Class 222 022 was leading. *Nick Clemson*



Departing the newly realigned and built Market Harborough station on June 5th is the 1B69 17:45 Nottingham to London St. Pancras International with power cars Nos. 43047 and 43059. *Derek Elston*



At Lincoln on June 1st, Class 153 318 working the 2K45 Newark - Peterborough, is seen heading towards the High Street. *Steve Thompson*

Freightliner

Class 90 049 and 90 041 pass Winwick on June 19th working the 12:33 Daventry to Coatbridge. *Barry Longson*



Class 86 607 and 86 622 are seen near Acton Bridge on June 20th running light engine from Garston - Crewe. *John Sloane*



Class 66 613 works through Clayton on June 8th with 6M68 Dewsbury to Earles sidings cement empties. *Steve Chapman*

Freightliner



Class 70 020 passes Slindon on June 28th with the 4M58 09:22 Southampton MCT - Garston FLT. *Keith Davies*





Class 66 562 heads east as it passes Scunthorpe steel works on June 1st. *John Sloane*

Class 66 603 draws the 11:04 Hardendale to Tunstead empty box wagons through Preston station on June 21st. *Barry Longson*

Freightliner



Class 66 555 passes Slindon with 4M83 09:02 Felixstowe North FLT - Ditton (O'Connor) FLT on June 28th. *Keith Davies*





Class 66 502 'Basford Hall Centenary 2001' leads the 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. past Wilson's Crossing, Kingsthorpe on June 17th. *Derek Elston*

Although the sun is high around midday at this time of year, you can not miss an opportunity to photograph 54 year old traction. On June 27th, Class 86 609 and 86 627 head through Acton Bridge light engine, working the 11:46 Garston FLT to Crewe Basford Hall SSN. *Barry Longson*

Freightliner



A working rumoured to be moving over to DRS Class 88 traction is the 12:16 Daventry to Coatbridge. On June 21st, Freightliner provided grey Class 90 047 and 90 048 to power this service and is seen entering Preston station at slow speed. *Barry Longson*



Repainted Class 66 415 is seen hauling a Southampton to Lawley Street liner through Andover Down on June 5th. *Michael Bennett*



Class 66 564 is seen shortly after passing Acton Bridge with a Felixstowe to Ditton container train on June 27th. *Lee Stanford*

Freightliner



Class 66 599 on a Crediton to Westbury Up TC passes Hawkeridge on June 9th. Class 66 572 was on the rear. *Michael Bennett*





In the last week of Class 90 haulage, Class 90 041 and 90 047 head the Daventry to Coatbridge intermodal service through Acton Bridge on June 27th. *Lee Stanford*

On June 27th, Class 66 564 is seen at Acton Bridge working the 09:12 Felixstowe North to Ditton. *Barry Longson*

Freightliner



A lightly loaded 09:25 Southampton to Garston headed by Class 70 020, rounds the curve at Rugeley Trent Valley on June 28th. *Barry Longson*



On June 7th, Class 86 607 and 86 639 head through Camden Road with a Crewe - Felixtowe liner. *John Sloane*



Class 66 587, out for the first time in the ONE livery, working a Southampton to Lawley Street liner, races through Whitchurch on June 10th in a heavy rain storm. *Michael Bennett*

Freightliner



Class 66 623 working the 6M91 Theale LaFarge - Earles Sidings passes Humble Lane, Cossington on May 23rd. *Michael J Alderdice*



Class 70 002 working a Felixstowe - Crewe liner, passes Heamies Farm on June 26th.
Mark Enderby



Class 66 534 leads the 14:03 Ditton to Felixstowe North at Rugeley Trent Valley on June 28th.
Barry Longson

Freightliner



On June 15th, Class 66 413, 66 556, 66 502, 66 532 and 66 570 head through Doncaster with a Leeds to March light engine move.
Richard Hargreaves



Class 66 553 has charge of the 13:30 Runcorn Folly Lane to Northenden RTS empty binliner, seen at Acton Bridge on June 27th.
Barry Longson



Class 66 598 passes Haston on May 30th with the 6M36 13:06 Bristol Easy Depot Dgl - Tunstead Sidings. *Keith Davies*

Freightliner



Class 66 621 heads past Haston with the 6M36 12:20 Westbury Tarmac - Tunstead Sidings on May 21st. *Keith Davies*



Class 66 567 passes Worting with a Southampton - Trafford Park liner on July 4th. *Michael Bennett*



On June 28th, Class 66 509 has charge of the 15:13 Toton North Yard to Crewe Basford Hall engineers train, heading through Rugeley Trent Valley. *Barry Longson*

Freightliner

Class 66 509 hauling a Southampton to Garston liner passes Worting on July 4th, coming off the Salisbury line. *Michael Bennett*





On June 9th, Class 66 508 rounds the curve at Keb Wood Crossing with 6T24 Immingham BT - Santon FOT iron ore, but for how much longer? *Steve Thompson*

On June 3rd, Class 66 525 heads away from Reading with a rake of PCA tanks. *Richard Hargreaves*

Freightliner



One liveried Class 66 587 is seen at Worting Jct., Basingstoke with a Birch Coppice to Southampton intermodal on June 26th. *John Sloane*



Class 66 513 leads the 4M87 09:25 Southampton M.C.T. to Garston F.L.T. as it approaches Wilson's Crossing on June 20th. *Derek Elston*



Class 66 545 leads GBRf 66 775 through Hampstead Heath on June 7th with a Hoo Jct. - Whitemoor. *John Sloane*

Freightliner



Class 66 563 approaches Acton Bridge with the 13:30 Runcorn Folly Lane - Northenden RTS empty rubbish containers. *Nick Clemson*



With Driver K. Moore at the controls, Class 66533 leads the 08:07 Birch Coppice to Felixstowe North F.L.T. service through Northampton on June 17th. *Derek Elston*



On July 4th, Class 66 513 heads out of Swindon East Loop working the 4V31 London Gateway to Bristol Freightliner Terminal. *Ken Mumford*

GBRf

On June 19th, Class 66 710 ‘PHIL PACKER BRIT’ passes Helwith Bridge with a China Clay train working as 6S94 from Wembley - Irvine Caledonian Paper. *Michael Lynam*



Former Norwegian No. T66403, destined to become Class 66 790, and already bearing that number, is seen being dragged through Scunthorpe by 66 741 as 0Z90 Immingham Mineral Quay - Longport. *Steve Thompson*



Class 66 717 passes Micheldever June 17th with a Mountfield to Southampton gypsum working. *Michael Bennett*

GBRf







Class 66 770 passes Charnock Richard on June 19th hauling the Wembley - Irvine tanks.
John Sloane

On June 24th, Class 66 753 hauling a Hope St.-Peak Forest passes through Chapel-en-le-Frith.
Mark Enderby

On June 25th, Class 59 003 passes Dean with the Eastleigh Yard to Westbury Down TC engineers.
Michael Bennett

GBRf



Class 66 785 passes through Sheffield station on June 6th with the 10:51 Tinsley Yard - Bardon Hill empties. *Nick Clemson*





Class 66 736 passes Working on July 4th with a Kineton MOD to Eastleigh light engine move. *Michael Bennett*

Cemex liveried Class 66 780 hauls a rake of hoppers through Doncaster on June 5th. *Derek Elston*

GBRf



Class 66 789 on a Teesport - Doncaster iPort is seen at Joan Croft Jct. on June 27th.
Mark Enderby



On June 20th, the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf approaches Wilson's Crossing with Class 66 748 'West Burton 50' in charge. *Derek Elston*



Class 66 772 passes Charnock Richard on June 19th with a Clitheroe - Avonmouth rake of tanks.
John Sloane

GBRf



On June 19th, Class 66 755 ‘TONY BERKELEY OBE’ passes Helwith Bridge with a rake of empty stone hoppers working as 6M31 from Doncaster Down Decoy - Arcow Quarry. *Michael Lynam*



Class 66 706 passes Whiston working the 6E24 to Drax Biomass. *David Wood*



Class 66 751 on a Peak Forest - Selby working is seen at Joan Croft Jct. on June 27th.
Mark Enderby

GBRf



Class 66 741 on a Liverpool - Drax Biomass, heads through Warrington Bank Quay on June 5th. *Mark Enderby*



On June 20th, Class 66 727 approaches Doncaster in Maritime livery with a rake of box wagons from Wellingborough - Rylstone Tilcon. *Michael Lynam*



Class 66 781 with the 4M11 Washwood Heath - Peak Forest empty hoppers, passes Burton on June 10th. *Stuart Hillis*

GBRf

Class 66 779 ‘Evening Star’ works a short Kent bound departmental working through Winchester on May 16th. *Anton Kendall*



Class 66 753 ‘EMD Roberts Road’ eases the 6X80 the 02:40½ Dollands Moor (GBRf) to Merchant Park Sidings through Doncaster delivering Scotrail’s Class 385 101 and 385 002 on June 5th. *Derek Elston*



GBRf







Running 5 mins down, Class 66 784 ‘Keighley & Worth Valley Railway 50th Anniversary 1968-2018’ passes Wilson’s Crossing working 4M46 11:55 London Gateway GBRf to Hams Hall GBRf on June 20th. *Derek Elston*

Class 66 780 ‘The Cemex Express’ working 4M11 Washwood Heath - Peak Forest empty hopper wagons, heads through Burton on June 17th. *Stuart Hillis*

On June 20th, Class 66 789 leads the recently introduced Doncaster iPort to Tees Dock container train through Overton. *Lee Stanford*



Class 66 731 approaches York on June 6th with 4D08 Tees to Doncaster iPort intermodal.
Steve Chapman

GB Railfreight and CEMEX Launch New Branded Locomotive at Official Ceremony

On Wednesday June 12th, GB Railfreight (GBRf) and Global building materials supplier CEMEX presented the new CEMEX-liveried locomotive at a dedicated naming ceremony held at Dove Holes Quarry, Buxton. The new locomotive is called The Cemex Express. The name was unveiled at the event by record producer and rail enthusiast Pete Waterman. Resplendent in the white, blue and red colours of the CEMEX brand, the vehicle recognises the partnership between GBRf and CEMEX, which has now been in place for one year.

The Cemex Express, a Class 66 Locomotive, will travel typically between Dove Holes quarry, carrying premium aggregate for readymix and asphalt plants, and external customers throughout the UK. It will pull 22 to 26 hopper wagons that discharge their loads from underneath directly onto the plant's conveyors. A single trainload can deliver up to 2,000 tons of material in one trip and will make over 200 trips for CEMEX each year; the equivalent of over 20,000 truckloads.

John Smith, Managing Director of GBRf, said: "We are delighted to unveil this fantastic Class 66 locomotive, painted in the CEMEX livery and representing our two organisations' ongoing partnership. This contract is demonstrative of the role rail freight has to play in helping the UK to cut carbon emissions and to improve air quality. On average, one gallon of fuel will move one tonne of goods 246 miles on the rail network, while the same amount will only get you 88 miles by road. Rail freight's CO2 emissions are 76 per cent lower than road's, per tonne carried. An average freight train removes 60 HGV journeys from the roads and the largest up to 160. When this is combined with rail's advantageous performance in terms of nitrous oxide and particulate matter emissions, rail freight demonstrates a clear contribution to the challenge of meeting the UK's carbon-cutting targets."

David Hart, CEMEX's Supply Chain Director for UK & France, commented:"The transport of our product by rail is of ever-increasing importance to CEMEX as we look to make our operations as sustainable as possible. Rail is a far more environmentally friendly method of transport than trucks on the road, as a train burns significantly less fuel per ton-mile than road vehicles, saving around 50% in CO2 emissions. CEMEX UK currently transports 2.6 million tonnes of aggregate by rail each year which equates to approximately 100,000 trucks off the road; enough to build 40,000 houses; and we want to continue to build on this. We are very proud of our partnership with GBRf and hope that together we will be able to transport more and more by rail safely whilst reducing the number of truck movements."

Lex Russell, Managing Director for UK Materials North at CEMEX, added: "Dove Holes is one of CEMEX's most important quarries and generates several million tonnes of limestone aggregates every year, as well as asphalt, readymix, concrete products and dry silo mortar. By rail we then supply many locations across the UK including key cities such as Manchester, Liverpool, Leeds, Sheffield, Birmingham and London. It was therefore the perfect location to unveil the new Cemex Express locomotive and take the opportunity to thank those in our team and at GBRf for their hard work and dedication to our rail partnership."

GBRf

Class 66 707 is seen at Coton Hill with the 6M09 10:51 Tinsley Yard GBRf - Coton Hill. *Keith Davies*



On June 22nd, Class 66 779 ‘Evening Star’ eases through South Croydon working the 6M59 10:20 Tonbridge West Yard GBRf to Bardon Hill GBRf empties. *Derek Elston*



Class 60 056 heads north at Overton on June 20th with empty Biomass wagons from Drax to Tyne coal terminal. *Lee Stanford*

GBRf



Class 66 781 ambles along the former Grassington branch on July 3rd with the 6D64 13:22 quarry train to Hunslet in Leeds. The train is approaching the junction with the former main line from Skipton to Ilkley, part of which is now the Embsay and Bolton Abbey Railway.
Ben Bucki

GB Railfreight To Introduce Three Class 66 Locomotives To The UK Rail Network

GB Railfreight (GBRf) are delighted to announce three Class 66 locomotives are to be leased from Beacon Rail Leasing and introduced to the UK rail network from Sweden. The locomotives T66 403/4/5 will become 66 790/791/792 and mark GBRf's continued growth and investment in its fleet. These locomotives are the most widely operated modern freight locomotives in the European market and will further strengthen GBRf's already reliable fleet.

GBRf have considerable experience bringing locomotives from Europe to the UK. Previous conversions include 66 747/8/9/5/51 from European to UK specification with the assistance of Electro Motive Diesels (EMD). Prior to entering service, the locomotives will undergo upgrades in Gothenburg before being shipped to Immingham and transferred to EMD's Longport Facility for conversion to UK specifications.

The locomotives will have Train Bourne safety systems, air conditioning, as well as cab and system specific reliability improvements made. In addition, they will all receive GBRf livery and once fully upgraded, the Class 66s will then enter service.

John Smith, Managing Director of GB Railfreight, said: "I am delighted to announce that three Class 66 locomotives are being added to our fleet. These locos are incredibly reliable and will assist us in delivering the best possible service now and into the future. This move is demonstrative of why GBRf are leading the way in the rail freight sector. It's a fantastic addition to our offer, enabling us to expand operations, whilst also providing the extra freight capacity the industry really needs."

GBRf

Class 66 772 passes Millmeece with 6V84 07:43 Clitheroe Castle - Avonmouth Hanson Sidings on June 28th. *Keith Davies*



On June 6th, Class 59 003 is seen stabled at Westbury. *Richard Hargreaves*



Class 66 782 hauling the Middleton Towers – Monk Bretton, passes Joan Croft Jct. on June 27th. *Mark Enderby*



Class 66 703 heads the 4Y19 Mountfield - Southampton Western Docks through Winchester on May 15th. *Anton Kendall*

GB Railfreight works with Network Rail to re-open March sidings

GB Railfreight (GBRf) is delighted to announce that in partnership with Network Rail, it has secured a lease for the long-disused March Up Yard rail sidings complex in Cambridgeshire. The site is just over three acres in size and will accommodate trains of up to 320m in length. It will operate in conjunction with the Down Yard, south of the main line, which GBRf already works from. The line through March is part of the nationally designated freight route between Felixstowe and Nuneaton, and plays a key role in the haulage of goods and materials around the country.

The site will initially be utilised for the stabling and maintenance of rolling stock used on the traffic between Middleton Towers and Yorkshire, as well as that used to carry aggregates between the Peak District and East Anglia. As rail traffic to and from Felixstowe continues to grow, the yards will be used for container wagons as well. As part of the lease, GBRf will refurbish the railway track, putting it into good working condition. Consideration is also being given to the possible installation of a fuel point. The scheme will incorporate new fencing and acoustic barriers to mitigate the impact of the yard's re-opening on nearby residents.

John Smith, Managing Director of GBRf, said of the new facility: "We're really very pleased to have secured this location. It will help reduce emissions and save costs in terms of running several hundred empty miles each week in order to get our wagons serviced. It will also reduce congestion elsewhere along our routes and assist with timetabling flexibility, improving performance overall. It's a real bonus for us."

Guy Bates, Head of Freight Development at Network Rail added: "The re-opening of March by GBRf to support their growing freight traffic operation is a very satisfying development. Recognising its location on a rail freight corridor of national significance, we took the decision to include this site in our 2014 freight estate acquisition portfolio in the clear anticipation that it would have future utility. Successive Governments have shared an ambition to grow freight on rail substantially and our facilitating of this type of market led development of our freight estate is critical to realising that growth."

Great Western Railway

IEP Class 802 113 stands in the sunshine at Westbury on June 6th.
Richard Hargreaves

Great Western Railway



Class 165 129 and 166 210 arrive into Westbury on June 6th. *Richard Hargreaves*





Class 800 307 calls at Swindon on July 4th working the 1A15 Bristol (T.M) to London Paddington service. *Ken Mumford*

Class150207standsatOkehamptonafterarriving on 2K02 08:57 St James' Park - Okehampton service on June 2nd. *Keith Hookham*

Great Western Railway

Class 166 215 working a Swindon to Weymouth service passes Fairwood on June 9th. *Michael Bennett*



Class 150 002 rounds the curve at Dawlish Warren working the 2T21 15:24 Exmouth - Paignton service on June 3rd. *Keith Hookham*



Class 150 238 and 150 232 stand at Exmouth before departing on 2T32 20:28 Exmouth - Paignton service on June 2nd. *Keith Hookham*

Greater Anglia



On June 7th, Class 90 002 is seen at Bowes Park where it will reverse and head towards Bounds Green. *John Sloane*



Class 156 409 is seen arriving at Brundall on June 11th with a Lowestoft - Norwich service. *John Sloane*



New Stadler Class 755 409 crosses Reedham Swing Bridge with a Lowestoft - Norwich test run. *John Sloane*

Greater Anglia



Class 153 314 approaches Brundall on June 11th working a Lowestoft - Norwich service. *John Sloane*



Class 156 417 approaches Reedham with a service from Lowestoft. *John Sloane*



Class 170 206 crosses Reedham Swing Bridge on June 11th with a Lowestoft service. *John Sloane*

Hull Trains





Hull Trains leased GWR HST headed by unbranded power car No. 43027, with 43023 on the rear, speeds through Peterborough with the 17:48 London Kings Cross - Hull on June 29th. *Chris Morrison*

Class 180 113 heads out of Doncaster with the 13:48 London Kings Cross - Hull service. *Nick Clemson*

Power cars Nos. 43010 and 43020 working a Hull - London Kings Cross service pass Joan Croft Jct. on June 27th. *Mark Enderby*

Hull Trains

On June 22nd, power cars Nos. 43023 and 43027 are seen at Selby working a London Kings Cross to Hull service. *Andy*



Parked at Hull and with power car No. 43020 on the other end, Great Western's No. 43010 stands at the head of a short rake on hire to Hull Trains on June 13th. *Jeff Nicholls*



On June 20th, power cars Nos. 43023 and 43027 depart Doncaster on a London Kings Cross to Hull service. *Michael Lynam*

L.N.E.R.



Class 801 109 is seen at Leeds on June 6th, working a service to London Kings Cross. *Mark Enderby*



Class 800 203 and 800 204 on the 5X41 Acton main line to Eastleigh are seen passing Micheldever on June 17th. *Michael Bennett*



Power car No. 43274 leads an empty stock working through Alexander Palace on June 7th, heading to Bounds Green for servicing. *John Sloane*

L.N.E.R.

Class 91 110 powers through Doncaster with a London Kings Cross to Edinburgh service on the morning of June 3rd. *Lee Stanford*



Class 800 104 stands at London Kings Cross on June 7th working a service to Leeds.
John Sloane



A sight common on the ECML for 25+ years but soon to come to an end sees Class 91 105 speeding north at Overton with a London Kings Cross to Newcastle service on June 20th.
Lee Stanford



Power cars Nos. 43257 and 43274 ‘Spirit of Sunderland’ pass at speed just to the north of Stevenage station. *Colin Gildersleve*

L.N.E.R.

On June 27th, Class 91 119 propels an Edinburgh to London Kings Cross service through Overton, north of York. *Lee Stanford*





East Midlands power cars Nos. 43061, with 43052 at the rear, still on hire to LNER, are seen working a London Kings Cross - York service at Doncaster on June 20th. *Michael Lynam*

The new and the old, as Class 800 111 working 5Q11 Doncaster to York and 91 101 on the 10:30 London Kings Cross to Edinburgh stand side by side in Platforms 9 and 10 at York on June 6th. *Steve Chapman*

L.N.E.R.



Azuma Class 800 111 heads through Winchester on May 13th en route Eastleigh Works for modifications, prior to commencing operation on the ECML. *Anton Kendall*





Class 800 103 zooms through Alexandra Palace on June 22nd with the 1A25 10:45 Leeds to London Kings Cross service. *Derek Elston*

EMT power car No. 43075 leads the 10:00 Edinburgh to London Kings Cross service into York on June 6th. *Steve Chapman*

L.N.E.R.





Power cars Nos. 43317 and 43316 snake into Doncaster on June 20th with a London Kings Cross to York service. *Michael Lynam*



LNER Azuma Class 800 108 whooshes through Peterborough with the 1D06 08:33 London Kings Cross - Leeds on June 29th. *Chris Morrison*

IEP Class 801 108 stands at Leeds on June 6th. The Class 801 being the electric only version of the Class 800 Bi-mode's. *Mark Enderby*

Network Rail









On June 8th, the regular 1Q68 Track Recorder, unusually running from Midland Road instead of Neville Hill, via Scunthorpe to Derby RTC, produced Class 37 219 and 37 254, the former leading the way after reversal in Scunthorpe station. The formation unusually included DBSO No. 9701 behind the leading loco. *Steve Thompson*

On June 26th, power cars Nos. 43013 and 43014 pass Heamies Farm with a Crewe - Derby NMT move. *Mark Enderby*

A Blackpool to Derby Network Rail test trainheads through Cark on June 11th , top and tailed by DRS locos Class 37 038 and 37 059. *Colin Kennington*

Network Rail







Class 67 027 and 67 023 top'n'tail a Derby bound test train through Telford Central on June 21st. *Phil Martin*

On June 6th, the NMT with power car No. 43062 on the rear is seen at Westbury. *Richard Hargreaves*

Class 97 304 climbs Battlefield Bank with the 6C71 05:51 Dovey Junction - Crewe Basford Hall. *Keith Davies*

Network Rail







Class 67 023 and 67 027 descend Hencote Bank with 1Q55 14:56 Tyseley LMD - Derby RTC on June 21st. *Keith Davies*

It still takes some getting used to the idea of Class 73s in the North West! But on June 13th, Class 73 952 tops and tails with 73 951 through Glazebrook station with the four-weekly Network Rail Measurement's Train's North West tour. *Jeff Nicholls*

On June 21st, Class 37 218 and 37 059 were entrusted with working the 14:13 Blackpool North to Derby NR test train, seen approaching Preston. *Barry Longson*

Network Rail

On June 21st, Class 67 027 is seen on the rear of a Derby bound test train working as it speeds through Telford Central. *Richard Hargreaves*

On June 1st, the 1Q68 March - Derby RTC, via Doncaster sees Class 37 219 and 37 254 having a rest at Lincoln for an hour or so before continuing south. *Steve Thompson*

Rail Operations Group







On June 3rd, Class 57 312 hauls 313 031 and 313 123 through Reading, the former Great Northern units heading for the scrapyard. *Richard Hargreaves*

On June 4th, Class 37 884 stands at Warrington Bank Quay whilst on a light engine move to Leicester. *Mark Enderby*

Following repairs at Longport, No. PB15 (Class 66 997) was taken to Hull by 57 305 for export back to mainland Europe, the pair are seen at Doncaster in typical June weather on June 7th. *Lee Stanford*

Rail Operations Group



Class 37 611 hauls Class 710 107 as 5Q72 Old Dalby - Willesden TMD, passing Melton Mobray on May 23rd. Class 57 305 was on the rear.
Michael J Alderdice



On June 25th, Class 37 611 and a rake of TPE mark 5s pass through Bristol Temple Meads
Mark Torkington

TransPennine Express







Class 68 025 with a Carlisle - Bletchley test run, passes Heamies Farm on June 26th. *Mark Enderby*

Class 397 003 and 397 004 on a Glasgow - Crewe test run pass Moore on June 25th. *Mark Enderby*

Class 802 202 and 802 201 (on the rear) are seen departing York on June 6th with 5Q90 Heaton to Peterborough. *Steve Chapman*

TransPennine Express







Class 802 201 in TPE livery with 802 202 (in white) form 5Q91 13:35 Peterborough - Heaton T&RSMD test train calling at Doncaster. *Nick Clemson*

Class 185 138 heads through Morley on June 6th with a service to Huddersfield. *Mark Enderby*

On June 21st, Class 397 003 and 397 004 approach Acton Bridge with a test run from Carlisle to Crewe. *Lee Stanford*

Transport for Wales



Class 67 010 climbs Hencote Bank with 1W96 17:15 Cardiff Central - Holyhead. *Keith Davies*





Class 175 105 on Hencote Bank with 1V98 16:48 Holyhead - Cardiff Central on June 5th. *Keith Davies*

Class 67 016 is seen at Stapleton with the 1W96 17:16 Cardiff Central - Holyhead on June 20th. *Keith Davies*

Transport for Wales



Class 67 016 passes Leaton with the 1W96 17:16 Cardiff Central - Holyhead service on May 28th. *Keith Davies*



On June 3rd, Class 67 014 passes Winwick on a Holyhead - Manchester service. *Mark Enderby*



Class 150 260 approaches Roose with a service to Aberdare on June 18th. *Ken Mumford*

Transport for Wales



Class 175 107 passes Woolascott with the 1V98 16:51 Holyhead - Cardiff Central service.
Keith Davies





Class 67 010 is seen at Woolascott with the 1W96 17:15 Cardiff Central to Holyhead service.
Keith Davies

A Class 150 on a Bridgend bound service is seen crossing Porthkerry Viaduct on June 17th.
Ken Mumford

Transport for Wales



Class 150 267 passes Sutton Bridge with the 1V38 09:31 Manchester Piccadilly - Carmarthen on June 29th. *Keith Davies*



A Class 175 is seen undergoing repairs at Chester on June 4th. *Mark Enderby*

Transport for Wales

Unusual to see two Class 175 units coupled together: this pairing of 175 109 and 175 007 had worked empty stock from Shrewsbury for servicing at Chester, June 27th. *Jeff Nicholls*



Class 67 014 propels the 13:07 Holyhead - Manchester Piccadilly out of Chester on the sunny afternoon of June 27th. *Jeff Nicholls*



On June 18th, Class 150 259 approaches Rhoose working a service to Bridgend. *Ken Mumford*

Transport for Wales

Class 67 014, which seems to have been on this working since the dawn of time, hauls the 09:53 Manchester Piccadilly - Holyhead across Afon Clwyd, Rhyl, on June 27th. *Jeff Nicholls*







Units: DMUs and EMUs

Great Northern's Class 313 052 approaches Bowes Park on June 7th with a Hertford North service. *John Sloane*

Great Northern's Class 717 005 calls at Bowes Park with a Moorgate service. *John Sloane*

Northern's Class 150 118 stands at Penistone on June 6th whilst working a Sheffield to Huddersfield service. *Colin Kennington*

Units: DMUs and EMUs







On June 22nd, South Western Railway's Class 707 026 and 707 008 are seen stabled in the yard at Clapham Junction. *Derek Elston*

Northern's Class 155 342 sits between turns in Hull Paragon station on June 13th. *Jeff Nicholls*

South Western Railway's Class 159 009 arrives at Westbury on June 6th with a London Waterloo - Exeter service. *Richard Hargreaves*

Units: DMUs and EMUs



On June 19th, Northern's Class 158 786, still in ScotRail livery, passes Helwith Bridge working a Carlisle - Leeds service. *Michael Lynam*



A Northern Class 142 'Pacer' holds up the pedestrians at Bare Lane level crossing on May 30th working a Lancaster to Morecambe service. *Colin Kennington*



On June 8th, West Midlands Railway's former London Overground Class 172 004 departs Nuneaton with a service to Coventry. *Richard Hargreaves*

Units: DMUs and EMUs







Great Northern's Class 717 016 approaches Alexander Palace on June 7th. *John Sloane*

Northern continue testing their new CAF built units and on June 19th, Class 195 112 is seen at Winwick on the 13:15 Wigan North Western to Warrington Bank Quay. *Barry Longson*

West Midlands Railway's Class 323 219 calls at University on June 22nd, working a service from Birmingham New St. *Richard Hargreaves*

Units: DMUs and EMUs



Hull Paragon must have been a very impressive and busy station in its heyday. On June 13th Northern's Class 170 475 is on a Bridlington service, TransPennine's 185 121 waits to work to Manchester Piccadilly and Northern's 155 342 is between turns. *Jeff Nicholls*



Northern's Class 331 006 passes Wigan North Western returning to Edge Hill depot from Preston. *Lee Stanford*



On June 19th, GWR liveried (now Northern operated) Class 153 380 leads 150 225 past Winwick, working the 12:38 Leeds to Chester service. *Barry Longson*

Units: DMUs and EMUs



West Midlands Railway's Class 172 004 arrives at Coventry on June 22nd working a service to Leamington Spa. *Brian Battersby*



On June 17th, Northern's Class 319 383 departs Preston working the 14:58 Blackpool North to Manchester Airport service. *Barry Longson*



Northern's Class 144 012, the prototype demonstrator unit, refurbished by RVEL for Porterbrook in its 144evolution livery is seen at Sheffield with the 10:15 from York on June 6th. *Nick Clemson*

Units: DMUs and EMUs



The three former London Midland liveried Class 150 units which have been displaced from the Bedford to Bletchley line are now at work for Northern and Class 150 109 is seen leading classmate 150 145 on the approach to Ashton Moss Junction with a Wigan to Stalybridge working on June 6th. *Lee Stanford*



Great Northern's Class 313 122 approaches Alexander Palace with a service to Hertford North. *John Sloane*



For many years Northern's Class 323s were only seen around Manchester, Crewe and Stoke. Now spreading their sphere of operation, Class 323 224 arrives at Huyton, Merseyside on June 21st working the 12:29 Liverpool Lime Street to Crewe via Manchester Airport. *Barry Longson*

Units: DMUs and EMUs

On June 19th, Northern's Class 195 121 stands at Preston before returning to Lancaster on a test run. *Lee Stanford*



On June 29th, East Midlands Trains' Class 158 773 and 158 863 pass Davenport in the Stockport suburbs, working the 11:51 Liverpool Lime Street to Norwich service. *Barry Longson*



Northern's Class 150 107 stands at Chester on June 4th with a service from Manchester Piccadilly. *Mark Enderby*

Units: DMUs and EMUs



On June 22nd, Chiltern Railway's Class 168 321 is seen at Birmingham Moor St.
Richard Hargreaves





Still in London Midland livery, but now working for Northern,Class 150 107 is caught in a quiet moment at Stockport with the 11:41 Manchester Piccadilly to Chester service on June 28th.
Barry Longson

On June 20th, West Midlands Railway's Class 139 002 is seen on the Stourbridge shuttle.
Mark Enderby

Units: DMUs and EMUs



Grand Central's Class 180 104 with the 10:27 London Kings Cross - Bradford Exchange calls at Pontefract Monkhill on June 6th. *Nick Clemson*



A TfL Class 710 unit arrives at Gospel Oak on June 7th with a service from Barking. *John Sloane*



West Midlands Railway's Class 172 339 departs Stourbridge Junction on June 22nd with a service to Birmingham. *Brian Battersby*

Units: DMUs and EMUs



West Midlands Railway's Class 172 006 has a wash at Tyseley on June 22nd. *Richard Hargreaves*





Great Northern's Class 387 109 and Grand Central's Class 180 114 are seen at London Kings Cross on June 7th. *John Sloane*

Northern's Class 158 786 with the 10:16 from Gainsborough Central, still wears the Saltire livery of Scotrail sans logo, from where it was cascaded, seen here at Sheffield on June 6th. *Nick Clemson*

Units: DMUs and EMUs



On June 15th, Northern's Class 142 041 arrives at Bamber Bridge working a Preston - Colne service. *Michael Lynam*



Northern's Class 156 480 calls at Metrocenter, Newcastle on June 13th. *David Wood*



Northern's Class 195 115, a new generation of dmu, is seen on driver training runs between Crewe and Liverpool South Parkway, near Acton Bridge. *Nick Clemson*

Units: DMUs and EMUs



Southern's Class 377 119 leads the 1J22 10:36 London Victoria to Southampton Central and Bognor Regis passing 455 837 working 2T22 10:42 Coulsdon Town to London Bridge at South Croydon on June 22nd. *Derek Elston*



London Overground's Class 378 256 is seen at Gospel Oak on June 7th with a service to Stratford. *John Sloane*



On June 18th, Greater Anglia's Class 156 402 stands at Hoveton and Wroxham working the 14:00 service to Sherringham. *Allison Twycross*

Units: DMUs and EMUs



On June 9th, South Western Railway's Class 159 001 passes Heywood with a Bristol Temple Meads to London Waterloo service.
Michael Bennett



Soon to be replaced by Class 331 EMUs, Northern's Class 321 901 departs Doncaster on June 6th with the 15:26 service to Leeds.
Steve Chapman



Northern's Class 156 479 is seen near Hexham on June 14th with a Carlisle service.
David Wood

Units: DMUs and EMUs

On July 4th, South Western Railway's Class 444 017 leads the 1W94 London Waterloo service through Worting. *Michael Bennett*



Northern's Class 158 793 passes Helwith Bridge working a Leeds - Carlisle service on June 19th. *Michael Lynam*



On June 8th, a ride out on what is left of the Woodhead route resulted in this photo of Northern's Class 323 234 at Glossop. *Steve Thompson*

Units: DMUs and EMUs



Northern's Class 170 477 arrives into platform 8 at York on June 6th with the 11:29 service from Leeds via Harrogate. *Steve Chapman*



Great Northern's Class 313 052 and 313 030 depart Bowes Park working 2F72 13:13 Moorgate to Stevenage service on June 22nd. *Derek Elston*



On July 4th, South Western Railway's 2B32 Poole to London Waterloo passes Worting with Class 450 012 in charge. *Michael Bennett*

Units: DMUs and EMUs

Northern's Class 319 373 arrives at Leyland on June 15th working a Preston - Hazel Grove service. *Michael Lynam*



Great Western's Class 387 158 leads the 2N14 08:05 from Slough as it arrives at its destination, Didcot Parkway, on June 2nd. *Derek Elston*



On June 20th, former ScotRail unit Class 170 454 calls at Doncaster working a Hull - Sheffield Northern service. *Michael Lynam*

Innovations introduced to help Virgin Trains customers during disruption

Two major tech innovations set to change the industry

New app for staff called Back on Track is a global first for a travel company

Track ‘n Travel will give customers real time updates on disruptions

Two major tech innovations developed by Virgin Trains to improve customer service at times of major disruption – ‘Back on Track’ and ‘Track ‘n Travel’ – are set to change the industry.
In a global first for a transport company, the new ‘Back on Track’ app now connects teams both behind the scenes and on the frontline across the network during periods of disruption.
The improved communication and coordination means front line staff can outline up to the minute, accurate information to customers. This could include alternative routes and information on ticket acceptance. Co- created by the digital workflow company ServiceNow for Virgin Trains, the bespoke app is now being regularly used by hundreds of Virgin Trains employees across its UK network. The second development is Track ‘n’ Travel, which is fuelled by the same data which Back on Track uses and is a one-stop shop for customers to review their journey pre and post departure in real time. This now means there is one source of truth, for staff and customers alike. It is the main feature of a new onboard portal vthub.uk - recently launched alongside free Wi-Fi on Virgin Trains. It will also be built into the Virgin Trains website, giving customers up to date disruption information directly to their smart phones. With both developments, it means Virgin Trains’ customers will be able to have seamless, up-to-date information to help them navigate their journeys during rail disruption.

Chief Information Officer at Virgin Trains, John Sullivan said: “Our main problem at times of disruption is simple - thousands of Virgin Trains colleagues trying to find out the latest information to communicate to as many as 100,000 customers. Our Control Centre can get a thousand calls a day from staff across the network during disruption. If the information they need is instantly available on their mobile, there’s no need to make that call, freeing up control to deal with the root cause.”

Estimates predict that calls to inbound teams could reduce by nearly 50 percent and reduce times to resolve incidents by at least 20 minutes.

“By getting the most up-to-date information to all our colleagues we ensure that they know what the latest plan is,” John Sullivan added. “Less time on the phone means they can spend more time helping customers face to face, and they can feed information about the situation on the ground back to Control via the app.”

He continued: “Track ‘n’ Travel gives customers real time information on exactly what is happening and lets them work out the best route. Disruption inevitably does happen - we want to give our customers the best information to get them where they’re going in the quickest and safest way possible.”

Jason Webb, Customer Information Director at the Rail Delivery Group, representing the rail industry, said: “Rail companies are working together to improve communication with passengers throughout their journey, with the aim of ensuring people can get the information they need, when they need it. The technical innovations developed by Virgin will help to drive forward further improvement across the industry and boost trust in the information people are provided.”

Chris Pope, VP Innovation, ServiceNow said: “Rail disruption can have a dramatic impact on customer and employee satisfaction. Through digital transformation, Virgin Trains is accelerating the industry towards a personalised rail experience that puts the customer experience front and centre. Using our platform, Virgin Trains has replaced manual processes with digital workflows that ensure the right information reaches employees and customers when they need it—fast, simple, easy – and importantly, putting the focus back on creating great experiences for all.”



Pendolino Class 390 039 and 390 040 are seen at Manchester Piccadilly on June 8th.
Steve Thompson

Virgin Trains



As one of four additional 11 car Pendolinos less than 10 years old, Class 390 156 still in original livery, heads the 09:30 London Euston to Glasgow Central on June 27th at Moore.
Barry Longson

Virgin Trains to launch UK's most advanced and customer-focussed train service

New hourly services between London and Liverpool planned from May 2021
Services will offer free Wi-Fi and entertainment, plus a seat guarantee, automatic compensation for delays and at seat catering
Services will guarantee cheaper tickets for all passengers

Virgin Trains has applied to the rail regulator to run the UK's most advanced, and customer-focussed, train service. The 'open access' application, which has been lodged with the Office of Rail and Road (ORR), would see a new hourly service through most of the day between Liverpool and London from May 2021. The new services would be unique in the UK rail industry. Every ticket would be guaranteed to be at least 10% cheaper than equivalent tickets offered by rail competitors. Each ticket would also come with a seat reservation for a particular service, meaning everyone would be guaranteed a seat. The Virgin Trains service would be the only rail service in the UK to guarantee no overcrowding in normal operations. If there was disruption on the rail network and services were busier than normal, any passengers who couldn't get a seat would get a full refund of their ticket. Customers would also benefit from free Wi-Fi on all services, as well as free films and TV on board and an 'at-seat', on-demand catering service. And if trains were delayed, every passenger would get automatic 'delay repay' compensation without having to lodge a claim.

Phil Whittingham, Virgin Trains MD, said, "Virgin Trains has led the UK rail industry for twenty-two years. We've delivered faster and more frequent services, pioneered digital ticketing and shaken up the industry with initiatives such as scrapping the Friday evening peak. That's why we top the independent customer satisfaction charts for long-distance franchises. But we want to go further. These new services will allow us to take the customer experience on the UK's railways to the next level and show the rest of the industry how it can be done."

The application to the rail regulator bids for 24 services per day between London Euston and Liverpool Lime Street. It is expected these services would also call at Lichfield, Tamworth, Nuneaton and Liverpool South Parkway. This initiative is separate to Virgin Trains' current West Coast operation. It is expected the new services will generate around £50m of revenue each year, and the partnership will involve Virgin, Stagecoach, SNCF and Alstom. The announcement follows news that by the end of December, Virgin Trains will release an app which promises savings for rail passengers of around £1bn a year. The app will offer an Oyster-style fares cap which will work out the cheapest fare for a journey retrospectively, ensuring customers have the cheapest fare combination available. The app will also deliver a seamless split-ticketing function, automatically calculating if a cheaper combination of fares for one journey is available, without having to change train or purchase multiple paper tickets.

Virgin Trains new Calm Corner at Crewe station

New room at Crewe part of Virgin Trains' commitment to promote rail travel for all

The Calm Corner has been designed to offer all travellers but especially those with hidden disabilities a safe and calm environment

Staff at Crewe station given practical training to support customers

Virgin Trains has opened the doors to 'The Calm Corner' at Crewe station – a room which has been specifically designed to offer customers with hidden disabilities a safe and calm environment.

The inspiration for the room, which is the first of its kind on a UK railway network, came from Megan Hughes who was on work experience with Virgin Trains. She came up with the suggestion based on her personal experience of having Asperger Syndrome. The idea was brought to life with the help of Network Rail, London Northwestern Railway and SLC Rail with advice from Direct Access on room layout and Boss Design for choice of furniture.



Some of the rooms features include: -

- Use of grey and green colours to give a calming effect;
- A living wall and plants to complement the colour scheme;
- Specially designed furniture for comfort and relaxation;
- Childs' play table;
- LED rope lighting that can change brightness to suit;
- Screens with old images of Crewe station and town centre to help trigger memories for those suffering from dementia;
- Railpoint Totem offering helpful advice (EG train and station layout).

"This new room is going to make a massive difference for people using the station," explained Megan, 28 from Goostrey, Cheshire. "I know from my own personal experience how daunting it can be when using public transport."

"I was truly blown away to see it for the first time today. It is so much better than expected and I can't thank Virgin Trains enough and everyone who helped make this happen."

Each year over three million journeys are made to and from Crewe, with a further one and half million changes of train at the station, making it the perfect location for The Calm Corner.

"We want to make travelling by train as easy as possible for everyone," explained Victoria Whitehouse, Inclusion Lead at Virgin Trains. "The Calm Corner is somewhere people can escape from a very busy station and it will hopefully encourage those with hidden disabilities to have the confidence to travel by train."

The launch of The Calm Corner comes on the back of the roll out of the JAM card (Just a Minute) for those with communications barriers and more recently the Virgin Trains Chat Carriage

To support the opening of The Calm Corner, members of the Virgin Trains team at Crewe have undergone training to help them identify those customers in need of help, distinguishing between the different types of hidden disabilities and how best to respond to and support someone that may be having difficulty with the station environment.

Jon Harris, Integrated Transport and Accessibility Manager for London Northwestern Railway, said: "The Calm Room is an important addition to Crewe station, and working closely with our partners and other train operators is key to providing a positive experience for all passengers – no matter what accessibility challenges they face.

"As part of a year long partnership with Alzheimer's Society, we are committed to improving our provision for those living with dementia who use services across our network. The dedicated memory corner is a unique feature of the room which we hope will help to bring back memories for those who have travelled on the railway through Crewe for many years."

Rory Kingdon, senior sponsor at Network Rail said: "It's a priority for Network Rail and our rail industry partners to provide first-class service to our customers. Travelling through a busy railway station can be daunting for some passengers, but the new Calm Corner provides a calm and safe environment for people with hidden disabilities while they wait for their train. We are pleased to contribute to this worthy project that will transform the way passengers access rail travel at Crewe station."





Class 390 134 heads past Slindon on June 28th with 1F19 London Euston - Liverpool Lime St.
Keith Davies

A Virgin Pendolino leans into the curve at Hest Bank en route to London Euston on June 7th.
Colin Kennington

Virgin Trains



There was widespread disruption on the WCML on June 12th and this brought about the unusual sight of Pendolino Class 390 148 being parked in the old parcel platforms at Preston. *Lee Stanford*



Voyager Class 221 101 'Royal Air Force Centenary 1918-2018' is seen displayed at the All Change event at Crewe Diesel Depot on June 8th. *Derek Elston*



Class 390 115 stands at Crewe on June 8th having been named 'Alison'. The 'Crewe All Change' charity open day was run in partnership between Virgin Trains, Locomotive Services (TOC) Limited and The Railway Magazine and the event was run in memory of Alison Austin, daughter of Lyn Gillan, and brother of Melvyn, who both work at Crewe station. Alison lost her brave fight against Neuroendocrine Cancer last year. *Derek Elston*



Despite being the oldest units in Scotland, the Class 314s are still in regular service and 314 202, still in carmine and cream livery stands at Neilston with the 18:28 to Glasgow Central on June 3rd.
Lee Stanford

Scotrail

One of Scotrail's HST sets passes Haymarket led by power car No. 43163 with an ECS working from Haymarket depot to Waverley on June 4th. *Lee Stanford*

Scotrail



LNER Class K1 No. 62005 is seen at the head of 'The Jacobite' departing Mallaig heading for Fort William on June 6th. *Neil Pugh*



Power car No. 43127 (with 43176) is seen at Doncaster, has travelled down from Scotland as 09:27 Haymarket Depot - Doncaster Works. *Nick Clemson*



Finally the Class 385 units are now setting down to service in Scotland and 385 105 is seen arriving at Haymarket with a service from Glasgow Queen Street to Edinburgh on June 4th. *Lee Stanford*



Midland Metro

On June 8th, trams Nos. 36 and 28 pass in Birmingham city centre.
Richard Hargreaves

Midland Metro

‘Just Eat’ liveried tram No. 18 arrives at The Hawthornes on June 22nd working a service to Birmingham New St. *Brian Battersby*



Celebrating 20 years of the trams, No. 19 carries a special livery. *Richard Hargreaves*



Tram No. 36 calls at Handsworth Booth St. on June 22nd. *Brian Battersby*

Going Underground

On June 22nd, No. 12 ‘Sarah Siddons’ heads through West Kensington with the second train of the day celebrating the 150th Anniversary of the District Line. *Steamsounds*

Going Underground

No. 12 ‘Sarah Siddons’ approaches West Kensington on June 23rd. *Steamsounds*

Going Underground



No. 12 ‘Sarah Siddons’ approaches Ealing Common on June 23rd with the empty stock from Ruislip depot. *Steamsounds*



Metropolitan Railway No. 1 passes through Chiswick Park on June 22nd. *Steamsounds*



Metropolitan Railway No. 1 approaches Rayners Lane with the empty stock heading to Ruislip depot, June 23rd. *Steamsounds*

Greater Anglia aims to improve performance with new technology that detects train damage earlier

Greater Anglia is investing in hi-tech equipment, that will routinely check the condition of its trains, to help boost performance.

Automatic Vehicle Inspection Systems (AVIS) are set to be installed at Orient Way and Southend Victoria sidings and will be able to measure damage and wear to wheels, check the wear on the pantographs that get power from the overhead wires to the train, as well as look at the condition of brake pads and discs and the profile of the train itself.

The equipment, which is partly built into the track bed and partly installed on a gantry, also checks for damage, loose nuts and high temperatures.

The AVIS system works via remote monitoring and feeds back faults that need fixing via a data link to the train maintainer Bombardier.

As a result, faults can be identified and fixed more quickly to help prevent delays and cancellations.

Surveys and design work have been undertaken at Greater Anglia's Orient Way and Southend maintenance depot sidings.

The proposals are that the AVIS systems will be installed on the existing carriage wash tracks as AVIS and carriage wash systems both require the full length of the train to pass through them at speeds of three miles per hour.

Greater Anglia Project Manager, Arthur Callan, said, "We're excited about this new system which will help us further improve performance with our partner, Bombardier Transportation.

"More trains have been running on time this year, but we are continually working to invest in and improve our train maintenance programme so that we can provide the best possible service to customers."

In the most recent four week period, ending 25 May 2019, Greater Anglia's overall punctuality figure was 93.7%



Fares Advice with RailUK

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

Southeastern knowingly selling invalid tickets

Q: At London Bridge I bought a ticket for St Albans from the machine. It doesn't ask you about route: only for your destination and whether you would like a single or return.
The machine issues a ticket from London Terminals to St Albans. This is not valid through the Thameslink core. Southeastern have admitted that they know this happens and they can't fix the machines. They have admitted that the ticket would be invalid. And yet there are no notices on the machines to warn people of this and the tickets are still being sold.
Thameslink have confirmed that these tickets would not be valid if used.

Am I alone in thinking this is really not on? To sell tickets knowing that they may cause people to receive penalty fares if used from the station at which they are sold? Southeastern don't seem to appreciate that there is anything wrong with that, and the ticket office actually suggested that I might "just try my chances if I'm not getting off at Farringdon".

A: This has been the case for years. When I worked at a London Terminal nearly 10 years ago, we had to keep issuing refunds to people who bought these tickets for travel to beyond the other side of London from the machine and were rejected by the Underground downstairs. The supervisors also disallowed the sale of tickets with a U zone origin, even if the destination was to a railway station so customers had to make other arrangements.

If this cross London thing was seen as a real problem, something would have been done about it by now. I think the expectation is that people buy a ticket to somewhere starting with a cross London transfer once and when they get bounced from the Underground, that is meant to serve as the impetus not to buy it again - that's them told.

Can I get compensation for 2 delays on a Day Ranger and how?

Q: I was delayed on 2 separate occasions on the same West Midlands Day Ranger ticket.
The first was from Crewe to Rugby where I was planning on getting the 11:33 from Crewe arriving in to Rugby at 12:51 however this was cancelled so instead got the 11:50 which was due in to Rugby at 13:31 (this was about 10 late but it is still 30-60 minutes late).

The second delay was from Bedworth to Water Orton via Nuneaton in which I got the 15:29 which was due in to Nuneaton at 15:38 but was delayed so got in at around 15:46/47 (I can't remember which) which meant I missed the 15:43 to Water Orton and this resulted in me having to go in to Birmingham and double back to Water Orton getting the 16:52 from New Street arriving at 1703, just over an hour delay.

So overall I was delayed by 30-59 minutes from Crewe to Rugby and 60-119 minutes from Bedworth to Water Orton.
My question is, is it even possible to get compensation for a Ranger ticket as it does not appear on the WMR delay reapy form?
And can I make request compensation for 2 different journeys on the same ticket?

A: Yes to both questions - if you cant find the exact ticket type, you can put 'Other', or 'Day Travelcard' as the ticket type. They won't make you resubmit it if it's the wrong ticket type, I suspect its just for their statistics, or to help guide the delay repay operators.

How the compensation will be calculated is different for every TOC on day rangers and rovers though, so it's hard to say exactly how much you'll get.

I recently did the same for a Tyne Tees Day Ranger from Northern. 2 x 60+ minute delays on the same ticket and managed to get 1 compensated by the full amount of the fare, and the other by free tickets. For what it's worth I claimed via Northern's webiste

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!

On June 8th, in the wind and rain, the UK Railtours excursion from London Euston to Crewe and Chester is seen heading away from Northampton running 44 minutes late headed by Class 47 810 and 47 501 which had earlier failed at Willesden resulting in the double heading rather than the planned top and tail.
David Pratt

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

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10+ Price: £6.25 EACH

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On June 24th, Breedon Cement No. 2 (20 168) is seen at work on the Hope branch. *Mark Enderby*

Greater Anglia sees dramatic increase in Smart Card use

More rail passengers than ever switched to using innovative rail Smart Cards in East Anglia this year, after train operator Greater Anglia took steps to improve them. 94.6% of Greater Anglia's annual season tickets holders, and 84% of monthly season ticket holders, are now seeing the benefits of the train operator's convenient plastic cards over paper tickets.

Sales peaked in November and December - the key time for season ticket renewals and coinciding with a marketing campaign which sent cards out to existing season ticket holders who were still using paper tickets.

Using a Smart Card season ticket is much quicker than the traditional paper ticket as customers simply touch the Smart Card on the reader to pass through the barriers.
Smart Cards are also more durable than paper tickets. Last year Greater Anglia processed over 48K replacements and exchanges for faulty magnetic stripe paper season tickets. The failure rate of Smart Cards was just 625 by comparison - less than 0.05%

Richard Walton, Greater Anglia's Smart Service Delivery Manager, said, "We've been listening to customers about their experiences of using Smart Cards and have made continuous service improvements to ensure they are really convenient, secure and reliable.

"For example, we've upgraded our Greater Anglia app so that if you have an Android phone, you can hold your Smart Card against it and it will automatically transfer the products you have bought from the website or app, onto your Smart Card! It's an amazing innovation which means no more queuing at the ticket machines to administer the card."

However, the train operator has also ensured a speedy transaction at gate lines and installed Platform Validators, which - after purchasing products - take just milliseconds to load them onto the Smart Card.

Richard added, "We are doing everything we can to introduce much more convenient and flexible season ticket purchasing facilities for rail passengers in East Anglia and that means making sure the customer service behind the ticket is robust too. Customers should have electronic receipts for their purchases which they can show to staff as proof in the unlikely event that the Smart Card can't be read. If they haven't, a penalty fare may be issued in the moment, but customers will be advised of the right to appeal and if correct proof of purchase is produced the penalty fare will be cancelled.We've also enabled staff phones to be able to instantly check the validity of Smart Cards. So passengers can use their card with confidence, and at the same time the systems we have introduced will help to detect and prevent fraud."

However, statistics have shown that the number of Smart Card failures is minimal, with very low card failure rates reported.

Customers are advised to hold the Smart Card onto the readers for a few seconds, rather than swiping like an Oyster Card, to ensure they work properly. Greater Anglia has also worked with Transport for London (TfL) to address passengers' reports about difficulty using Smart Cards at the barriers at London Liverpool Street.

As a result, TfL installed new software which has greatly improved gate line reader reliability for Smart Cards, helping to speed up entry and exit to the platforms as Smart Cards are much quicker to use at barriers than paper tickets.



On June 8th, Class 47s Nos. D1924 and D1944 top'n'tail a Crewe - London Euston return charter through Shifnal. *Phil Martin*













National Rail: LSL/Crewe Diesel Depot Charity Open Day

On June 8th, the doors were opened at Locomotive Storage Ltd.'s Crewe diesel depot for a Charity open day. This gave the public the chance to have a look around the facility and see exhibits drawn from all the main train operating companies.

Here are a few of the highlights.
Photos: Brian Battersby and Steve Thompson













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Here are a few of the highlights.

Photos: Brian Battersby, Steve Thompson and Derek Elston











National Rail: Tyseley Open Day

On June 22nd, the locomotive workshops at Tyseley were opened to the public, giving an insight into the huge amount of work being carried out behind the scenes, keeping some of the popular steam locos in traffic.

Here are a few of the highlights.
All photos: John Alsop

National Rail: Rail Live 2019













At Long Marston on June 19th, a chance to see the UK's latest rail technology on display.

Described as 'The only exhibition to bring the entire rail industry together in a real railway environment.'

Some of the exhibits were unique, with some old favourites also appearing at this huge complex.

Here are a few of the highlights.
All photos: John Alsop

Greater Anglia and Network Rail work together to prepare for summer



With high temperatures forecast for East Anglia, Greater Anglia and Network Rail have announced joint plans to minimise disruption to rail passengers during hot weather.
The UK, and particularly East Anglia, is seeing hotter summers and when the air temperature is 30 degrees, the temperature on the rail can be up to 20 degrees higher. This can cause a type of signalling problem called a track circuit failure and in extreme cases can cause a buckled rail.
To tackle this issue, Network Rail has painted rails white at critical points around the network including at Norwich, Colchester, Ipswich and Shenfield.

The white paint prevents the rail absorbing as much heat and can keep it between 5 and 10 degrees cooler than an unpainted rail, reducing expansion and helping to prevent signalling problems and buckled rails. Network Rail is also keeping equipment cabinets cool with white paint and clearing vegetation and debris to prevent lineside fires.

In addition, Network Rail's planned programme of engineering works, including the renewal of overhead lines and installation of new rails completed last year, is already helping to make the railway more reliable in hot weather. Modern overhead lines, such as those in place on the lines between Norwich, Ipswich, Colchester, Clacton, Harwich, Braintree, Cambridge and London Liverpool Street and those recently installed on the Southend line, do not sag in high temperatures, avoiding the need for precautionary speed restrictions.
Since the overhead line replacement on the Great Eastern Main Line and the Southend line, Network Rail has removed heat imposed speed restrictions between Ilford and Seven Kings and Shenfield to Billericay, with further restrictions to be removed following competition of the work in March 2020..

Greater Anglia is also reassuring passengers that they will be doing everything to get them from a to b reliably and in comfort this summer. The train operator's fleet maintenance teams will be working to ensure that the air conditioning systems on trains are in working order and to repair any faults as quickly as possible. Customers can stay cool in the heat by carrying a reusable water bottle and refilling it at one of the water fountains across the network. Fountains can be found at Cambridge, Chelmsford, Ipswich and London Liverpool Street.

Greater Anglia's Managing Director, Jamie Burles, commented, "We are acutely aware of the frustration and inconvenience felt by our passengers when things go wrong, so we are pleased to be taking action in partnership with Network Rail, making additional preparations to make travelling more comfortable in hot weather.

"We will be doing all we can, as ever, to get our customers from A to B reliably, on time and in comfort."

Meliha Duymaz, route managing director at Network Rail Anglia, said: "With the hot weather soon to arrive, we're working with Greater Anglia to prepare the railway for the added strain of higher temperatures.

"We understand the inconvenience when there are delays so we have engineers out monitoring the track and putting measures in place to keep trains moving. Our staff are ready to respond as quickly as possible to any problem that may arise to maintain a reliable service for our passengers over the summer."



LNER A3 No, 60103 'Flying Scotsman' passes Colton Junction on the outskirts of York with 1Z44 'The Waverley', for Carlisle via Leeds and the S&C on July 7th. *davempics*



Network Rail weedkiller MPV No. DR98912 is seen at Rainford. *David Wood*

Greater Anglia to present cheque for £22,000 and EACH Express 3 train headboard to East Anglia's Children's Hospices

Greater Anglia is to present East Anglia's Children's Hospices (EACH) with a cheque for £22,000, following a hugely successful charity charter train run by the train operator on 18 May to raise money for the regional charity.

The company will also hand over one of the special "The EACH Express 3" train headboards, which was used on the rail enthusiasts' charity charter train, to EACH.

With more than 250 tickets sold, bids for a cab ride, a raffle on the day and money raised from the on-board catering on the train, the trip – which used two Class 37 diesel locomotives to run from Norwich to Ely, King's Lynn, on via Cambridge to London Liverpool Street, then back up the Great Eastern Main Line to Norwich - exceeded all expectations.

It means that across the three EACH Express trips in 2016, 2017 and 2019, Greater Anglia has raised over £54,000 for the charity.

The combination of an extremely worthy and popular cause, combined with what may well have been a final opportunity for those taking part in the trip to enjoy journeys behind Class 37 locomotives across some of their old "stamping grounds", proved to be a great attraction.

The Class 37 locomotives have been used on some weekday passenger services between Norwich and Great Yarmouth/Lowestoft since June 2015, but this summer they are due to be replaced by Greater Anglia's new bi-mode trains.

The EACH Express 3 saw the diesels travel over the West Anglia and Great Eastern main line routes with which they were closely associated for much of their life (operating passenger trains from the mid-1960s to the mid-1980s).

With hospices in Milton (Cambridgeshire), Quidenham (Norfolk) and Ipswich (Suffolk) and offering support across those three counties and for families from Essex too, EACH provides services across a similar area to GA and the itinerary for the trip took the train quite close to all three hospices.

The charity has previously been chosen by GA employees as the recipient of charitable funds linked to the company's employee survey, as well as more localised fund-raising initiatives. In addition to its wider fund-raising work, the charity is currently raising money towards "The Nook", a new hospice for Norfolk to succeed Quidenham.

Jonathan Denby, Head of Corporate Affairs for Greater Anglia said: "We're delighted to be able to present a cheque for £22,000 and "The EACH Express 3" train headboard to EACH, following the successful Class 37 railtour on 18 May.

"We hoped that we would be able to raise significant funds for EACH by running this special trip, but the event exceeded everyone's expectations. We would like to thank everyone who bought tickets and joined us on the day, raising even more money from the raffle and on-board catering. We also very grateful to all the Greater Anglia employees who made this event happen. The success of such initiatives depends on the commitment and effort of many people, without whom they would simply not be possible. We're also grateful for the support of Direct Rail Services, who own the locomotives and carriages involved and Network Rail for their assistance.

"At Greater Anglia, we care passionately about the communities that we serve. We will continue to play our full part in supporting the region, both in the way we develop and operate train services, and in the way we take a wider role in East Anglia, supporting a variety of charitable, arts, sport, tourism and business initiatives."

John Pickering, EACH Chair of Trustees said: "We're obviously delighted to once again be benefiting from such a fantastic amount of money raised and would like to say a big thank you to Greater Anglia, as well as those who bought tickets for the special charter train. We have to raise over £6 million a year from fundraising, so the continued support of businesses like this is absolutely vital."



LMS Jubilee Class No. 45699 'Galatea' departs York past Bootham with 1Z25 'The Scarborough Spa Express' on June 27th. *davempics*



Returning to Doncaster from Crewe Open Day via Carlisle and Newcastle, Class 91 119 is hauled north along the WCML on June 9th, seen here passing Springs Branch, Wigan. *Jeff Nicholls*

National Rail: Peak Forest



On an overcast June 3rd, Peak Forest is awash with traction as (left to right) Class 66 181 is departing with the 13:07 Dowlow to Ashburys, 66 750 (partially hidden) is manually loaded, large logo 56 098 waits for 66 097 to release the empty 04:54 from Ripple Lane before doing shunting duties and 56 081 sits in the headshunt. *Barry Longson*



On June 24th, Class 66 780 is seen shunting at Peak Forest vice the Class 56. *Mark Enderby*



June 3rd sees Class 66 750 shunting the partially loaded Washwood Heath wagons, whilst 60 040 is about to run light engine to Tunstead quarry and sister 60 010 sits by the fuelling point. *Barry Longson*



Class 44 No. D8 'Penyghent' stands at Rowsley station having just arrived from Matlock on June 16th. *Derek Elston*

Long term plan for digital railway

Network Rail has published a framework that sets out the long-term delivery of digital signalling, to bring significant benefits to passengers and help suppliers to plan resources. The long-term deployment plan (LTDP) has been published in response to a request from the Department for Transport for a plan that shows future signalling renewals to be digital or digital ready beyond Control Period 6. The LTDP takes account of the scale and complexity of fitting out in excess of 4,000 trains and the upgrading of more than 19,000 miles of network, and shows how modern signalling and train control technology can be delivered in a way that makes the best use of renewals funding.

It proposes a partnership approach between Network Rail, the train operating companies (both passenger and freight), the rail industry supply chain and government. It recognises that the delivery of digital signalling requires multiple stakeholders to work together, coordinating budgets and asset renewal plans.

The plan was published alongside a two-day digital railway conference, hosted by Network Rail, that focused on closer working across the industry and how a new partnership approach to deliver the railway as a whole system will result in a better service for passengers.

Network Rail chief executive, Andrew Haines, said: "Two-thirds of our network's signalling system will need replacing in the next 15 years. It's a challenge that I believe makes now the right time for digital railway. It's a way we can bring real benefits to passengers and freight customers through increased flexibility and faster and more frequent journeys.

"But digital railway will only happen if we are committed as an industry to deliver it in an efficient way, working together to solve issues and make the most of opportunities. This plan provides a long-term pipeline of projects, providing suppliers with greater clarity on the investment needed in resources and staff, and helping the industry as a whole to research and develop innovative ideas and broaden skill sets and capabilities, so that we are prepared to deliver the 21st century railway our passengers and freight users deserve."

Rail Minister, Andrew Jones, said: "With a record number of passengers using our railways, it is vital that we continue to modernise our network and deliver more reliable and frequent trains. Through the Rail Sector Deal, industry and the government are working together to transform our Victorian railway, using new technologies to improve the network's capacity and deliver a better experience for passengers. This plan marks an important step forward, providing greater certainty to industry to help lower infrastructure costs."

David Clarke, Technical Director at the Railway Industry Association (RIA), said: "We very much welcome the Long-Term Deployment Plan for digital railway published today, which was developed in a collaboration with businesses within the rail supply chain.

"This is the start of a process to transform our rail network through digitalisation, which will help create a more reliable and effective rail system as well as unlocking capacity on certain lines. Moving forward, the rail industry will seek to work closely with Network Rail and other partners to ensure we are ready to deliver, ensuring the skills and resources are available to 'hit the ground running' so we can deliver this programme efficiently, to time and to budget".





Loco Fleet List Ten

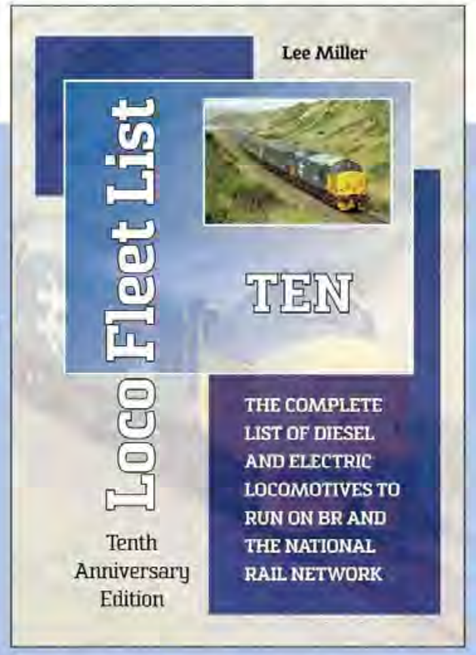
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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





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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's drive to put passengers first gathers pace as new Southern region goes live

The first major milestone of Network Rail's drive to put passengers first has been marked with the formation of a new Southern region, which will benefit from a record investment of more than £6 billion over the next five years to improve train services for passengers. The current Wessex and South East routes have joined in a move which will shift power and decision making into smaller, regional organisations that are closer to customers and will give local managers the levers and authority to tackle performance issues head-on.

John Halsall, who has served as managing director of both the South East and Wessex routes previously, has been appointed to lead the Southern region and will oversee further changes planned to continue to devolve power and authority from the centre to the routes and regions later this summer.

John Halsall, managing director of Network Rail's Southern region, said: "I'm delighted to be leading the new Southern region into this exciting period, where we have a real opportunity to deliver better services for passengers and freight users and improve how we work together as an industry. Putting passengers first and addressing the decline in train performance have to be our priorities, and these changes will help us deliver the better service that passengers and freight users deserve. Our new region means we will be able to be more supportive of the routes, build on how we work with our train and freight operators and regional stakeholders and become a company that's easy to work with."

The Southern region is the busiest region in the country, with 700 million passenger journeys a year and more than 7,000 passenger and freight services every weekday.

Around £6.3 billion will be invested over the next five years to operate, maintain and renew the railway across the region, which also serves as a vital freight link, with more than 266,000 tonnes of freight passing through each week.

The four routes within the new Southern region: Wessex, Sussex, Kent and Network Rail High Speed, will form later this summer and will continue to deliver their passenger-focussed business plans for the next five years.

The Wessex and South East routes will retain a managing director until the route director roles formally come into being later this summer

Class 37 152 is seen under restoration at Rowsley, Peak Rail on June 16th. *Derek Elston*

Victorian viaduct upgrade improves journeys for passengers in Lancashire



An iconic railway viaduct in Lancashire has been strengthened to ensure reliable railway journeys for passengers for decades to come.

As part of the Great North Rail Project, £500,000 was invested to restore and reinforce the iconic viaduct which carries the railway over the River Keer near Capernwray.

So engineers could safely carry out the work on the riverbed and viaduct walls, the River Keer was temporarily dammed and diverted through a pipe.

During this time, Network Rail carefully relocated 157 fish upstream, including 22 salmon and 13 brown trout.

Thomas Carrington, scheme project manager for Network Rail, said: “We have refurbished Capernwray rail viaduct as part of the Great North Rail Project to ensure the structure remains safe and viable for Northern and their passengers between Carnforth and Settle.

“Over the years, Capernwray Viaduct has suffered damaged by the River Keer moving material that has eroded the foundations. We needed to divert the water to safely access the viaduct walls either side of the river bed to carry out repairs and install rock armour to protect the structure.

“We worked closely with the Environment Agency during the work, allowing us to bring the project forward to help minimise disruption to our lineside neighbours and the local environment.”

Great care was taken by Network Rail to restore the structure on the Settle to Carnforth line to its Victorian glory.

Work included restoring brickwork, strengthening 11 arches with special anchors and plates, and protecting the structure’s footings in the river from erosion.

Years of built up dirt was also cleaned from the length of the viaduct.





Class 90 045 leads 90 016 through Charnock Richard on June 19th with a Coatbridge - Daventry liner. *John Sloane*

Working in packs to improve passenger journeys through 'Bleeding Wolf'

An area of railway named after a legendary act of bravery will see an important railway upgrade this summer to ensure faster journeys for rail passengers in Cheshire.
The section of railway known as 'Bleeding Wolf' near Altrincham will benefit from an £800,000 investment by the Great North Rail Project when just over a kilometre of track is overhauled.
The area is so-called because in the 13th century, as legend has it, the Earl of Chester was attacked by an injured wolf and saved by local forester Adam De Lauton.

As a reward, King John granted him as much land 'as he could walk in a day' – land on which the railway now stands. The major improvements will allow a 20mph speed limit to be lifted on the Mid-Cheshire line.

Trains will then be able to run at 75mph meaning faster and more reliable journeys for Northern passengers.

The work will see 2,500 tonnes of railway stone and 700 sleepers replaced.

New drainage will also be installed during the work which takes place over three consecutive Sundays – 30 June, and 7 and 14 July - and throughout the weekend of 10 and 12 August.

Adrian Brookes, planning manager at Network Rail said: "Our Great North Rail Project work along the 'Bleeding Wolf' section of railway in Hale will make passengers' journeys between Greater Manchester and Cheshire faster and smoother.

"To get the best weekend travel advice, we're asking people to check before they travel with their train operator and Transport for Greater Manchester (TfGM)."

Chris Jackson, regional director at Northern, said: "This is vital improvement work which will protect the journeys of our customers in Cheshire for years to come. Whilst any disruption is regrettable, I hope our customers understand the importance of this work and I'd like to thank them in advance for their patience.

"This work, alongside our own introduction of improved trains in Cheshire, is proof that the Great North Rail Project is making a real difference for rail travellers across the region."

Caroline Whittam, TfGM's head of rail franchising, said: "This work is another example of The Great North Rail Project delivering real benefits for the people, communities and businesses of our region. It will mean faster and more reliable connections for thousands of passengers. During the work we advise people to check their travel options with us in advance, including bus or Metrolink"







Class 46 035 is seen in the yard at Rowsley on June 16th. *Derek Elston*

Class 05 0-6-0 shunter No. D2587 stands outside the Heritage Shunters Trust shed at Rowsley. *Derek Elston*

The Nosh Report

33 GTR retailers commit to free passenger water refill scheme



33 retailers at Govia Thameslink Railway stations have committed to a campaign to reduce single-use plastic bottle by offering free tap water refills for passengers.

National Refill Day on Wednesday June 19th was a public awareness day to mark the campaign, designed to reduce single-use plastic bottles by encouraging people to carry a reusable water bottle and refill on the go.Part of the campaign is highlighting where members of the public can find free drinking water through the Refill app, with GTR's Environment team signing up 33 retailers across the rail operator's stations to support the project.

GTR's Environment team has been working with staff members that serve as Area Champions for the Environment (ACEs) to encourage tenants at stations to join the campaign. On the Southern network, Runaway Café in Lewes and the N+1 Bike Centre and Café at Brighton have signed up to the scheme.

On the Thameslink route, AMT Coffee at St Albans has joined; Caffe Kimbo and La Baguette Parisienne, both at Luton station, have also signed up.

Samantha Lear, Environment Manager for Govia Thameslink Railway, said: "GTR is supporting Refill to help reduce plastic waste, an important issue which needs action on a personal as well as national level. We are so pleased to see so many of our retailers sign up as refill points with our teams of ACEs and hope that many more will follow soon."

With the campaign research showing that 71% of people feel uncomfortable asking for free tap water when not making a purchase, Refill log all participating retailers on their app so that consumers can find the closest shop, cafe or restaurant taking part in the scheme. According to Refill, if 1 in 10 people in Britain refilled a bottle rather than buying a single use plastic bottle just once a week, around 340 million plastic bottles would be saved each year.

Natalie Fee, Founder at City to Sea, said: "We're really pleased that GTR are part of the Refill Revolution this National Refill Day! Their support makes it even easier for everyone to find free drinking water when travelling - meaning we can all save money and save the planet from plastic pollution in one go! People from all walks of life are carrying a reusable bottle now and with GTR making it easier for people to Refill, we're rapidly doing away with the need to buy planet-polluting plastic bottled water!"

The campaign is a partnership between Refill and Water UK run by City to Sea with additional support from the English water companies, Chilly's Bottles, Robeco and the Mayor of London. Refill estimates that the project will save more than 100 million single-use bottles from entering the waste stream by the end of 2019.

Photo: Sean Brennan, Ticket Office Supervisor, and Magda, Manager of AMT Coffee St Albans. ©GTR

Recycling Glasgow 'Green' Street station

More than 95 percent of the demolition material produced during the redevelopment of Glasgow Queen Street station has been recycled. With the station currently being rebuilt to accommodate longer, greener electric trains, the project team has been working hard to make sure the reconstruction works are delivered in an environmentally friendly way.

Network Rail and contractors Balfour Beatty and Dem-Master have ensured that 100 percent of the brick, timber and concrete removed from the site during the demolition work has been recycled for re-use elsewhere in the construction industry.



In total, 14,000 tons of redundant material has been removed from Queen Street by the project and recycled into a range of sectors including house and road building projects and the bio-mass industry.

Some of it, in the form of brick and concrete which had been crushed into small stone, even returned to Queen Street for re-use on-site as part of the base layer for the new station.

The team also significantly reduced the carbon footprint of the demolition works by carrying out the recycling work within Glasgow.

The only materials not considered for recycling were those containing hazardous substances such as asbestos.

Tommy McPake, Network Rail programme manager for Queen Street, said: "Demolishing the redundant building in the heart of Glasgow city centre, and without closing the station, was extremely challenging for the project team.

"We are pleased to have been able to ensure that nearly all of the material removed from the site has been recycled.

"When complete, the new station will transform travel through Queen Street – allowing longer and greener electric trains to use the station and providing customers with a brighter, more modern station building."

The £120m Scottish Government-funded redevelopment of Scotland's third-busiest station will be completed in 2020.

A new glass-fronted concourse, almost double the size of the existing space, is being built to accommodate predicted increases in future passenger numbers, and platforms two to five are being extended out towards George Square, taking up most of the space covered by the train shed roof.

The new concourse design is fully accessible with entrances on George Square, Dundas Street and North Hanover Street and is filled with natural daylight. The listed Victorian roof has also been carefully incorporated into the new structure and is fully exposed when viewed from platforms.



A replica of 'Rocket' is seen at the Rainford 190 celebrations. *David Wood*

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

www.southerncountiesrailwaysociety.co.uk

Did you Know - Ken Mumford

Some more of the nations oddities this month:

Did YOU know? **[1]** Ex–Rhymney Railways 0-6-2Ts B.R. numbers 36 & 38 left Cardiff East Dock shed on 7th October 1957 on their last journey which was to Swindon, whilst ex-R.R. 0-6-2T BR number 35 ended its days as a stationary boiler at Gloucester and was not broken up until March 1958.
[2] Rhymney Railway K class No. 97 was scrapped 21st April 1909 because it blew up at Cardiff East Dock shed due to an apprentice making the safety valve inoperable.
[3] 28xx 2-8-0 No. 2868 was noted in a siding at Ebbw Junction shed, without its tender and chains around its boiler in late October/early November 1959, was being used for testing an improved form of hydraulic lifting gear, for which purpose it was being subjected to a series of deliberate derailments.

Watch and learn!!

Three women and three men are travelling by train to the football game. At the station the men each buy a ticket and watch as the women buy just one ticket. "How are the three of you going to travel on only one ticket?" asks one of the men. "Watch and learn," answers one of the women.

They all board the train. The three men take their respective seats but all three women cram into a toilet together and close the door.

Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the toilet door and says, "Ticket, please." The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on.

The men see this and agree it was quite a clever idea; so, after the game, they decide to do the same thing on the return trip and save some money.

When they get to the station they buy a single ticket for the return trip, but see, to their astonishment, that the three women don't buy any ticket at all!!

"How are you going to travel without a ticket?" asks one perplexed man. "Watch and learn," answer the women.

When they board the train, the three men cram themselves into a toilet, and the three women cram into a toilet just down the corridor.

Shortly after the train is on its way, one of the women leaves the toilet and walks over to the toilet in which the men are hiding. She knocks on their door and says, "Ticket please."

I'm still trying to figure out why men still think they're smarter than women!

A Different View





Confusing where to stop your train signs at Manchester Piccadilly on May 30th. *Colin Kennington*



The Lakeside and Haverthwaite Railway has found a niche market conveying tour groups and school trips, most of which also have a boat ride on Windermere. Many of the coach parties come from the Far East, which explains the keep out sign. *Colin Kennington*

A colourful sign at Bodiam K&ESR, from the days when you had a choice of 3 classes of travel. *Barry Longson*

A Different View



The immaculately restored booking hall at Tyseley station. *Richard Hargreaves*



A Virgin Trains' Pendolino passes Heamies Farm on June 26th with a service to London Euston. *Mark Enderby*



On June 27th, a Grand Central Class 180 working a Bradford - London Kings Cross service passes Joan Croft Jct. *Mark Enderby*



A Different View

The welcoming entrance to Tenterden Town station, on the Kent & East Sussex Railway on a sunny June 1st. *Barry Longson*

Kent and East Sussex Railway

Class 14 No. D9504 runs around its train at Bodiam on June 1st. On the platform is the tail lamp waiting to be moved to the rear, whilst in the background, a trolly is on display and a manually operated crossing gate is closed to halt the local traffic.
Barry Longson

Preserved Railways

Kent and East Sussex Railway

On June 1st, Class 03 No. D2023 (withdrawn from BR service in 1971) sits in the station yard at Tenterden Town, with a NOT TO BE MOVED sign attached. *Barry Longson*

BR Class 108 DMU cars Nos. 50971 + 51571 stand in the yard at Tenterden Town station. *Barry Longson*

Preserved Railways

Severn Valley Railway



On June 20th, Class 40 106 stands at Bewdley, having arrived from Kidderminster. *Mark Enderby*



Class 31 No. 97205 passes Dinney Farm with the 14:30 Bridgnorth - Kidderminster service on May 16th. *Keith Davies*



Class 50 031 is seen shunting track panels at Kidderminster. *Mark Enderby*

Preserved Railways

Severn Valley Railway

On a very wet May day, GWR Pannier Tank No. 1501 is seen at the stops at Kidderminster and is about to run round the Gresley Teak stock to form the 16:40 departure to Bridgnorth. *Colin Gildersleve*

Class 47 749 climbs Eardington Bank with the 09:35 Bridgnorth - Kidderminster working on May 16th. *Keith Davies*

Preserved Railways

Midland Railway Centre



A loco suffering a bad time at the moment is Class 44 No. D4, having missed the SVR diesel gala in mid May, it was still out of use for its home gala. Here it is seen under light maintenance inside the depot Swanwick on June 15th. *Barry Longson*



Class 40 012 stands in Swanwick Yard on June 15th with visiting Freightliner Class 66 623, which was unfortunately only on static display during the gala. *Barry Longson*



On June 15th, the line held a diesel gala with a small number of guest locos. Class 66 136 was used on a number of passenger trains throughout the day, seen here in the shed yard at Swanwick awaiting its next duty. *Barry Longson*

Preserved Railways

Appleby Frodingham



Inside the AFRPS shed are 0-6-0ST No. 22 rebuilt from HE No. 3844 and WB No. 2758 (which carries plate HE 3844) and P1438/16.
John Sloane



Yorkshire Engine Co. No. 1 (YE 2877/63) is seen at the platform with a rake of guards vans.
John Sloane



On June 1st, ex Polish industrial loco No. 3138 (Chrz 3138/54) is seen at the AFRPS depot.
John Sloane

Preserved Railways

GWS Didcot



Churchward 43XX 2-6-0, 5322 stands outside the shed at GWS Didcot on June 2nd. *Derek Elston*





Collett GWR Hall 4-6-0 No. 6998 'Burton Agnes Hall' stands silent inside the shed at Didcot. *Derek Elston*

Swindon built Class 14 0-6-0 Diesel Hydraulic No. D9516 is seen working the shuttle service at Didcot on June 2nd. *Derek Elston*



Dartmoor Railway

Class 08 937 stands at Meldon Viaduct on the Dartmoor Railway working the 10:15 Okehampton - Meldon Viaduct service on June 2nd. *Keith Hookham*

Preserved Railways

Southwold Steam Works



A former Charleroi tram trailer is seen at Southwold Steam Works on June 13th. *John Sloane*





0-6-0 ‘Scaldwell’ works No. P1316/13) is seen inside the shed. *John Sloane*

Restored 3ft gauge SR rolling stock in the yard. *John Sloane*

Preserved Railways

Gloucestershire Warwickshire Railway



DMU Class 117 No. W51360 heads for Toddington on June 22nd during the lines 'Steam and Real Ale Weekend'. *Neil Pugh*



GWR Churchward 2800 Class 2-8-0 No. 2807, built in 1905, heads for Winchcombe on June 22nd. *Neil Pugh*



Class 26 043 is seen heading for Winchcombe on June 22nd. *Neil Pugh*

Lakeside and Haverthwaite Railway

On June 12th, an afternoon service from Lakeside is seen arriving at Haverthwaite, hauled by Andrew Barclay 0-6-0T No. 1245.
Colin Kennington



The A1 Steam Locomotive Trust
New Steam for the Main Line

AN HEIR AND A SPARE!

The A1 Steam Locomotive Trust places million-pound order for two new boilers for steam locomotives Prince of Wales and Tornado

The A1 Steam Locomotive Trust - the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado and is currently building Britain's most powerful steam locomotive No. 2007 Prince of Wales - is delighted to announce that it has placed a £1m order with Dampflokwerk Meiningen (Steam Locomotive Works Meiningen), a workshop of the Deutsche Bahn (the German Federal Railway) for two new Diagram 118a boilers for its two new steam locomotives. The order is to supply the boiler for new Gresley class P2 No. 2007 Prince of Wales, currently under construction at Darlington Locomotive Works, and a 'spare' boiler for use on both No. 2007 and No. 60163 Tornado, which has just completed its first decade of operations since completion in 2008. This order will enable the Trust to rotate the three identical boilers over its two locomotives, with two operational boilers and one 'spare' undergoing overhaul at any one time. DB Meiningen delivered Tornado's original boiler in July 2006.



This strategic move by the Trust will reduce the time out of traffic for each locomotive by around four months, increase the potential revenue earned by both locomotive during each operational cycle and reduce the cost of their overhauls. By ordering both boilers at once and leveraging the purchasing power of the supporters of both locomotives, the Trust has saved a six-figure sum that would have otherwise been required if the two boilers had been procured separately. The first new boiler – to be fitted to No. 60163 Tornado during its next overhaul – will be delivered in September 2020 with the second – to be fitted to No. 2007 Prince of Wales – scheduled to be delivered in July 2021.

The A1 Steam Locomotive Trust ran a competitive tender process for the procurement of the two new boilers. The Trust contacted eight companies from across the UK, Europe and the USA. Some of the potential suppliers excluded themselves due to the size and scale of the project to provide just one diagram 118a boiler. Others were not taken forward by the Trust based upon considerations which included their capability, capacity, track record, cost and ability to deliver on schedule. The shortlisted companies were then invited to cost the project before submitting best-and-final-offers.

The Trust is using a variety of funding methods to support the procurement of the two new boilers in line with its policy of hypothecating the funding of each locomotive in place of the Bearer Bond which was used to fund the 2006 purchase of Tornado's original boiler from DB Meiningen. The funding of the boiler for new Gresley class P2 No. 2007 Prince of Wales and its contribution to the 'spare' boiler is coming from The Boiler Club which was launched in October 2016 to raise £600,000 plus Gift Aid from 300 supporters each donating £2,000 in up to 40 payments – so far over 175 supporters have subscribed to The Boiler Club pledging around £440,000 including Gift Aid. The funding of Peppercorn class A1 No. 60163 Tornado's contribution to the 'spare' boiler will come from extending its 'I love 60163' fundraising campaign - 100 supporters donating £601.63 in up to six payments - beyond the 100-supporter target. Additional funding for the 'spare' boiler will also come from recent legacies to the Trust.

Graeme Bunker-James, Commercial Director, The A1 Steam Locomotive Trust, commented: "The decision to procure two new boilers – one for the 'heir' Prince of Wales and the second a 'spare' for both No. 2007 and Tornado – is a major strategic move by The A1 Steam Locomotive Trust and fulfils a long-held desire to have three boilers for our two locomotives in order to reduce their time out of traffic during overhauls and act as an insurance policy. This decision secures the future of both of our locomotives on the main line not just for now, but for future generations. Having a 'spare' boiler will greatly assist with the delivery of regular itinerary tours and ensure that we are a reliable provider of locomotives to our customers as well as our direct passengers. We know that interest in No. 60163 Tornado dips significantly when the locomotive is not operational on the main line and heritage railways.

"The ordering of the boiler for No. 2007 Prince of Wales is the next major milestone in the project to build Britain's most powerful steam locomotive and its delivery in July 2021 keeps the project on-track for completion in the next three years.

"The Trust is only able to make such a bold move due to the loyalty and generosity of its supporters of both locomotives and it is the intention to leave No. 2007 debt free upon completion. We urge those not yet on-board to join us as covenantors to both locomotives, a member of The Boiler Club for Prince of Wales and a subscriber to the 'I love 60163' campaign for Tornado."

Marcel Scholz, Works Manager, Dampflokwerk Meiningen, commented: "The DB Meiningen Steam Locomotive Works feels very honoured to have been awarded the design and construction order of two new boilers for A1 and P2 steam locomotive classes by The A1 Steam Locomotive Trust for the second time. The formidable projects of this organisation to build new steam locomotives are outstanding and are in Europe, if not in the rest of the world, unique with regards to their success. The professional skills of the members of The A1 Steam Locomotive Trust are of a very high order and it is always a pleasure to work with them."

Photo: No. 60163 Boiler at DB Werk Meiningen. © A1SLT/David Elliott

Preserved Railways

Keighley and Worth Valley Railway

On June 1st, Class 101 DMU Nos. 51803 and 51189 are seen at Keighley, waiting departure time. *Richard Hargreaves*

On June 21st, the ex-Taff Vale Railway No. 85 was in charge of the summer weekday passenger timetable, following it's star turn operating the vintage train on the preceding Sunday. The veteran loco is seen beside the River Worth near Damems, with the first train of the day to Oxenhope on the Friday morning. *Ben Bucki*

Preserved Railways

Keighley and Worth Valley Railway



British Railways Standard Class 2MT 2-6-0 No. 78022 simmers at Keighley on June 1st, working a service to Oxenhope. *Richard Hargreaves*



On June 16th, BR Class 2MT No. 78022 runs-round at Oxenhope after arriving with an afternoon service from Keighley. *Ben Bucki*



During Fathers day, Taff Vale tank loco No. 85 was in charge of the Vintage Trains' Sunday diagram. The veteran loco is seen taking on water at Keighley at midday on June 16th. *Ben Bucki*

Preserved Railways

Keighley and Worth Valley Railway

The lines resident Class 37 075 is seen between Class 37 521 and 37 025 at Keighley on June 3rd. Class 37 075 was heading to Nottingham for a bogie swap, returning a few days later. *Ben Bucki*



The Railfreight-liveried machine is seen arriving at Keighley, after piloting the service train hauled by LMS 4F No. 43924. *Ben Bucki*



Colas Rail's Class 37 521 waits to collect resident 37 075, to take it for maintenance work at Nottingham. The visiting type 3 stands adjacent to LMS 4F No. 43924 as the steam loco takes on water at Keighley station. *Ben Bucki*

Preserved Railways

Ammerton Farm Railway



On June 29th, Kerr Stuart No. 4250 'Lorna Doone' of 1922 one of 27 Wren class locomotives ordered by R H Neal & Co Ltd for use on the southern Arterial Road and eastern bypass contract in Essex is seen heading round the lake with No. 3 'RISHRA'. *Richard Hargreaves*



W.G. Bagnall, Stafford No. 1491 'ISABEL' heads round the loop. *Richard Hargreaves*



No. 1158 'DIANA' is seen with a freight train. *Richard Hargreaves*

Preserved Railways

Ammerton Farm Railway



Seen under repair/restoration in the shed are E.E Baguley No. 3024 'Dreadnought', E.E Baguley No. 2085 'Golspie' and No. 1889. *Richard Hargreaves*



RNAD No. A10 and 221623 are seen in the diesel shed on June 22nd. *Richard Hargreaves*



Motor Rail Simplex No. 7471 'Dorman' and 40SD501 are seen in the field. *Richard Hargreaves*

Preserved Railways

Exbury Gardens and Steam Railway

On June 16th, 'Rosemary' is a narrow gauge style 0-6-2 tender tank loco, built specially for the line by the Exmoor Steam Railway. *David Lindsell*

A much larger 2-6-2 tender loco called 'Marriloo' was built at Exmoor, and entered service on the line in 2008. It is notable for having carried the Queen on a footplate trip round the railway, seen here on the turntable. *David Lindsell*

Romney, Hythe and Dimchurch Railway

‘Samson’ with a 13 coach train enters New Romney past the motive depot on June 1st. *Lee Stanford*

Romney, Hythe and Dimchurch Railway

‘Hercules’ arrives at Hythe with the first train of the day on June 1st.
Lee Stanford

Llangollen Railway

Hunslet 0-6-0ST works No. 3777, NCB No. 68030 'Josiah Wedgewood' is seen in the yard at Llangollen. *Allison Twycross*

Preserved Railways

Welsh Highland Railway

On June 22nd, George England 0-4-0ST No. 2 ‘Prince’ top and tailed with Hunslet 2-6-2T works No. 901 of 1906 ‘Russell’ cross the Aber Glaslyn with 12:10 Bedgellert to Pont Croesor service. *Ken Abram*



De Winton 0-4-0VBT ‘Chaloner’ dating from 1877 built in Caernarfon for use in the North Wales quarries, works a demonstration freight along The Cob from Boston Lodge to Porthmadog. It is normally based at the Leighton Buzzard railway. *Ken Abram*



Hunslet 4-6-0T works No. 1215 of 1916, War Dept. No. 303, leaving the sidings at Porthmadog with an empty coaching stock move to Boston Lodge. *Ken Abram*

On June 22nd, Single Fairlie 0-4-4T 'Taliesin' is about to enter the tramway section of track over Britannia Bridge in Porthmadog.
Ken Abram

LNER A4 Pacific No. 60009 'Union Of South Africa' heads south from Rawtenstall on May 25th. *Gerald Nicholl*

Embsay and Bolton Abbey Railway

The recently-restored North Eastern Railway railmotor has been putting in regular service on the midweek timetable. The unique single-unit is seen heading away from Embsay with the first train of the day on July 3rd. *Ben Bucki*

Preserved Railways

Middleton Railway



During the Gala on June 22nd, Hunslet 'Brookes No. 1' (works No. 2387 of 1943) attracts some young attention as it brings up the rear of a passenger train in the woods along the rarely-used Balm Road branch, on it's way to Moor Road Station. *Ben Bucki*



NER 'H' Class/LNER Y7 No. 1310 pulls away from Park Halt with a midday train to Moor Road. *Ben Bucki*



Hunslet diesel shunter No. 7051 'John Alcock' (works No. 1697 of 1932) trundles through the woods along the rarely-used Balm Road branch line, with a passenger working to Moor Road station. *Ben Bucki*

The Battlefield Line

Class 33 No. D6508 'Eastleigh' is seen at Shackerstone on May 30th.
Allison Twycross

Preserved Railways

West Somerset Railway

On June 8th, Class 37 No. D6948 (37248) from the Growler Group at Toddington on the GWR enters Williton on the first morning of the 40th anniversary weekend heading the 10:48 to Minehead. *David Lindsell*



Great Western Pannier Tank No. 7752 is seen at Williton during the first day of the 40th anniversary weekend, June 8th. *David Lindsell*



Somerset and Dorset Joint Railway 7F Class 2-8-0 No. 53808 stands at Watchet Station on the afternoon of June 2nd about to head a train to Bishops Lydeard. *David Lindsell*

Preserved Railways

West Somerset Railway



Hymek No. D7017 departs from Williton at 11:50 with the train for Bishops Lydeard during the first day of the 40th anniversary weekend on June 8th. *David Lindsell*



GWR 7800 Class No. 7802 ‘Bradley Manor’ runs round its train at Minehead in order to work the 16:30 back to Bishops Lydeard. *David Lindsell*



Another ‘Manor Class’ No. 7828 ‘Odney Manor’ undergoes maintenance in the shed yard at Minehead. *David Lindsell*

AMBITIOUS £350,000 APPEAL LAUNCHED TO RETURN UNIQUE VICTORIAN STEAM LOCOMOTIVE TO FULL WORKING ORDER

An ambitious appeal has been launched to raise £350,000 to return a unique Victorian steam locomotive – that escaped the scrapman's torch thanks to the centenary of London's Waterloo station in 1948 – to full working order so it can again haul trains through the Isle of Purbeck. The Swanage Railway Trust's 563 Locomotive Group hopes to raise the money needed to return 1893-built London and South Western Railway T3 class 4-4-0 wheel arrangement locomotive No. 563 to steam in two years.

563 Locomotive Group chairman Matt McManus said: "This is one of the most exciting locomotive restoration projects of the last 25 years – a unique project that will bring a locomotive most people thought would never steam again back into life on the railway that it was built for.
The Swanage Railway Trust believes the best way for No. 563 to tell its important transport, industrial and social story is to return the unique locomotive to steam so it can again haul trains in the Isle of Purbeck for the first time in some 80 years," he added.

After No. 563 was stripped down to its component parts, it was found that the locomotive was in a good mechanical condition and that restoring the T3 to full working order could be achieved.

Matt McManus explained: "The T3 allows us to go right back to the very start of railways in Dorset. No. 563 enables the Swanage Railway Trust to show how railways connected rural and coastal communities in the Victorian and Edwardian periods.

"The T3 was built in 1893 – just eight years after the Swanage branch line opened in 1885 – with No. 563 being used to bring express passenger trains from London to Corfe Castle and Swanage which this created a legacy of tourism that remains to this day.





"The T3s were known as strong, free steaming and fast locomotives and we expect that No. 563 will be able to handle five-carriage trains on the Swanage Railway with relative ease," he added.

Swanage Railway Trust chairman Gavin Johns said: "The decision to restore the T3 to full working order – so it can again haul trains in the Isle of Purbeck for the first time in some 90 years – demonstrates the Trust's commitment to creating a living link to the very start of the railway that we have preserved to this day.

"The restoration of the No. 563 will allow us to show a period when the branch line railway from Wareham to Corfe Castle and Swanage was an exciting, colourful and modern addition to a rural community.

T3 class No. 563 was withdrawn by the Southern Railway at the end of the Second World War in August, 1945, by which time it had run a total of 1.5 million miles.

During its long working life, the T3 class locomotives hauled trains from London on the west of England main line, across Dorset and down to Corfe Castle and Swanage.

Designed in 1890 by William Adams – one of the greatest locomotive designers of the 19th century – for smooth running at up to 80mph, and built at Nine Elms in London, the 81-tonne No. 563 was not scrapped in 1948.

Instead, the unique locomotive – that carried three tonnes of coal and 3,300 gallons of water – was selected for restoration and display at London's Waterloo station centenary celebrations during 1948 in a move that guaranteed the preservation of No. 563.

To make a donation to the T3 fund, send a cheque – made payable to the Swanage Railway Trust – to the T3 Fund, Swanage Railway Trust, Station House Swanage Dorset BH19 1HB.

To find out how you can help return No. 563 to steam so it can haul trains through the Isle of Purbeck for the first time in more than 80 years, visit the 563 Locomotive Group's website at www.563locomotivegroup.co.uk.

Photos: © Nathan Au

The T3-class steam locomotive was donated to the Swanage Railway Trust, a registered charity, by the National Railway Museum in May, 2017.

The decision of the Swanage Railway Trust to return No. 563 to steam for the first time in more than 70 years followed a detailed mechanical inspection of the locomotive at the Flour Mill workshops at Bream near Lydney in Gloucestershire's Forest of Dean.

Preserved Railways

Mid Hants Railway

On a wet June 18th, Class 47 579 is seen at Ropley with an empty stock working. *Ken Livermore*



On June 18th, the booked loco for the days turns, S15 No 30506, was out of traffic for welding work to be carried out. Seen here being undertaken at Ropley. *Ken Livermore*



BR Class 9F No. 92212 departs Ropley on a damp June 18th. *Ken Livermore*



Class 40 100 is seen stabled at Blackburn. *John Sloane*

From the Archives



Battered and twisted following its accident outside London Paddington station, Class 50 041 'Bulwark' was photographed inside Doncaster Works on February 12th 1984. Amazing to think that it was actually repaired! *Jeff Nicholls*



Class 74 005 is seen at Eastleigh depot in 1981. *John Sloane*



Ruston Hornsby Shunter No. 97953 is seen shunting track panels at Reading Yard in 1981. *John Sloane*



A Class 35 ‘Hymek’ hurries 1V28, a Portsmouth – Cardiff service through Severn Tunnel Junction in summer 1970. For a short period from May 1968 they worked most of these services. The stock is interesting in that it carries destination boards at waist-level, in the manner of most European railways at the time. The six-coach train of Mk 1 standard coaches also includes a Buffet Car.*Christopher Baldwin*

From the Archives



Class 56 005 working from Westbury Cement Works to the Midlands passes Bedwyn from a time when Class 56s used to rule the B&H line. *Michael Bennett*



Class 37 893 on the Ripple Lane to Cranmore passes Wolfhall in the late 80s. Note the M&SWR embankment in the background that has long since gone. *Michael Bennett*



Class 50 008 departs Newton Abbot with a local service, the fine array of semaphore signals adding to the atmosphere of the era. *Michael Bennett*

Class 56 056 departs Didcot with an empty stone train bound for Westbury. *Michael Bennett*